

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 992-3 R

DATED 5th July

[Despatch Abstract.]

Mr. Pigott, assistant Telegraph Engineer, Madras
Railway Company. — Ordered that the Govt of
be addressed on the subject of the grant of a
personal allowance of Rs 100 per mensem
to —.

Requesting sanction to the grant of a
personal allowance of Rs 100 per mensem
to —.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1162	R	29-8-93				

5TH JULY 1893, No. 992 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 31st May 1893, No. 6710/461.

With reference to correspondence ending with this office letter No. 577 of 28th May 1890, I have the honour to state that the question of an increment to the salary of Mr. Pigott, the Assistant Telegraph Engineer of this Company, was referred to the Board of Directors in February last. It was proposed to increase his salary at once to Rs. 400 and then to raise it to the maximum of Rs. 500 by increments of Rs. 50. The Board, however, have declined to entertain the above proposal, but approve of the grant of a personal allowance of Rs. 100 to Mr. Pigott in lieu thereof in consideration of the increased work that has devolved upon him and the zeal with which he has performed his duties. I have, therefore, to request that the sanction of Government may be conveyed to me for the payment of this personal allowance to Mr. Pigott. Extracts of correspondence to and from the Board on this subject are enclosed for convenient reference.

ENCLOSURES.

EXTRACT from a letter to the Secretary, dated the 23rd February 1893, No. 2078.

13. I beg to forward copy of a letter, dated the 29th January last, from Mr. Pigott, Assistant Telegraph Engineer, addressed to Mr. Winter applying for an increase of salary. Mr Pigott's salary is now only Rs. 300 per mensem after a

Mr. Pigott's application for increase of pay. service with the Company of 8½ years. Mr. Winter, in forwarding Mr. Pigott's application, writes:—

“I beg to forward the enclosed application from Mr. Pigott and at the same time to give it my warm support. Mr. Pigott justly points out that since he joined the department the work has very largely increased, for, whereas formerly we had only a needle instrument at all small stations, we have now two block instruments and two semaphores interlocked electrically with them in addition; we have also about 1,000 miles of wire more now than we had before he joined the department, and, as a natural consequence, not only the supervision but the work of administration and the correspondence have largely increased. I cannot but add that, both as regards his ability and the interest he takes in his work, Mr. Pigott well deserves promotion and I have great pleasure in recommending his application to your favorable consideration.”

14. When asked to state what his views were as to Mr. Pigott's salary, Mr. Winter wrote further:—

“I would rather have left the matter in your hands, but I have much pleasure in recommending him for a present increase to Rs. 400 a month rising in increments of Rs. 50 to a maximum of Rs. 500 per month.”

15. We utilize our Telegraph Department and its workshops not only in erecting and maintaining the telegraph standards and wires throughout 840 miles of railway, but also—

- (1) in connection with our block system in the erection of block instruments;
 - (2) in erecting and maintaining a perfect system of electrical communication in all trains between guards and drivers and passengers;
 - (3) in regulating the clocks at stations and in keeping in proper repair and adjustment all clocks and watches in use on the line;
 - (4) in the construction of station filters and in subjecting these filters to chemical tests;
 - (5) in the matter of testing mineral and vegetable oil samples received by tender;
- and in various other ways, so that it is impossible to submit for the Board's guidance the particulars of the telegraph staff employed on other Indian Railways, because I feel that we require from our Telegraph Department and its talented superintendent much more scientific work than is required from the Telegraph Department of any other Indian Railway.

16. I submit, however, for the Board's information, copy of a letter from the superintendent of Government Telegraphs for the Madras Division, in which particulars of the various grades of assistant superintendents and the pay granted in each grade are fully given.

RAILWAY.

Govt. of {1893} Madras
PUBLIC WORKS.

Dated July, 5th.

Recd.

Encl.

G.O., 5th July 1893, No. 992 R.

JULY.

Mr. Pigott, Assistant Telegraph
Engineer, Madras Railway
Company

Ordered that the Government of India
be addressed on the subject of the grant of
a personal allowance of Rs. 100 per mensem
to —.

5TH JULY 1893, No. 993 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. R. UPCOTT, Esq.,

Joint Secretary to the Government of Madras,

Public Works Department,

Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to forward, herewith, copy of Proceedings of this Government
No. 992 R., dated 5th July 1893, and to request sanction of the Government of
India to the grant of a personal allowance of Rs. 100 per mensem to Mr. Pigott,
Assistant Telegraph Engineer, Madras Railway Company.

2. The proposal has been approved by the Board of Directors.

I have the honour to be,

Sir,

Your most obedient servant,

Joint Secy. to Govt., P.W.D.,
Railway Branch.

OOTACAMUND,
5th July 1893.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated July, 5th.

Recd.

Encl.

5th July 1893, No. 993 R.

JULY.

Mr. Pigott, Assistant Telegraph
Engineer, Madras Railway
Company

Requesting sanction to the grant of a
personal allowance of Rs. 100 per mensem
to —.

Extract

from the Minutes of Official Meeting
and Stores Committee No. 3 of 1884, held
on Thursday the 29th day of May 1884

46. Telegraph Department
46. The Agent and Manager stated
that in view of the more convenient
despatch of business, he proposed that
Mr. G. K. Winter who has hitherto corresponded
and reported through the office of the
Chief Engineer shall in future com-
municate direct with the Agent and
Manager's office. Mr. Saunders repre-
sented that Mr. Winter's duties were
perhaps more connected with the Traffic
than with the Engineering Department
and that he considered that the
arrangement he suggests would
result in convenience to all concerned.

Approved

Extract

from the Letter to Board from the
officiating Agent and Manager
Madras Railway, No. 1626 dated 14th
June 1884.

Telegraph

Telegraph Department

35- No 46 of the above Minutes relates to a proposal that Mr Winter the Telegraph Engineer who has hitherto corresponded and reported through the office of the Chief Engineer shall, in future, communicate direct with the Agent and Manager's office.

36. The proposal was approved by the Committee, and I shall be glad if you will submit it to the Board of Directors and inform me in due course whether it is approved by them also.

Extract

from Board's letter to the Agent and Manager, Madras Railway, No 731 dated 1st August 1884

^{8/6}
^{5/6}
^{5/6}
14 Telegraph Engineer to correspond with Agent & Manager
Referring to paras 35 & 36 of No 1626, I am to inform you that the Board approve of the proposal made by Mr Saunders at the official meeting held in his office on the 29th May last, that Mr Winter, the Telegraph Engineer, should in future communicate direct with the Agent & Manager's office instead of corresponding and reporting as hitherto, through the office of the Chief Engineer.

Recd 20

No 542 of 15.5.90. Recommending an increase of Rs 50 to the pay of Mr. Pigott, Asst. Tel. Engr.

No 458 of 26.5.90. Inquiring if the proposal for increase of pay has the Board's approval.

No 577 of 28.5.90. Withdrawing application for increase of pay to Mr. Pigott, pending a reference to the Bd.

Extract from a letter to the Secretary
No. 2078 dated the 23rd February 1893.

Mr. Pigott's
application for
increase of pay.

13. I beg to forward copy of a letter dated the 29th January last, from Mr. Pigott, Assistant Telegraph Engineer, addressed to Mr. Winter applying for an increase of salary. Mr. Pigott's salary is now only Rs. 300 per mensem after a service with the Company of 8½ years. Mr. Winter, in forwarding Mr. Pigott's application, writes :—

"I beg to forward the enclosed application from Mr. Pigott and at the same time to give it my warm support. Mr. Pigott justly points out that since he joined the department the work has very largely increased, for whereas formerly we had only a needle instrument at all small stations, we have now two block instruments and two semaphores interlocked electrically with them in addition; we have also about 1,000 miles of wire more now than we had before he joined the department, and as a natural consequence, not only the supervision but the work of administration and the correspondence have largely increased. I cannot but add that both as

P. J. O.

other Indian Railways, because I feel that we require from our Telegraph Department and its talented Superintendent much more scientific work than is required from the Telegraph Department of any other Indian Railway.

16. I submit however, for the Board's information, copy of a letter from the Superintendent of Government Telegraphs for the Madras division, in which particulars of the various grades of Assistant Superintendents, and the pay granted in each grade, are fully given.

17. Mr. Winter's recommendation appears to me to be very reasonable, and I beg to commend it for the Board's consideration. The records in this office show that Mr. Trevithick, when acting as Agent in May 1890, suggested to the Local Government that Mr. Pigott's pay should be increased from Rs. 300 to Rs. 350, and on the 26th May the Consulting Engineer in acknowledging the suggestion wrote:—

"With reference to your No. 542, dated 15th May 1890, I have the honour to request that you will kindly let me know if the increase of pay proposed to Mr. Pigott has been approved by the Board of Directors, if not, I shall be glad if you will kindly obtain their approval, in order that I may submit the application to Government."

18. Nothing further appears to have been done in the matter, but as we cannot expect Officers of expensive education and scientific attainments to remain in the service on lower pay than is now commonly awarded to covenanted mechanics and foremen, I have the less hesitation in bringing Mr. Pigott's case to the Board's notice.

EXTRACT FROM A LETTER FROM THE SECRETARY

NO. 88/ DATED THE 28th April 1893.

ICE,

Personal allowance
to Mr. Pigott.

8. The Board have had under consideration the correspondence forwarded with your No. 2,078, and referred to in paras. 13 to 18, relative to the application made by Mr. Pigott, Assistant Telegraph Engineer, for an increase to his present salary of Rs. 300 per mensem, at which rate he has been paid during the last five years. It is observed that the Telegraph Engineer recommends Mr. Pigott for a present increase to Rs. 400 a month, rising by increments of Rs. 50 to a maximum of Rs. 500 per mensem, and that you consider these proposals reasonable, and commend them for consideration. While regretting that they are unable to concur in your and Mr. Winter's recommendations, the Board are of opinion that, having regard to the multifarious and largely increased work of the department, and the ability and interest displayed by Mr. Pigott in the performance of his duties, he is fairly entitled to some consideration, and, subject, therefore, to the necessary sanction, the Board approve of the grant to him of a personal allowance of Rs. 100 per mensem.

With reference to correspondence

ending with this Office letter No. 577 of 28th May 1892, I have the honour to state that the question of an increment to the salary of Mr. Pigott, the Assistant Telegraph Engineer of this Company, was referred to the Board of Directors in February last. It was proposed to increase his salary at once to Rs. 400 and then to raise it to the maximum of Rs. 500 by increments of Rs. 50. The Board, however, have declined to entertain the above proposal but approved of the grant of a personal allowance of Rs. 100 to Mr. Pigott in lieu thereof, in consideration of the increased work that has devolved upon him and the zeal with which he has performed his duties. I have therefore to request that the sanction of Government may be conveyed

to CR for favor of Rec
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P. M. S.

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 2. Die zweite Art der ...
 3. Die dritte Art der ...
 4. Die vierte Art der ...
 5. Die fünfte Art der ...
 6. Die sechste Art der ...
 7. Die siebente Art der ...
 8. Die achte Art der ...
 9. Die neunte Art der ...
 10. Die zehnte Art der ...

to me for the payment of this personal allow-
ance to Mr. Pezitt. Extracts of correspondence
to and from the Board on this subject are enclosed
for convenient reference.

I have the honour to be,
Sir,
Your most Obedient Servant.

Louis L. M. S.
agent & challenger.

Handwritten notes in Tamil script, likely a memorandum or report.

Handwritten notes in Tamil script.

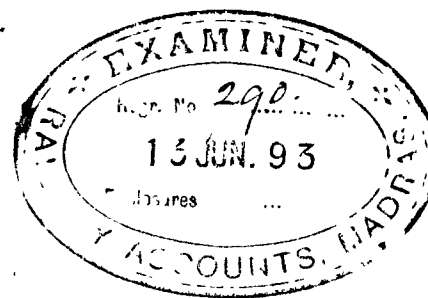
Handwritten notes in Tamil script.

Handwritten notes in Tamil script.

From
The Agent and Manager.
MADRAS RAILWAY.

To
The Consulting Engineer
for Railways.

Form No. 21.



OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 12th June 1893.

No. 1309

OFFICE NOTE.

Letter from the Agent, and Manager Madras Railway, No. 6710 / 461,

dated 31st May 1893, forwarded to the Examiner of Railway
Subject. Personal allowance Accounts. Madras. For favour of remarks
to Mr. Pigott, the
Asst. Telegraph Engineer
of the Madras Ry. Company.

Mcwill

For Consulting Engineer for Railways.

EXAMINER'S REPLY.

The sanction of the Government of India will
be necessary if recommended by E. R. and
Local Government.

E. R. Pigott

E. R.

14. 6 - 93

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 3 July 1893.

From Agent & Manager
 Madras Rly No. 6710 dated
4/6/93
 31. V. 93 with enclos.

Encl 6
 Recd: 3-7-93

No. 233

SUBMITTED.

Government.

2. Mr. Pigott is at present acting Tel Engr to the Madras Rly. via Mr. Winter on furlough.
3. In order to expedite correspondence between it and the other departments, the Tel Dept was in 1884 separated from the Engineering Dept & constituted a Dept of its own. ^{This was} about the time Mr. Pigott joined the service - Had the Dept not been so separated Mr. Pigott would have received promotion pari passu with his colleagues.

Subject.

On 5/1/93
 5945/93
 992 R-2 5-7-93

in the Eng being dep &
would now have been
drawing some 546 Rs p-m.

4. Considering the technical
knowledge & varied duties
required of the Tel Dep
Officers, ~~to which, besides~~
~~those mentioned in para 15~~
~~of the Agents letter dated~~
~~23-2-93 to his Board, must~~
~~be added at an early date~~
~~the fact of the manufacturing~~
- the necessity of having
a competent Assistant
read to assume charge
of the Dept in the event
of, leave being granted to
M, sudden illness of the
Tel Engr, or of other unforeseen
circumstances - is at least
be admitted & therefore
particular attention is
directed to para 18 of
the above mentioned agents letter of 23-2-93
to the Board.

5. The Proposal to grant
Mr. Pigott a personal allowance
of Rs 100 per mensem is
recommended.

CHM 19
11/11/93

I have on 7th 22
the promotion is 6
I understand the
promotion.

Recommended by

The writer of this note has discovered arguments
in favour of Mr. Pigott which the R. Officer
did not put forward.

W. J.
24 June

No 992 R of 5 July 1893

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Engl from the Comdg } No 133 of 30 July 1893
Engl for Railways Madras }

Ordered that
the Government of India
be addressed.

HE No 993 R of 5 July 1893.

To the Secy to the Govt of
India
P.W. Department

Sir,

I am directed to
forward herewith, copy to
Proceedings of this Govt.
No 992 R of 5 July 1893,
d to request sanction of
the Government of India
to the grant of a personal
allowance of Rs 100 per
mensem to Mr. Pigott
Assistant Telegraph Engineer,
Madras Ry Company.

The proposal
has been approved by
the Board of Directors.

14/7/93

Wm

OR.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

[illegible]

6TH JULY 1893, No. 1000 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Read the following paper :—
From the Under Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 16th June 1893, No. 1585 G.

No. 1585 G.

With reference to your letter No. 394 R., Public Works, dated 22nd February last, I am directed to communicate the sanction of the Government of India to the payment of a gratuity of Rs. 4,200, the equivalent of 12 months' pay, to Mr. R. Shortland, Locomotive Foreman, Madras Railway, on his retirement from the Company's service in recognition of his long and generally good service and of the fact that he foregoes a return passage to England which, it is understood, he might claim under his covenant, as well as any leave he might be considered equitably entitled to before final retirement.

ORDER—dated 6th July 1893, No. 1000 R., Public Works.

ORDER—dated 6th July 1893, No. 1000 R., 1893.

Communicated to the Consulting Engineer for Railways with reference to Proceedings, No. 393 R., dated 22nd February 1893.

Extract.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway
(through the Consulting Engineer for Railways.)
„ Examiner, Guaranteed Railway Accounts.

Exd. S. J. Pereira.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated July, 6th.

Recd.

Encl.

G.O., 6th July 1893, No. 1000 R.

JULY.

Mr. R. Shortland, Locomotive
Foreman, Madras Railway

Sanction accorded by the Government of
India to the payment of a gratuity of
Rs. 4,200 to — on his retirement from the
Company's service, communicated to the
Consulting Engineer for Railways.

No. 379

Government of Madras

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

13th June 1893.

SIR,

I am directed to
request the favor of an
early reply to my letter
No. 394 R, dated 22nd
February 1893, requesting
sanction to the payment
of a gratuity of Rs 4200
to Mr. R. Shortland,
Locomotive Foreman
Madras Railway on re-
tirement.

7/11

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R h

All communications
should be addressed to
the Secretary.

No. 1585-G.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
GENERAL.

Recd To.

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 16th June 1893.

Sir,

With reference to your letter No. 394 P.,
Public Works, dated 22nd February last, I am
directed to communicate the sanction of the
Government of India to the payment of a
gratuity of Rs. 4,200, the equivalent of
12 months pay, to Mr. R. Shortland, —
Locomotive Foreman, Madras Railway, on
his retirement from the Company's service,
in recognition of his long and generally
good service and of the fact that he —
foregoes a return passage to England which,
it

No. 379 D-13-6-93

Public Works
540-1/1-6-93

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Dis/2
13/6

it is understood, he might claim under his covenant, as well as any leave he might be considered equitably entitled to before final retirement.

I have the honour to be,

Sir,

Your most obedient servant,

G. H. Walker

Recd: 26.6.93

Under Secy: to the Govt of India.

Documents accompanying.

1000

- Nil -

A. No. 1000 R 26 July 193.

A.

ins. 6 July

No. 1000 R 26 July 193.

Communicated to the

Consulting Engineer for Railways with reference to Prop. No. 393 R dated 22nd February 1893. -

8013

6.7.93

for R

Thro' Consulting for R 26 July 193
To the Appt. Secy. for R 26 July 193

To the Examiner of R 26 July 193

all 1/7
A. No. 97 R 6/7.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1175-6	R	2-9-93				

12TH JULY 1893, No. 1012 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS. PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—
Note on the Capital and Revenue Accounts, South Indian Railway, for the half-year ending 31st December 1892.

CAPITAL.

Statement V.—The capital expenditure during the half-year amounted to Rupees 5,42,522, of which Rs. 4,54,960 was incurred on works and Rs. 87,562 on rolling-stock, principally in completing works on portions of the Villupuram-Guntakal section newly opened for traffic and in the erection of rolling-stock for the same.

2. *Statement VI.*—The total capital outlay to end of December 1892, including suspense, was Rs. 7,82,83,761, and excluding suspense, was Rs. 7,45,74,660. The latter figure gives an average cost of Rs. 67,477 per mile.

REVENUE.

3. *General results.*—The following table shows the general results of working:—

	Second half of 1891.	Second half of 1892.	Increase or decrease.	Percentage of increase or decrease.
Mean mileage worked	MILES. 908.61	MILES. 1,113.04	+ 204.43	+ 22.50
Train mileage	1,515,499	1,696,217	+ 180,718	+ 11.92
Average number of trains over the whole line daily in both directions	NO. 9.06	NO. 8.28	— 0.78	— 8.61
Gross earnings	RS. 34,77,116	RS. 39,03,783	+ 4,26,667	+ 12.27
Working expenses	23,53,239	24,44,105	+ 90,866	+ 3.86
Net earnings	11,23,877	14,59,678	+ 3,35,801	+ 29.88
Percentage of working expenses to gross earnings	67.68	62.61	— 5.07	..
Percentage of net earnings on capital outlay including suspense	1.46	1.86	+ 0.40	..

4. The increase in the mean mileage worked was due to the opening of the following portions of the Villupuram-Guntakal section as under in 1892, viz.:—

Pakala to Vayalpad, 47.34 miles, opened 1st January 1892.

Vayalpad to Dharmavaram, 94.06 miles, opened 1st March 1892.

Dharmavaram to Guntakal, 63.03 miles, opened 1st March 1892.

5. The gross earning per mean mile worked per week averaged Rs. 135 against Rs. 147, and were realized at a cost of 62.61 against 67.68 per cent. during the corresponding period of 1891.

6. The percentage of working expenses to gross earnings for the year 1892 was 64.25 against 65.47 for 1891, and the percentage of net earnings on the total capital outlay, including suspense, to the end of December 1892, was 3.47 against 3.15 in 1891.

7. The net earnings gave, after paying the interest charges, a surplus of Rs. 2,35,542 divisible between the Government and the Company in the proportion of Rs. 1,93,423 and Rs. 42,119 respectively; but as the latter amount was in excess of the sum required to pay the extra half per cent. payable to the Company under their contract by Rs. 3,856, the amount of loss to the Government share on this account in the half-year ending June 1892 was recouped to this extent and the final distribution of the surplus profits for the half-year stood at Rs. 1,97,279 for the Government share and Rs. 38,263 for the Company's share.

8. The contribution to the Company's Provident fund for the half-year amounted to Rs. 12,112.

GROSS EARNINGS.

9. The following table shows the gross earnings for the two half-years :—

	Second half of 1891.	Second half of 1892.	Increase or decrease in amount.	Percentage of increase or decrease.
Coaching	Rs. 18,15,642	Rs. 20,72,253	+ 2,56,611	+ 14.13
Goods	16,13,285	17,33,488	+ 1,20,203	+ 7.45
Electric telegraph	11,535	11,990	+ 455	+ 3.94
Sundries	36,654	86,052	+ 49,398	+ 134.77
Total	34,77,116	39,03,783	+ 4,26,667	+ 12.27

10. *Abstract II.—Coaching traffic.*—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows :—

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		Rs.		Rs.		Rs.		Rs.
Second half of 1891	7,810	25,812	70,198	58,441	4,577,267	15,95,089	4,655,273	16,79,342
1892	10,815	31,792	84,433	71,998	5,233,853	18,62,086	5,329,101	19,65,876
Increase	3,005	6,980	14,237	13,557	656,586	2,66,997	673,828	2,86,534

The above table shows an increase in the number of passengers carried and in earnings under all classes.

11. The general increase was due to the greater mileage of line worked and a general improvement of the traffic throughout the line. The Kumbabishekam festival at Negapatam, which commenced on the 28th June 1892 and ended on the 4th of July 1892, and the festivals of Srirangam and Nagore, which partly fell in December 1892 instead of in the following month as in the corresponding half-year, also contributed towards the increases in the coaching traffic.

12. *Passengers' luggage.*—There was an increase of Rs. 4,964 due to the increased number of passengers carried.

13. *Parcels for the public.*—An increase of Rs. 6,177 was due to the cause shown above.

14. *Post office.*—There was a falling off of Rs. 46,337 due to the earnings for 12 months adjusted in arrears in the corresponding half of 1891.

15. *Abstract I.—Goods traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1891 :—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise General	437,925	41,52,910	403,184	16,33,706
Military stores	180	7,225	95	2,335
Railway materials for construction	114,034	53,219	240,256	25,172
Coal	12,821	21,536	18,579	23,069
Revenue stores	304,239	71,453	2,90,178	43,024
Other goods traffic	..	5,543	..	6,182
Less outstandings irrecoverable	869,199	16,14,916	952,292	17,33,488
	..	1,641	..	..
Total	869,199	16,13,285	952,292	17,33,488

16. The "Merchandise general" traffic showed tonnage lifted of 403,184 against 437,925 in the second half of 1891 or 7.93 per cent. less, but the ton mileage was 38,105,862 against 34,355,394 or 10.92 per cent. more and the earnings therefrom were Rs. 16,33,706 against Rs. 14,52,910 or 12.44 per cent. more. The average rate charged per ton per mile was 8.23 pies against 8.12 pies.

17. Under "Railway materials for construction," there was an increase of 126,222 tons and a decrease of Rs. 28,077. The falling off in earnings is accounted for by the reduction of the rate to 0.09 pies per maund per mile.

18. The increase in the quantity of "coal" carried for the public was 3,990 tons and in the earnings Rs. 3,174. The coal carried for Locomotive Department showed an increase of 1,768 tons and a decrease of Rs. 4,641. The latter was due to the reduced rate mentioned in the foregoing paragraph.

19. Under "Revenue stores, there was a decrease of 14,061 tons and Rs. 28,429 attributed to the reduction of the rate to 0.09 pies per maund per mile.

20. The following table shows some of the principal commodities, included above under the head of "Merchandise general" carried during the two half-years under comparison :—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.	
	Quantity.	Amount.	Quantity.	Amount.
	TONS.	RS.	TONS.	RS.
Cotton, raw	7,708	39,341	8,960	45,532
Cotton piece-goods	4,740	60,470	5,202	64,176
Dyes and tans	3,528	15,842	6,125	28,203
Grains	145,781	5,21,077	143,706	5,56,388
Hides and skins	3,793	31,238	3,169	26,284
Liquors	1,696	8,298	2,096	12,073
Metals	9,217	54,528	12,112	71,568
Oils	6,954	33,631	6,809	36,390
Oil-seeds	14,575	45,500	20,124	85,016
Provisions	18,848	87,714	20,342	1,15,867
Salt	29,420	87,469	30,091	98,557
Stone and lime	81,079	66,000	29,958	38,120
Tobacco	2,915	15,885	3,381	19,647
Manufactured and unmanufactured articles	40,917	1,95,344	48,263	2,26,831

21. *Cotton, raw*—Increase of 1,252 tons and Rs. 6,191.—The increase was in loose cotton from Trichinopoly and Dindigul to Virudupati and in pressed cotton from Virudupati to Tinnevely and Tuticorin.

22. *Cotton piece-goods*—Increase of 462 tons and Rs. 3,706.—The increase was principally in Indian goods from the Tinnevely and Madura mills to the up-country stations and foreign railways.

23. *Dyes and tans*—Increase of 2,597 tons and Rs. 12,361.—The improvement of Rs. 12,300 falls under "other dyes" and includes also avarum bark from several stations to Madras; Rs. 5,500 of which was from stations on the Villupuram-Dharmavaram section.

24. *Grains*—Decrease of 2,075 tons and increase of Rs. 35,311.—The earnings under "Jawra and bajra" and "other grains" show a decided improvement. This was due to greater quantities of food-grains being imported to Madura and Tinnevely districts on account of the scarcity prevailing there. The receipts on "gram" fell short by Rs. 27,017, due to decreased traffic from Mysore, Madras and Northern districts.

25. *Hides and skins*—Decrease of 624 tons and Rs. 4,954.—The decrease under this head was due to a falling off in the tanning industry at Dindigul and to losses sustained by the trade in the early part of the year.

26. *Liquors*—Increase of 400 tons and Rs. 3,775.—The increase was chiefly under country spirits sent from Messrs. Parry and Company's factory at Nellikuppam to Bangalore, the firm having secured the Bangalore contract for the official year 1892-93.

27. *Metals*—Increase of 2,895 tons and Rs. 17,040.—The increase in the earnings was chiefly contributed by bar iron from Madras to Tinnevely (Rs. 2,630), scrap iron from Negapatam to Madras (Rs. 4,340), cast iron pipes from Tuticorin to Madura for the Madura water-works Rs. 3,950, and the balance by general improvement of trade.

28. *Oils*—Decrease of 145 tons and increase of Rs. 2,759.—The increase in earnings was on account of traffic in kerosine oil in consequence of the increasing use made of mineral oil by the native community.

29. *Oil seeds*—Increase of 5,549 tons and Rs. 39,516.—For want of rain in the southern part of the Presidency the crops of til or gingelly seeds failed and supplies were imported into the Madura and Tinnevely districts from and via Erode, amounting to Rs. 21,575, from Karur Rs. 4,430, from Vellore Rs. 3,815, and from other stations Rs. 3,950. Earnings from traffic on castor oil seeds from stations on the Villupuram-Dharmavaram section to South Indian Railway stations amounted to Rs. 5,000.

30. *Provisions*—Increase of 1,494 tons and Rs. 28,153.—The increase was under "other provisions."

31. *Salt*—Increase of 671 tons and Rs. 11,038.—The increase in the traffic was principally from Vencatachallam and Nellore to the Pakala-Dharmavaram section and also in traffic from Tuticorin. There was a falling off at Cuddalore and Negapatam owing to the stock of salt on hand being old and of inferior quality.

32. *Stone and lime*—Decrease of 51,121 tons and Rs. 27,880.—During the half-year under review, no stone was carried from Pallavaram quarries to Madras for the harbour works, and this accounts chiefly for the falling off in the stone traffic.

33. *Tobacco*—Increase of 466 tons and Rs. 3,762.—The increase was in raw tobacco despatched from Jaffna through Negapatam to stations on the Madras Railway and in cigars from Saidapet to foreign lines. Owing to duty being levied on cigars imported into Madras City, Saidapet is now made the depôt by several of the Madras firms.

34. *Manufactured and unmanufactured articles*—Increase of 7,316 tons and Rs. 31,287.—This head embraced many descriptions of articles. A detailed explanation of the increase cannot be given. It may, however, be stated that the traffic on plantains alone gave an increase of Rs. 11,400.

35. *Abstract K—Sundries*—The increase in this abstract of Rs. 49,398 was due principally to the following, viz.:—

(i) Hire of locomotives and vehicles to the Dharmavaram-Guntakal State Railway adjusted in arrears, amounting to Rs. 24,831.

(ii) Unclaimed salaries, Rs. 4,211. No corresponding entry in previous half-year.

(iii) Sale of Revenue Stores. Increase of Rs. 17,213 chiefly by sales of obsolete engineering and locomotive stores.

36. *Working expenses*—The working expenses of the two half-years compare as follows:—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.		Increase or decrease in amount.	Increase or decrease in percentage.
	Amount.	Percentage of gross earnings.	Amount.	Percentage of gross earnings.		
Maintenance	Rs. 7,84,201	22.56	Rs. 5,58,120	14.30	Rs. 2,26,011	+ 28.82
Locomotive	8,56,034	24.62	9,48,182	24.29	+ 92,144	+ 10.75
Carriage and wagon ..	1,48,831	4.28	2,56,825	6.58	+ 1,07,994	+ 72.56
Traffic	2,74,365	7.59	3,33,604	8.55	+ 59,239	+ 21.59
General	2,57,751	7.41	3,15,651	8.08	+ 57,900	+ 22.46
Steam boat	32,053	0.92	31,653	0.81	- 400	- 1.25
Miscellaneous						
Total	23,53,239	67.68	24,44,105	62.61	+ 90,866	+ 3.86

37. *Abstract A—Maintenance of Way, Works and Stations*—The principal variations in the actual expenditure on revenue maintenance for the two half years were as follows:—

General Superintendence—Engineers' salaries—Decrease Rs. 4,287.—The decrease was principally due to the introduction of the revised scale of establishment for officers, by which the minimum salary of the grade was drawn by the new incumbents. Two engineers were also absent on furlough throughout the half year against one in the corresponding period of 1891.

Subordinate Superintendents—Increase Rs. 5,438.—*Office expenses*—Increase Rs. 6,762. The increases were owing to the additional length of line from Pakala to Guntakal opened for traffic in 1892.

Maintenance and Renewals of Permanent Way. Decrease Rs. 1,74,934.—The falling off was mainly due to the shorter length of 50 lb. road laid, viz., 8.01 miles against 31.80 in the corresponding period of 1891.

Repairs of Bridges, &c.—Increase Rs. 12,885.—The increase was principally due to covering all 6 feet open top culverts with rails from 0 to 33 miles and renewing longitudinal timbers over bridges at miles $2\frac{1}{2}$, $3\frac{1}{2}$, $3\frac{1}{4}$, $3\frac{3}{4}$ and also to earthwork executed in making up bank on the Tirupathi-Nellore and Villupuram-Vayalpad sections and erecting wire fencing wherever required on sections 1 and 2 of Division No. II.

Repairs of Stations and Buildings—Repairs to stations and Buildings. Decrease Rs. 16,277.—In the second half of 1891, heavier repairs were executed chiefly in re-roofing the station at Negapatam and repairs to road approaches.

Repairs to Staff quarters—Increase Rs. 1,341.—The increase was principally due to the ordinary repairs executed being greater specially in Divisions Nos. II, IV and VI.

Unclassified Expenditure—Tools and Plant—Increase Rs. 5,437.—In consequence of the increased supply of tools and plant required to replace those worn out.

Loss on Stores—Decrease Rs. 9,495.—The write off on account of obsolete and unserviceable stores was considerably less during the half-year.

Carriage of Revenue Stores—Decrease Rs. 22,831.—Was mainly due to the decrease in the quantity of 50 lb. permanent-way materials conveyed during the half year and to the reduced rate charged.

38. The number of miles of rails removed and relaid during the half year was 27.79 against 68.70 in the corresponding half of 1891. In addition 8.76 miles of additional sidings were laid. Of the length removed during the half-year under review 0.03 miles were steel rails.

39. The cost of maintaining a mile of single track including sidings was Rs. 452.29 against Rs. 774.34. This great decrease is due to the reduced purchases of materials for renewals.

40. *Abstract B—Locomotive Expenses*—The principal variations were the following:—

General Superintendence—There was an increase of Rs. 8,658 owing to increases to salaries upon the revised scale sanctioned in G.O., No. 2685 R., dated 10th November 1891, and under agreement also to extra mileage worked.

Running Expenses. Increase Rs. 30,084.—Due to the greater number of trains and train miles run. The total engine and train miles run was 1,969,136 against 1,763,078.

Fuel—Decrease Rs. 35,596.—The quantity of coal consumed having been greater on account of increased train mileage, but owing to favorable rates there was a saving of Rs. 35,596. The fuel consumption per train mile is lb. 32.71 against 34.42.

Oil, Tallow and other Stores—The increase of Rs. 6,296 was on account of increased mileage.

Maintenance and Renewals of Locomotive Engines—Increase Rs. 91,808.—Five new locomotive engines were obtained from England to replace the condemned ones, of which three were completed and turned out at a cost of Rs. 75,319, and the balance was due to heavier repairs and renewals.

Unclassified expenditure.—The decrease of Rs. 11,398 was principally due to the reduction in rate for carriage of revenue stores.

41. The cost of the department per train mile was 8.94 annas against 9.04 and per engine mile As. 7.70 against As. 7.77.

42. *Abstract C—Carriage and Wagon expenses.*—The following were the principal variations:—

Repairs and Renewals of Vehicles—Increase Rs. 1,15,236.—Due to repairs and renewals to the stock being heavier and also to replacement of the old type of couplings by Jones' flexible buffers.

Cleaning and Oiling Carriages and Wagons—Increase Rs. 4,760.—This was chiefly due to additional labour employed consequent upon the work of cleaning carriages, formerly undertaken by the Traffic Department, being performed by the Locomotive Department and to the increased mileage.

43. The carriage and wagon expenses per train mile amounted to 2.42 annas against 1.57 and Rs. 8.26 per 1,000 vehicle miles against 5.19.

44. *Abstract D—Traffic expenses.*—The following variations call for remarks:—

General Superintendence—Traffic Manager, &c.—Increase Rs. 13,059.—Due to the appointment of the Traffic Manager and Assistants and increments to the staff duly provided for in the authorization rolls for the period:—

	Rs.
Station staff, increase	16,845
Lighting, &c., do.	5,562
Clothing do.	2,861
Printing and stationery, &c., increase	14,279

All these excesses are chiefly due to the extension of the Villupuram-Guntakal section from Pakala to Guntakal.

45. The charges for stations and train staff, the tonnage of goods lifted and the ton mileage of goods carried, compare as follows:—

	Second half of 1891.	Second half of 1892.	Increase or decrease.	Percentage of increase or decrease.
Tonnage of goods	TONS. 869,199	TONS. 952,292	TONS. + 83,093	PER CENT. + 9.56
Ton mileage of goods	TON MILES. 40,901,725	TON MILES. 44,904,698	TON MILES. + 4,002,973	+ 9.79
Station staff	RS. 1,36,039	RS. 1,52,884	RS. + 16,845	+ 12.38
Train staff	29,875	31,344	+ 1,469	+ 4.92

46. The total cost of the department averaged 3.15 annas against 2.89 annas per train mile.

47. *Abstract E—General charges.*—The following call for remarks:—

General administration—Increase Rs. 7,666.—Due to some extent to the fall in exchange.

Government Supervision—Increase Rs. 8,178.—Due to the greater mileage opened for traffic.

Audit establishment—Increase Rs. 5,520.—Due chiefly to increase in the staff on account of additional mileage opened.

Printing and Stationery—Increase Rs. 4,737—*Electric telegraph*—Increase Rs. 6,316.—Due to increased mileage opened for traffic.

Police—Increase Rs. 22,610.—Entirely due to the inclusion of Police supervision charges of Government in arrears from the 1st of January 1891.

48. *Abstract G—Special and Miscellaneous expenditure.*—The important variations were as under:—

Rates and Taxes—Increase Rs. 1,572.—Due to increased claims by the municipalities actually preferred.

Contribution to Provident Institution—Decrease Rs. 4,379.—In the second half of 1891 the debit on account of contribution to Provident fund included arrear charges of the previous half year.

49. *Statement of Rolling-stock—Form No. XII.*—The rolling stock hired out to Dharmavaram-Hindupur Railway has been shown for the first time in a foot-note.

50. *Statement of train mileage—Form XIV.*—The miscellaneous engine mileage was 16.09 per cent. of the total train mileage run against 16.34 per cent. in the corresponding period of 1891.

51. *Statement XVI.*—The outstanding at date of preparation of the statement was Rs. 1,722 against station outstanding which is under consideration.

52. The certificates by the heads of departments have been given in strict accordance with the authorised wording for the same.

(Signed) F. R. UPCOTT,
Consulting Engineer for Railways.

No. 221.

Endorsement from the Consulting Engineer for Railways, dated 29th May 1893.
Transferred to Joint Secretary.

ORDER—dated 12th July 1893, No. 1012 R., Public Works.

Ordered to be forwarded to the Government of India and to the Secretary of State in continuation of Proceedings of Government Nos. 881-82 R., dated 16th May 1893.

[Here enter No. 1013 R., dated 12th July 1893.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
Examiner, Guaranteed Railway Accounts.
Editors' Table.

ENDORSEMENT—dated 12th July 1893, No. 1013 R., Public Works.

Forwarded.

(By Order.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated July, 12th.

Recd.

Encl.

G.O., 12th July 1893, Nos. 1012,
1013 R.

JULY.

Capital and Revenue Accounts,
South Indian Railway

Forwarding a note on the — for the
second half of 1892.

12TH JULY 1893, No. $\frac{8}{1012}$ R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

In continuation of our despatch No. $\frac{3}{881}$ R., dated 16th May 1893, we have the honour to forward a copy of our Proceedings No. 1012 R., dated 12th July 1893, embodying a note on the Capital and Revenue Accounts of the South Indian Railway for the second half of 1892.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) WENLOCK.

(„) H. E. STOKES.

(„) J. H. GARSTIN.

OOTACAMUND,
12th July 1893.

Erd. A. D. Xavier.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

LETTER to the Right Honorable
the Secretary of State for
India.

No. ⁸ 1012 R., dated 12th July 1893.

FORWARDING copy of Proceedings embodying
a note on the Capital and Revenue Accounts,
South Indian Railway, for the second half of
1892.

NOTE ON THE CAPITAL AND REVENUE ACCOUNTS, SOUTH INDIAN RAILWAY, FOR THE HALF-YEAR ENDING 31st DECEMBER 1892.

CAPITAL.

Statement V.—The capital expenditure during the half-year amounted to Rupees 5,42,522, of which Rs. 4,54,960 was incurred on works and Rs. 87,562 on rolling-stock, principally in completing works on portions of the Villupuram-Guntakal section newly opened for traffic and in the erection of rolling-stock for the same.

2. Statement VI.—The total capital outlay to end of December 1892, including suspense, was Rs. 7,82,83,761, and excluding suspense, was Rs. 7,45,74,660. The latter figure gives an average cost of Rs. 67,477 per mile.

REVENUE.

3. General results.—The following table shows the general results of working:—

	Second half of 1891.	Second half of 1892.	Increase or decrease	Percentage of increase or decrease
Mean mileage worked	MILES. 908 61	MILES. 1,113 04	+	204 43
Train mileage	1,515,499	1,696,217	+	180,718
Average number of trains over the whole line daily in both directions	No. 9 06	No. 8 28	—	0 78
Gross earnings	Rs. 34,77,116	Rs. 39,03,783	+	4,26,667
Working expenses	23,53,239	24,44,105	+	90,866
Net earnings	11,23,877	14,59,678	+	3,35,801
Percentage of working expenses to gross earnings	67 68	62 61	—	5 07
Percentage of net earnings on capital outlay including suspense	1 46	1 86	+	0 40

4. The increase in the mean mileage worked was due to the opening of the following portions of the Villupuram-Guntakal section as under in 1892, viz.:—

Pakala to Vayalpad, 47 34 miles, opened 1st January 1892.

Vayalpad to Dharmavaram, 94 06 miles, opened 1st March 1892.

Dharmavaram to Guntakal, 63 03 miles, opened 1st March 1892.

5. The gross earning per mean mile worked per week averaged Rs. 135 against Rs. 147, and were realized at a cost of Rs. 62 61 against 67 68 per cent. during the corresponding period of 1891.

6. The percentage of working expenses to gross earnings for the year 1892 was 64 25 against 65 47 for 1891, and the percentage of net earnings on the total capital outlay, including suspense, to the end of December 1892, was 3 47 against 3 15 in 1891.

7. The net earnings gave, after paying the interest charges, a surplus of Rs. 2,35,542 divisible between the Government and the Company in the proportion of Rs. 1,93,423 and Rs. 42,119 respectively; but as the latter amount was in excess of the sum required to pay the extra half per cent. payable to the Company under their contract by Rs. 3,856, the amount of loss to the Government share on this account in the half-year ending June 1892 was recouped to this extent and the final distribution of the surplus profits for the half-year stood at Rs. 1,97,279 for the Government share and Rs. 38,263 for the Company's share.

8. The contribution to the Company's Provident fund for the half-year amounted to Rs. 12,112.

R. Kithiravaloo

P. S. S. S.

M. S. S. S.

A. S. S. S.

P. Company

2

GROSS EARNINGS.

9. The following table shows the gross earnings for the two half-years :—

	Second half of 1891.	Second half of 1892.	Increase or decrease in amount.	Percentage of increase or decrease.
Coaching	Rs. 18,15,642	Rs. 20,72,253	+ 2,56,611	+ 14.13
Goods	16,13,285	17,33,488	+ 1,20,203	+ 7.45
Electric telegraph	11,535	11,990	+ 455	+ 3.94
Sundries	36,654	86,062	+ 49,398	+ 134.77
Total ..	34,77,116	39,03,783	+ 4,26,667	+ 12.27

10. *Abstract II.—Coaching traffic.*—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows :—

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
Second half of { 1891 ..	7,810	Rs. 25,812	70,196	Rs. 58,441	4,577,267	Rs. 15,95,089	4,655,273	Rs. 16,79,342
{ 1892 ..	10,815	31,792	84,433	71,998	5,233,853	18,62,086	5,329,101	19,65,876
Increase ..	3,005	5,980	14,237	13,557	656,586	2,66,997	673,828	2,86,534
Decrease ..								

The above table shows an increase in the number of passengers carried and in earnings under all classes.

11. The general increase was due to the greater mileage of line worked and a general improvement of the traffic throughout the line. The Kumbabishekam festival at Negapatam, which commenced on the 28th June 1892 and ended on the 4th of July 1892, and the festivals of Srirangam and Nagore, which partly fell in December 1892 instead of in the following month as in the corresponding half-year, also contributed towards the increases in the coaching traffic.

12. *Passengers' luggage.*—There was an increase of Rs. 4,964 due to the increased number of passengers carried.

13. *Parcels for the public.*—An increase of Rs. 6,177 was due to the cause shown above.

14. *Post office.*—There was a falling off of Rs. 46,337 due to the earnings for 12 months adjusted in arrears in the corresponding half of 1891.

15. *Abstract I—Goods traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1891 :—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
Merchandise General	437,925	Rs. 14,52,910	403,184	Rs. 16,33,706
Military stores	180	7,225	95	2,335
Railway materials for construction	114,034	53,249	240,256	25,172
Coal	12,821	24,536	18,579	23,069
Revenue stores	304,239	71,453	2,90,178	43,024
Other goods traffic	..	5,543	..	6,182
	869,199	16,14,916	952,292	17,33,488
Less outstandings irrecoverable	..	1,630	..	..
Total ..	869,199	16,13,286	952,292	17,33,488

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16. The "Merchandize general" traffic showed tonnage lifted of 403,184 against 437,925 in the second half of 1891 or 7.93 per cent. less, but the tonnage was 38,105,862 against 34,355,394 or 10.92 per cent. more and the earnings therefrom were Rs. 16,33,706 against Rs. 14,52,910 or 12.44 per cent. more. The average rate charged per ton per mile was 8.23 pies against 8.12 pies. mileage

17. Under "Railway materials for construction," there was an increase of 126,222 tons and a decrease of Rs. 28,077. The falling off in earnings is accounted for by the reduction of the rate to 0.09 pies per maund per mile.

18. The increase in the quantity of "coal" carried for the public was 3,990 tons and in the earnings Rs. 3,174. The coal carried for Locomotive Department showed an increase of 1,768 tons and a decrease of Rs. 4,641. The latter was due to the reduced rate mentioned in the foregoing paragraph.

19. Under "Revenue stores, there was a decrease of 14,061 tons and Rs. 28,429 attributed to the reduction of the rate to 0.09 pies per maund per mile.

20. The following table shows some of the principal commodities, included above under the head of "Merchandize general" carried during the two half-years under comparison:—

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Cotton piece-goods	4,740	60,470	5,202	64,176
Dyes and tans	3,528	15,842	6,125	28,203
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Tobacco	2,915	15,885	3,381	19,647
Manufactured and unmanufactured articles ..	40,917	1,95,544	48,263	2,26,831

21. *Cotton, raw*—Increase of 1,252 tons and ~~6,191 rupees~~ ^{Rs.}—The increase was in loose cotton from Trichinopoly and Dindigul to Virudupati and in pressed cotton from Virudupati to Tinnevely and Tuticorin.

22. *Cotton piece-goods*—Increase of 462 tons and ~~3,706 rupees~~ ^{Rs.}—The increase was principally in Indian goods from the Tinnevely and Madura mills to the up-country stations and foreign railways.

23. *Dyes and tans*—Increase of 2,597 tons and ~~12,361 rupees~~ ^{Rs.}—The improvement of Rs. 12,300 falls under "other dyes" and includes also avarum bark from several stations to Madras; Rs. 5,500 of which was from stations on the Villupuram-Dharmavaram section.

24. *Grains*—Decrease of 2,075 tons and increase of ~~35,311 rupees~~ ^{Rs.}—The earnings under "Jawra and bajra" and "other grains" show a decided improvement. This was due to greater quantities of food-grains being imported to Madura and Tinnevely districts on account of the scarcity prevailing there. The receipts on "gram" fell short by Rs. 27,017, due to decreased traffic from Mysore, Madras and Northern districts.

25. *Hides and skins*—Decrease of 624 tons and ~~4,954 rupees~~ ^{Rs.}—The decrease under this head was due to a falling off in the tanning industry at Dindigul and to losses sustained by the trade in the early part of the year.

26. *Liquors*—Increase of 400 tons and ~~3,775 rupees~~ ^{Rs.}—The increase was chiefly under country spirits sent from Messrs. Parry and Company's factory at Nellikuppam to Bangalore, the firm having secured the Bangalore contract for the official year 1892-93.

27. *Metals*—Increase of 2,895 tons and 17,040 rupees.—The increase in the earnings was chiefly contributed by bar iron from Madras to Tinnevely (Rs. 2,630), scrap iron from Negapatam to Madras (Rs. 4,340), cast iron pipes from Tuticorin to Madura for the Madura water-works Rs 3,950, and the balance by general improvement of trade.

28. *Oils*—Decrease of 145 tons and increase of 2,759 rupees.—The increase in earnings was on account of traffic in kerosine oil in consequence of the increasing use made of mineral oil by the native community.

29. *Oil seeds*—Increase of 5,549 tons and 39,516 rupees. For want of rain in the southern part of the Presidency the crops of til or gingelly seeds failed and supplies were imported into the Madura and Tinnevely districts from and via Erode, amounting to Rs. 21,575, from Karur Rs. 4,430, from Vellore Rs. 3,815, and from other stations Rs. 3,950. Earnings from traffic on castor oil seeds from stations on the Villupuram-Dharmavaram section, to South Indian Railway stations amounted to Rs. 5,000.

30. *Provisions*—Increase of 1,494 tons and 28,153 rupees.—The increase was under "other provisions."

31. *Salt*—Increase of 671 tons and 11,088 rupees.—The increase in the traffic was principally from Vencatachallam and Nellore to the Pakala-Dharmavaram section and also in traffic from Tuticorin. There was a falling off at Cuddalore and Negapatam owing to the stock of salt on hand being old and of inferior quality.

32. *Stone and lime*—Decrease of 51,121 tons and 27,880 rupees.—During the half-year under review, no stone was carried from Pallavaram quarries to Madras for the harbour works, and this accounts chiefly for the falling off in the stone traffic.

33. *Tobacco*—Increase of 466 tons and 3,762 rupees.—The increase was in raw tobacco despatched from Jaffna through Negapatam to stations on the Madras Railway and in cigars from Saidapet to foreign lines. Owing to duty being levied on cigars imported into Madras City, Saidapet is now made the depôt by several of the Madras firms.

34. *Manufactured and unmanufactured articles*—Increase of 7,346 tons and 31,287 rupees.—This head embraced many descriptions of articles. A detailed explanation of the increase cannot be given. It may, however, be stated that the traffic on plantains alone gave an increase of Rs. 11,400.

35. *Abstract K—Sundries*—The increase in this abstract of Rs. 49,398 was due principally to the following, viz. :—

(i) Hire of locomotives and vehicles to the Dharmavaram-Guntakal State Railway adjusted in arrears, amounting to Rs. 24,831.

(ii) Unclaimed salaries, Rs. 4,211. No corresponding entry in previous half-year.

(iii) Sale of Revenue Stores. Increase of Rs. 17,213 chiefly by sales of obsolete engineering and locomotive stores.

36. *Working expenses*—The working expenses of the two half-years compare as follows :—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.		Increase or decrease in amount.	Increase or decrease in percentage.
	Amount.	Percentage of gross earnings.	Amount.	Percentage of gross earnings.		
Maintenance	Rs. 7,84,201	22.56	Rs. 5,58,190	14.30	Rs. 2,26,011	28.82
Locomotive	8,56,038	24.62	9,48,182	24.29	+ 92,144	+ 10.76
Carriage and wagon ..	1,48,831	4.28	2,56,825	6.68	+ 1,07,994	+ 72.56
Traffic	2,74,365	7.89	3,33,604	8.55	+ 59,239	+ 21.59
General	2,57,751	7.41	3,15,651	8.08	+ 57,900	+ 22.46
Steam boat						
Miscellaneous	32,053	0.92	31,653	0.81	400	1.25
Total	23,53,239	67.68	24,44,105	62.61	+ 90,866	+ 3.86

37. *Abstract A—Maintenance of Way, Works and Stations.*—The principal variations in the actual expenditure on revenue maintenance for the two half years were as follows:—

General Superintendence—Engineers' salaries.—Decrease Rs. 4,287.—The decrease was principally due to the introduction of the revised scale of establishment for officers, by which the minimum salary of the grade was drawn by the new incumbents. Two engineers were also absent on furlough throughout the half year against one in the corresponding period of 1891.

Subordinate Superintendents—Increase Rs. 5,438.—Office expenses—Increase Rs. 6,762. The increases were owing to the additional length of line from Pakala to Guntakal opened for traffic in 1892.

Maintenance and Renewals of Permanent Way. Decrease Rs. 1,74,934.—The falling off was mainly due to the shorter length of 50 lb. road laid, viz., 8.01 miles against 31.80 in the corresponding period of 1891.

Repairs of Bridges, &c.—Increase Rs. 12,885.—The increase was principally due to covering all 6 feet open top culverts with rails from 0 to 33 miles and renewing longitudinal timbers over bridges at miles $3\frac{1}{2}$, $3\frac{1}{4}$, $3\frac{1}{2}$, $3\frac{1}{4}$ and also to earthwork executed in making up bank on the Tirupathi-Nellore and Villupuram-Voyalpad sections and erecting wire fencing wherever required on sections 1 and 2 of Division No. II. af

Repairs of Stations and Buildings—Repairs to stations and Buildings. Decrease Rs. 16,277.—In the second half of 1891, heavier repairs were executed chiefly in re-roofing the station at Negapatam and repairs to road approaches.

Repairs to Staff quarters.—Increase Rs. 1,341.—The increase was principally due to the ordinary repairs executed being greater specially in Divisions Nos. II, IV and VI.

Unclassified Expenditure—Tools and Plant.—Increase Rs. 5,437.—In consequence of the increased supply of tools and plant required to replace those worn out.

Loss on Stores.—Decrease Rs. 9,495.—The write off on account of obsolete and unserviceable stores was considerably less during the half-year.

Carriage of Revenue Stores.—Decrease Rs. 22,831.—Was mainly due to the decrease in the quantity of 50 lb. permanent-way materials conveyed during the half year and to the reduced rate charged.

38. The number of miles of rails removed and relaid during the half year was 27.79 against 68.70 in the corresponding half of 1891. In addition 8.76 miles of additional sidings were laid. Of the length removed during the half-year under review 0.03 miles were steel rails.

39. The cost of maintaining a mile of single track including sidings was Rs. 452.29 against 774.34. Rs 1

This great decrease is due to the reduced purchases of materials for renewals.

40. *Abstract B—Locomotive Expenses.*—The principal variations were the following:—

General Superintendence.—There was an increase of Rs. 8,658 owing to increases to salaries upon the revised scale sanctioned in G.O., No. 2685 R., dated 10th November 1891, and under agreement also to extra mileage worked.

Running Expenses. Increase Rs. 30,084.—Due to the greater number of trains and train miles run. The total engine and train miles run was 1,969,136 against 1,763,078.

Fuel.—Decrease Rs. 35,596.—The quantity of coal consumed having been greater on account of increased train mileage, but owing to favorable rates there was a saving of Rs. 35,596. The fuel consumption per train mile is lb. 32.71 against 34.42.

Oil, Tallow and other Stores.—The increase of 6,296 was on account of increased mileage.

Maintenance and Renewals of Locomotive Engines—Increase of Rs. 91,808.—Five new locomotive engines were obtained from England to replace the condemned ones, of which three were completed and turned out at a cost of Rs. 75,319, and the balance was due to heavier repairs and renewals.

Unclassified expenditure.—The decrease of Rs. 11,398 was principally due to the reduction in rate for carriage of revenue stores.

41. The cost of the department per train mile was 8·94 annas against 9·04 and per engine mile As. 7·70 against As. 7·77.

42. *Abstract C—Carriage and Wagon expenses.*—The following were the principal variations:—

Repairs and Renewals of Vehicles—Increase Rs. 1,15,236.—Due to repairs and renewals to the stock being heavier and also to replacement of the old type of couplings by Jones' flexible buffers.

Cleaning and Oiling Carriages and Wagons—Increase Rs. 4,760.—This was chiefly due to additional labour employed consequent upon the work of cleaning carriages, formerly undertaken by the Traffic Department, being performed by the Locomotive Department and to the increased mileage.

43. The carriage and wagon expenses per train mile amounted to 2·42 annas against 1·57 and Rs. 8·26 per 1,000 vehicle miles against 5·19.

44. *Abstract D—Traffic expenses.*—The following variations call for remarks:—

General Superintendence—Traffic Manager, &c.—Increase Rs. 13,059.—Due to the appointment of the Traffic Manager and Assistants and increments to the staff duly provided for in the authorization rolls for the period:—

	RS.
Station staff, increase	16,845
Lighting, &c., do.	5,562
Clothing do.	2,861
Printing and stationery, &c., increase	14,279

All these excesses are chiefly due to the extension of the Villupuram-Guntakal section from Pakala to Guntakal.

45. The charges for stations and train staff, the tonnage of goods lifted and the ton mileage of goods carried, compare as follows:—

	Second half of 1891.	Second half of 1892.	Increase or decrease.	Percentage of increase or decrease.
	TONS. 869,199	TONS. 952,292	TONS. + 83,093	PER CENT. + 9·56
Tonnage of goods	TON MILES. 40,901,725	TON MILES. 44,904,698	TON MILES. 4,002,973	+ 9·79
Ton mileage of goods	RS. 1,36,039	RS. 1,52,884	RS. + 16,845	+ 12·38
Station staff	29,875	31,344	+ 1,469	+ 4·92
Train staff				

46. The total cost of the department averaged 3·15 annas against 2·89 annas per train mile.

47. *Abstract E—General charges.*—The following call for remarks:—

General administration—Increase Rs. 7,666.—Due to some extent to the fall in exchange.

Government Supervision—Increase Rs. 8,178.—Due to the greater mileage opened for traffic.

Audit establishment—Increase Rs. 5,520.—Due chiefly to increase in the staff on account of additional mileage opened.

Printing and Stationery—Increase Rs. 4,737—*Electric telegraph*—Increase Rs. 6,316.—Due to increased mileage opened for traffic.

Yashwanth
Kumar

*Police—Increase Rs. 22,610.—*Entirely due to the inclusion of Police supervision charges of Government in arrears from the 1st of January 1891.

48. *Abstract G—Special and Miscellaneous expenditure.—*The important variations were as under:—

*Rates and Taxes—Increase Rs. 1,572.—*Due to increased claims by the municipalities actually preferred.

*Contribution to Provident Institution—Decrease Rs. 4,379.—*In the second half of 1891 the debit on account of contribution to Provident fund included arrear charges of the previous half year.

49. *Statement of Rolling-stock—Form No. XII.—*The rolling stock hired out to Dharmavaram-Hindupur Railway has been shown for the first time in a foot-note.

50. *Statement of train mileage—Form XIV.—*The miscellaneous engine mileage was 16.09 per cent. of the total train mileage run against 16.34 per cent. in the corresponding period of 1891.

51. *Statement (XIV) —*The outstanding at date of preparation of the statement was Rs. 1,722 against station outstanding which is under consideration.

52. The certificates by the heads of departments have been given in strict accordance with the authorised wording for the same.

XVI

SOUTH INDIAN RAILWAY COMPANY, LD.

**CAPITAL STATEMENTS AND
REVENUE ACCOUNTS**

Half-Year ending 31st December 1892.

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SOUTH INDIAN RAILWAY COMPANY, LD.

PART I.

No. 1.

STATEMENT OF CAPITAL OUTLAY AUTHORIZED.

No.	Date of Sanction.	Sanctioning authority.	Nature of Estimate.	Amount.
				Rs.
			Authority to the South Indian Railway Company to execute Capital works on behalf of Government connected with the following :-	
			THE PURCHASED RAILWAY TO 31ST DECEMBER 1890.	
			Actual outlay on Final Heads by the old Company	4,62,65,978
			THE UNFINISHED RAILWAY TO 31ST DECEMBER 1890.	
			Villupuram—Guntakal Railway—Actual outlay on	
			Final Heads to 31st December 1890	Rs. 1,16,88,502
			Nellore Branch do.	" 62,26,218
				1,79,14,720
			THE COMBINED UNDERTAKING SUBSEQUENT TO 31ST DECEMBER 1890.	
			Villupuram—Guntakal.	
			Actual outlay on Final Heads January 91 to	
			March 1892	Rs. 92,32,120
			Provided in the Revised Estimate 1892-93	" 8,94,975
			Do. Budget Do. 1893-94	" 2,55,046
			Balance of estimate for construction of line	" 19,58,405
				1,23,40,546
			South Indian Railway.	
			Actual outlay on Final Heads January 91 to	
			March 1892	Rs. 2,27,453
			Provided in the Revised Estimate for 1892-93	" 3,06,782
			Do. Budget Do. 1893-94	" 21,23,011
				26,57,246
			Nellore Branch.	
			Actual outlay on Final Heads January 91 to	
			March 1892	Rs. 28,106
			Revised Estimate 1892-93	" 11,218
			Budget Estimate 1893-94	" 67,620
				1,06,944
			South Indian Railway... ..	4,89,23,224
			Villupuram—Guntakal Section	2,40,29,048
			Nellore Branch... ..	63,33,162
			Grand Total	7,92,85,434

ABSTRACT OF ABOVE.

	SANCTIONS BY							Grand Total.
	Secretary of State.				Government of India.			
	South Indian Railway Purchase of line.	Villupuram Dharma-varam Railway.	Nellore Branch to end of June 1888.	Dharma-varam Guntakal Section.	Nellore Branch outlay from July 1888 to December 1890.	South Indian Railway and Nellore from January 91 to March 1893.	South Indian Railway and Nellore Budget Estimate 1893-94.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Preliminary Expenses ...	5,44,851	(1) 4,02,353	48,994	42,428	...	24,745	...	10,63,371
Land ...	...	2,87,414	60,186	40,283	25,034	11,267	21,233	4,45,417
Formation ...	25,17,489	20,90,688	9,76,912	3,66,019	17,303	20,204	25,005	60,13,620
Bridge-work ...	86,43,955	49,89,342	14,14,549	18,18,519	91,536	28,422	15,673	1,70,01,996
Fencing ...	13,47,096	2,67,857	54,588	43,268	5,143	731	4,014	17,22,697
Electric Telegraph ...	71,576	2,73,174	...	57,290	...	2,187	58	4,04,285
Ballast and Permanent Way.	1,24,12,797	*52,78,376	15,12,580	*12,51,169	-5,342	55,331	1,02,877	2,06,07,788
Stations and Buildings	53,66,941	*9,74,572	4,10,207	*3,21,502	19,315	3,68,949	2,56,734	77,18,220
Plant	13,03,196	2,54,570	1,72,198	20,954	-26,279	48,148	14,535	17,87,322
Ferries, &c.	...	...	...	...	...	...	...	...
Rolling Stock	69,54,950	27,39,374	5,16,093	5,63,908	61,301	2,440	17,50,502	1,25,88,568
General Charges	59,84,847	15,42,305	6,19,922	4,03,683	9,618	11,135	...	85,71,510
Loss by Exchange	...	...	2,42,360	...	...	...	...	2,42,360
Maintenance	11,18,280	...	...	...	...	...	...	11,18,280
Total	4,62,65,978	1,91,00,025	60,28,589	49,29,023	1,97,629	5,73,559	21,90,631	7,92,85,434

* Vide Consulting Engineer's letter No. 1434 of 7th October 1891.

(1) Rs. 24,777 transferred from Ballast and Permanent Way to Preliminary Expenses as per G. O. No. 2838 R. of 24th November 1891.

No. II.

STATEMENT OF SHARE CAPITAL CREATED SHOWING THE PROPORTION RECEIVED.

	Amount Created.	Amount Received.	Amount Uncalled.
	£.	s. d.	£. s. d.
Contract between the Secretary of State in Council for India and the South Indian Railway Company, Limited, dated 24th November 1890 £ 1,000,000 (Rs. 1,40,00,000) at 3 per cent per annum ...	1,000,000	0 0	1,000,000 0 0

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING

31st DECEMBER 1892.

I.	LINES OPENED FOR TRAFFIC	Rs.	A.	P.	Rs.	A.	P.
	Preliminary Expenses	...	...	...	...	...	...
	Land	4,697	15	10			
	Formation	36,470	1	8			
	Bridge-work	1,37,619	3	7			
	Fencing	16,223	13	3			
	Electric Telegraph	9,985	0	2			
	Ballast and Permanent Way	4,687	11	2			
	Stations and Buildings	2,11,698	11	10			
	Plant	(1) Cr. 2,809	11	5			
	Ferries	...	...	...			
	General Charges	36,387	11	11	4,54,959	10	0
II.	LINES IN COURSE OF CONSTRUCTION						
	Preliminary Expenses...	...	...	...			
	Land	...	...	...			
	Formation	...	...	...			
	Bridge-work	...	...	...			
	Fencing	...	...	...			
	Electric Telegraph	...	...	...			
	Ballast and Permanent Way	...	...	...			
	Stations and Buildings...	...	...	...			
	Plant	...	...	...			
	General Charges	...	...	...			
III.	WORKING STOCK						
	Locomotive	...	...	...			
	Carriage and Waggon	87,562	2	7	87,562	2	7
	Docks, Steam-boats and other Expenditure	...	...	...			
	Total expenditure of half-year	...	...	...	5,42,521	13	7

(1). Value of Plant returned to stores.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

PARTICULARS.		Total Expenditure from commencement of operations to end of the half-year ending 31st December 1892.			FURTHER EXPENDITURE.		
					During the following half-year.	In Subsequent half-years.	Total.
		Rs.	A.	P.	Rs.	Rs.	Rs.
LINES OPENED FOR TRAFFIC MORE THAN TWO YEARS—							
...	6,70,884	12	6	...	...	...	
Preliminary Expenses	1,22,684	5	8	7,390	15,966	23,356	
Land	37,40,125	7	4	14,762	13,088	27,850	
Formation	1,06,12,583	5	7	6,210	2,619	8,829	
Bridge-work	14,29,199	10	3	1,940	1,551	3,491	
Fencing	73,831	5	0	161	2,245	2,406	
Electric Telegraph	1,46,53,556	7	1	50,221	45,974	96,195	
Ballast and Permanent Way	61,21,758	8	11	2,17,626	1,53,125	3,70,751	
Stations and Buildings	15,26,219	8	10	142	5,880	6,022	
Plant	67,96,324	8	4	...	...	...	
General Charges	11,18,279	15	9	...	...	...	
Maintenance	2,42,360	0	0	...	...	...	
Loss by Exchange							
Total	4,71,07,307	15	3	2,98,452	2,40,448	5,38,900	
LINES OPENED FOR TRAFFIC LESS THAN TWO YEARS—							
...	3,82,464	10	1	...	...	...	
Preliminary Expenses	2,50,529	8	3	1,243	...	1,243	
Land	21,01,929	8	9	5,085	1,000	6,085	
Formation	57,01,130	0	9	5,990	4,000	9,990	
Bridge-work	1,43,664	14	10	2,000	...	2,000	
Fencing	15,810	0	11	...	...	...	
Electric Telegraph	51,99,689	7	8	7,183	2,180	9,363	
Ballast and Permanent Way	9,58,733	4	7	35,937	84,466	1,20,403	
Stations and Buildings	1,80,194	14	8	...	...	...	
Plant	18,25,779	8	9	22,658	21,724	44,382	
General Charges							
Total	1,67,59,925	15	3	80,096	1,13,370	1,93,466	
LINES IN COURSE OF CONSTRUCTION—							
...	...	...	...	...	...	...	
Preliminary Expenses	...	...	...	...	...	...	
Land	...	...	...	...	...	...	
Formation	...	...	...	...	...	...	
Bridge-work	...	...	...	...	...	...	
Fencing	...	...	...	...	...	...	
Electric Telegraph	...	...	...	...	...	...	
Ballast and Permanent Way	...	...	...	...	...	...	
Stations and Buildings	...	...	...	...	...	...	
Plant	...	...	...	...	...	...	
General Charges	...	...	...	...	...	...	
Total	...	...	...	...	...	...	
ROLLING STOCK—							
...	37,90,131	7	9	6,00,000	14,20,003	20,20,003	
Locomotive	69,17,294	8	6				
Carriage and Waggon							
Total	1,07,07,426	0	3	6,00,000	14,20,003	20,20,003	
DOCKS, STEAM BOATS AND OTHER SPECIAL ITEMS							
...	...	...	...	...	...	...	
SUBSCRIPTION TO OTHER RAILWAYS							
...	...	...	...	...	...	...	
WORKS NOT YET COMMENCED AND IN ABEYANCE							
...	...	...	...	...	...	...	
OTHER ITEMS							
Total Expenditure to end of the half-year	7,45,74,659	14	9	...	...	...	
Estimated further Expenditure on Capital				9,73,548	17,73,821	27,52,369	

SOUTH INDIAN RAILWAY COMPANY, LD.
REVENUE ACCOUNT FOR THE HALF-YEAR ENDING 31st DECEMBER 1892.

Dr.

Cr.

EXPENDITURE.				EARNINGS.			
Half-year ending 31st December 1891.	Per cent on Gross Receipts.	Abstract.	Half-year ending 31st December 1892.	Percent on Gross Receipts.	Half-year ending 31st Decemb. 1891.	Abstract.	Half-year ending 31st December 1892.
Rs.	A. P.		Rs.	A. P.	Rs.	L. P.	R. & L. P.
7,84,200	23	To Maintenance of Way, Works and Stations.	2,38,170	15	15,75,641	9 0	20,72,252 10 0
8,56,037	24 62	" Locomotive Expenses	948,181	9 0	10,13,285	4 2	17,35,487 14 6
1,45,831	4 23	" Carriage and Wagon Expenses	2,56,825	5 2	17,534	7 3	11,950 2 8
2,74,365	7 89	" Traffic Expenses	8,33,604	6 6	...	...	...
2,57,751	7 41	" General Charges	8,15,650	10 5	30,654	8 6	80,051 12 6
...	...	" Steam-boat Service	...	...	...	...	...
32,052	92	" Special and Miscellaneous Expenditure	31,652	17 2	...	...	...
23,53,238	67 63		24,44,104	10 5	...	...	...
11,23,877	32 32	Balance Net Earnings	14,89,677	13 0	...	...	...
34,77,115	100 00	Total	89,08,782	7 5	34,77,115	10 11	39,08,782 7 5

ABSTRACT A.
MAINTENANCE OF WAY, WORKS AND STATIONS.

Corresponding previous half-year.																		Rs.	A.	P.	Rs.	A.	P.	
Rs.	A.	P.	Rs.	A.	P.																			
			52,629	5	2													I.—General Superintendence—	48,342	3	7			
			3,197	11	0													(1) Engineers' Salaries	3,083	8	0			
			31,630	6	2													(2) Allowances of ditto, including Travelling	37,098	5	8			
			743	5	9													(3) Subordinate Superintendents	663	8	0			
			...	...	...													(4) Allowances of ditto, including Travelling	...	...	...			
			29,537	10	10													(5) Overtime allowances	36,299	3	2	1,25,486	12	5
																		(6) Office Expenses	...	...	...			
1,17,773	6	11																II.—Maintenance and Renewal of Permanent						
			1,23,067	4	10													Way—	1,27,815	6	0			
			4,21,752	12	4													(1) Wages	2,42,070	11	5	3,69,886	1	5
5,44,820	1	2																(2) Materials	...	...	...			
			5,251	5	4													III.—Repairs of Bridges, &c.—Wages and Mate-						
			11,802	8	7													rials—	10,228	7	0			
																		(1) Bridges and Tunnels						
																		(2) Miscellaneous, including earthwork, roads,	19,770	15	1	29,999	6	1
																		fencing, &c.						
17,113	13	11																III. (A)—Conservancy of Rivers, &c.						
...	...	...																IV.—Repairs of Stations and Buildings—Wages						
																		and Materials—						
			33,051	4	0													(1) Repairs of buildings of every description,	16,774	4	4			
																		including Station yards and signals,	3,567	7	7	20,341	11	11
			2,225	15	7													but excepting quarters of the Staff	...	...	...			
35,277	3	7																(2) Repairs of Staff quarters						
																		V.—Maintenance by Contract—						
																		(1) Amount paid to Contractors	...	...	...			
																		(2) Materials supplied by the Company	...	...	...			
																		VI.—New Minor Works.						
4,123	15	6																VII.—Unclassified Expenditure.	1,759	11	1			
			2,316	7	9													(1) Plantations	8,033	5	1			
			2,595	9	10													(2) Tools and Plant	553	0	4			
			10,047	14	6													(3) Loss on Stores, &c.	29,923	6	8	40,269	7	2
			52,754	8	10													(4) Carriage of Revenue Stores						
67,714	6	11																Total	...	...	...	5,90,476	1	0
7,86,823	0	0																Deduct—Value of Stores returned to Stock	...	...	...	32,285	15	10
2,622	6	9																Total	...	...	...	5,58,190	1	2
7,84,200	9	3																						

IF DONE DEPARTMENTALLY.

Special Expenditure is included in the above Abstract.

The following Extraordinary and Special Expenditure is included in the above Abstract.

The following Extraordinary and Special													
Nature of Work.	Maintenance and Renewal of Permanent Way.		Repairs to Bridges and Tunnels.	Repairs Miscellaneous.	Repairs to Stations and Buildings.	Repairs to Staff Quarters.	Carriage of Revenue Stores.	Total.					
	Wages.	Materials.											
Enlarging Villupuram Station to accommodate traffic of V. G. Branch	...	...	...	...	Gr. 21 9 1	...	...	Gr. 21 9 1					
Do. Tiruvalur Do. of M. M. Ry.	470 6 3	...	...	446 11 11	1,319 5 4	...	...	1,666 1 3					
Lengthening through siding at 15 Stations	...	...	...	201 2 0	123 4 9	...	...	799 13 0					
Constructing a 4th Class Station at Padalam, extra siding, platform and coveral way at Chinveiput and 3rd Class waiting shed at Cuddalore O. T.	...	...	4 14 2	...	20 7 0	...	...	25 5 3					
Fitting up Smith Tools shop, extending Loco-Workshops and constructing Rolling Stock sheds at Nogaipattam	...	...	...	...	183 7 10	5 5 8	...	187 13 6					
Shifting distant signals from facing points at 100 Stations	...	...	...	...	137 5 6	...	2 7 0	137 5 6					
Weight-bridges and house at Tulicorin	...	...	2,040 5 5	...	...	...	...	84 9 4					
Demolishing and rebuilding the half of cracked abutment of Girder Bridge at 2 3/4 M.	...	...	...	...	270 0 0	...	52 1 0	1,385 10 4					
Altering ballast siding and providing steam pump at Kollipal	13 0 0	1,050 9 4	...	...	11 0 0	...	...	11 0 0					
Siding to Messrs. Parry & Co's works at Tinnevely.	...	...	146 0 0	...	...	...	...	146 0 0					
Providing a 10' span girder bridge at Yernaud tank.	...	...	...	...	7 0 0	...	...	7 0 0					
Additional watering arrangements at Aduradu and Manaparai	6,738 15	6,132,422 9 7	...	...	...	...	...	1,33,161 9 0					
Special renewal with 50 lbs. rails on 8-01 miles (1)	6,738 15	6,132,422 9 7	2,191 3 7	647 13 11	2,033 7 8	5 5 8	444 9 0	1,46,021 0 5					
Total	7,222 6	8,132,473 2 11	2,191 3 7	647 13 11	2,033 7 8	5 5 8	444 9 0	Total.					

[illegible]

The proportion of the working expenses of the Pondicherry Railway Company's line included in this Abstract is Rs. 2,295-1-1.

- (1) Aggregate total of corresponding half-year of 1891 was miles 31 80 at a cost of Rupees 4,22,619—4—0.
- (2) Increase due to greater length of mean mileage worked.
- (3) Difference due to the extension of through sidings at several stations.

ABSTRACT B. LOCOMOTIVE EXPENSES.

Corresponding previous half-year.											
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
						I.—General Superintendence—					
						(1) Salaries of Superintendents and Assistants ...					
						12,478	6	3	14,663	13	11
						1,092	0	1	657	4	5
						26,531	15	0	27,881	12	7
						819	4	0	654	5	8
						...	...	...	...	...	...
						17,580	9	10	23,352	9	9
						(6) Office expenses ...					
58,552	3	2							67,209	14	4
						II.—Running expenses (wages connected with the working of Locomotive Engines)—					
						(1) Wages of Drivers and Firemen ...					
						70,464	10	0	85,417	4	10
						43,765	4	0	54,997	13	0
						16,441	0	0	20,949	4	6
						5,277	1	10	4,687	7	9
						(4) Contingent expenses, including clothing and travelling expenses ...					
1,35,967	15	10							1,66,051	14	1
						III.—Fuel—					
						3,58,445	7	4	3,22,833	13	3
						...	...	...	...	...	...
						49,514	4	0	49,530	9	3
						(4) Wood 10,245 11 1 20...					
4,07,959	11	4							3,72,364	6	6
19,210	8	2							17,976	6	8
25,204	8	6							31,591	1	8
						IV.—(Water including Wages and Stores)—					
						V.—Oil, tallow and other stores (expended on Engines in work)—					
						VI.—Maintenance and Renewal of Locomotive Engines—					
						(1) Wages ...					
						89,141	2	0	93,369	6	5
						5,826	8	1	5,885	10	0
						83,409	6	9	1,70,930	3	6
						(3) Materials ...					
1,78,377	0	10							2,70,185	3	11
						VI. (A)—Maintenance and Renewals of Machinery Tools and Plant—					
						(1) Wages ...					
						90	0	0	90	0	0
						344	9	6	507	15	7
						93	11	3	2,308	9	10
528	4	9							2,906	9	5
						VII.—New Minor Works—					
						VIII.—Payment to other Lines—					
						(1) For haulage of trains ...					
						IX.—Unclassified Expenditure—					
						(1) Loss on Stores ...					
37,491	2	0	36,722	7	5	768	10	7	89	1	5
8,63,381	6	7							26,003	12	7
						(2) Carriage of Revenue Stores ...					
									26,092	14	0
						Total ...					
									9,54,378	6	7
						Deduct—					
						Credit received for work done in Workshops for other Departments ...					
						Value of stores returned to Stock ...					
						Sum chargeable to Fire Insurance Fund ...					
7,343	10	5				7,343	10	5	6,196	13	7
						Total ...					
8,56,037	12	2							9,48,181	9	0

The proportion of the working expenses of the Pondicherry Railway Company's line included in this Abstract is Rs. 3,898-9-1.

ABSTRACT C. CARRIAGE AND WAGGON EXPENSES.

Corresponding previous half-year.												Rs.	A.	P.	Rs.	A.	P.			
Rs.	A.	P.	Rs.	A.	P.															
I.—General Superintendence.—																				
			2,071	0	8	(1) Salaries of Superintendents and Assistants	...	2,635	1	5										
			180	6	4	(2) Allowances of ditto, including Travelling	...	109	11	7										
			4,406	8	4	(3) Subordinate Superintendents	...	4,655	15	3										
			139	5	10	(4) Allowances of ditto, including Travelling	...	108	2	4										
			...	...	...	(5) Overtime Allowances	...	...	...	...										
			2,862	4	11	(6) Office Expenses	...	3,519	11	6				11,058	10	1				
9,659	10	1																		
II.—Repairs and Renewals of Vehicles—																				
COACHING VEHICLES.—																				
			15,866	5	5	(1) Wages	...	26,707	15	8										
			269	5	4	(2) Overtime	...	267	6	8										
			41,046	14	9	(3) Materials	...	81,919	3	9				1,08,894	9	8				
57,182			9	6																
GOODS VEHICLES																				
			20,760	1	6	(1) Wages	...	25,939	7	11										
			504	1	1	(2) Overtime	...	444	14	4										
			31,383	12	11	(3) Materials	...	89,787	9	7				1,16,171	15	10				
1,09,330	9	0	52,047	15	6													2,25,626	9	6
II. (A)—Repairs and Renewals of Machinery, Tools and Plant.—																				
			...	...	...	(1) Wages	...	...	...	...										
			...	...	...	(2) Overtime	...	...	...	...										
			...	...	...	(3) Materials	...	...	...	...										
III.—Cleaning Carriages and Waggon, and Oiling.—																				
			11,568	8	8	(1) Labour including Wages of Oilers, Carriage Cleaners and Examiners	...	16,316	5	3										
			3,985	12	0	(2) Stores including oil, grease and other stores for consumption on running vehicles	...	3,997	8	10				20,313	14	1				
15,554	4	8																...	...	...
IV.—New Minor Works																				
V.—Unclassified Expenditure.—																				
			11,630	12	1	(1) Loss on Stores, &c.	...	143	7	8										
			13,752	11	8	(2) Carriage of Revenue Stores	...	995	13	4				1,139	5	0				
1,50,797	3	5																2,57,578	6	3
Deduct.—																				
			1,966	3	5	Credits received for work done in Workshops for other Departments, &c.	...	...	...	...										
			...	...	...	Value of stores returned to Stock	...	...	753	1	6			753	1	6				
			...	...	...	Sum chargeable to Fire Insurance Fund	...	...	...	...				...	...	...				
1,966	3	5																2,56,825	5	2
1,43,831	0	0																Total...		

Credits received for work done in Workshops for other Departments, &c.

Value of stores returned to Stock

Sum chargeable to Fire Insurance Fund

Total...

Rs. 1,055-15-6

ABSTRACT D. TRAFFIC EXPENSES.

Corresponding previous half-year.							
Rs.	A.	P.	Rs.	A.	P.	Rs.	A. P.
				I.—Salaries, Wages, &c.			
				(a) General Superintendence—			
16,538	1	10	(1) Traffic Manager, Assistant ditto, District Superintendents and Traffic Canvassers ...	29,596	8	11	
11,145	15	11	(2) Office Establishment ...	12,884	2	9	
1,548	3	0	(3) Travelling Allowances ...	2,965	14	0	
212	2	0	(4) Contingencies ...	242	3	0	
29,444	7	0					45,688 12 8
				(l) Station Staff—			
1,36,039	1	6	(1) Station Masters, Clerks, Porters, Pointmen, Gatekeepers of Level-crossings, Signalmen, Station Servants, &c...	1,52,884	6	4	
1,36,039	1	6					1,52,884 6 4
				(c) Train Staff—			
28,770	5	9	(1) Guards and Assistant Guards.	29,771	7	2	
1,104	4	6	(2) Overtime Allowances ...	1,572	0	11	
29,874	10	3					81,843 8 1
1,95,558	3	3					2,29,916 11 1
				II.—Fuel, Lighting, Water and General Stores—			
36,615	13	5	(1) Fires, Lights, Water and General Stores for Carriages, Stations, Offices, &c.	41,671	2	11	
2	4	0	(2) Waggon covers, ropes, &c.	0	12	0	
2,582	2	7	(3) Office and Station fittings and furniture	3,090	0	1	
39,500	4	0					44,761 15 0
3,363	10	2					6,225 7 9
26,631	0	9					40,909 8 4
0	13	6					8 13 3
3,154	10	8					3,014 6 11
				III.—Clothing			
				IV.—Printing, Stationery and Tickets			
				V.—Charges for delivery and collection of goods, &c.			
				VI.—Miscellaneous Expenses			
				VII.—Payments to other Lines—			
3,920	2	10	(1) Traffic expenses at joint stations				6,346 15 1
				VIII.—Unclassified Expenditure—			
369	4	2	(1) Loss on Stores, &c.				
2,844	12	0	(2) Carriage of Revenue Stores	2,824	3	1	
3,214	0	2					2,824 3 1
2,74,848	13	4					3,34,008 0 6
483	7	7		403	10	0	
483	7	7	Deduct—				403 10 0
2,74,365	5	9	Value of Stores returned to Stock				
			Sum chargeable to.....Fund				
							3,33,604 6 6

The proportion of the working expenses of the Pondicherry Railway Company's line included in this Abstract is Rs. 1,371-10-7.

ABSTRACT E. GENERAL CHARGES.

Corresponding previous Half-year.						GENERAL																		
Rs.	A.	P.	Rs.	A.	P.							Rs.	A.	P.	Rs.	A.	P.							
41,972	3	10				I.—General Administration—									49,638	5	7							
36,030	6	5				I.A.—Government Supervision, Audit & Control ...									44,207	9	7							
						II.—Salaries of Indian Management including Offices ...																		
												Salaries.			Travelling Allowances.			Contingen- cies.						
												Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.				
			21,362	13	3	1. Agent's Office ...						20,631	6	6	174	14	0	...	...	...	20,796	4	6	
			53,138	7	8	{ 2. Auditor's " } { 3. Account's " } { 4. Pay-Master's " }						57,579	7	6	1,078	2	0	...	...	...	58,657	9	6	
			13,313	11	10	5. Stores Dept. ...						13,044	5	10	353	13	0	...	...	...	13,398	2	10	
			9,931	5	3	6. Medical ...						10,065	11	7	942	10	0	...	...	...	11,008	5	7	
			37	9	4	(7) Rents of Buildings and Lands												...	...	...	32	0	0	
			5,103	10	1	(8) Furniture, fittings, and other Miscellaneous expenses												...	...	...	6,279	9	6	
			5,171	5	8	(9) Printing and Stationery												...	...	...	9,907	11	4	
			1,380	0	4	(10) Medicine and contribution to Hospitals												...	...	...	2,170	4	3	
1,09,488	15	5				III.—Police—												...	...	...	1,22,249	15	6	
						(1) Supervision												...	...	...				
			8,835	6	8	(2) Constables												...	...	...	31,444	15	11	
8,835	6	8				(3) Contingencies												...	...	...	1,994	15	0	
1,428	6	3				IV.—Advertising (all advertisements of all Departments)												...	...	...				
						V.—Electric Telegraph—												...	...	...				
			720	0	0	(1) Salaries of Superintendents and Assistants												...	...	...	871	14	11	
			24,353	4	0	(2) Signallers												...	...	...	19,732	4	11	
			141	4	0	(3) Travelling expenses												...	...	...	325	4	0	
			2,997	0	0	(4) Office Expenses, Contingencies, &c.												...	...	...	8,366	7	1	
			336	14	11	(5) Maintenance, Wages and Stores												(1)	Cr. 528	1	11			
			30,257	14	0	(6) Government Telegraph Department for Rent, Maintenance and Inspection												...	...	...	36,351	12	0	
58,806	4	11				VI.—Clearing Accounts with other lines—												...	...	...	65,121	9	0	
						VII.—Unclassified Expenditure—												...	...	...				
			837	10	5	(1) Loss on Stores												...	...	...	2	2	10	
			275	2	10	(2) Expenses connected with Fire Engines												...	...	...	338	13	2	
			79	13	0	(3) Carriage of Revenue Stores												...	...	...	705	8	8	
						(4) Funeral Expenses												(2)	Cr. 23	4	4	1,023	4	4
1,192	10	3				Total...												...	...	...				
2,57,752	5	9				Value of Stores returned to Stock												...	...	...	30	0	6	
						Sum chargeable to..... Fund												...	...	...				
						&c., &c., &c.												...	...	...				
0	15	2				Total												...	...	...				
2,57,751	6	7																...	...	...	3,15,650	10	5	

Deberry Railway Company's line included in this Abstract is Rs. 1,297-13-5.

The proportion of the working expenses of the Pondicherry Railway Company's line included in this Abstract is Rs. 1,297-13-5.

(1) Adjustment due to over-charges.
(2) Amount debited in previous half-year now recovered.

ABSTRACT F.

STEAM BOAT SERVICE.

Nil.

ABSTRACT G.

SPECIAL AND MISCELLANEOUS EXPENDITURE.

Corresponding previous Half-year.						Rs. A. P.			Rs. A. P.		
Re	A.	P.	Rs.	A.	P.						
266	12	8				I.—Law Charges					
						II.—Compensation.—					
			2,127	5	6	(1) For goods lost or damaged	2,282	0	0		
						(2) For personal injury					
			25	0	0	(3) For other claims	63	8	0	2,345	8 0
2,152	5	6				III.—Rates and Taxes (including Municipal Water rates)					
8,858	11	8				IV. Payments to other Lines—					
						Rs. A. P. Rs. A. P.					
						(1) Hire of Loco- motives					
						(2) Hire of Vehi- cles					
						(3) Mileage and Demurrage of Foreign Stock	747	13	5		
						(4) Rent of Sta- tions, &c., jointly oc- cupied	269	12	0		
2,762	10	11	2,702	10	11		478	1	5	4,581	10 2
						V.—Prizes for Station Gardens, &c.					
16,490	9	5				VI.—Contribution to Provident Institution—					
						VII.—Miscellaneous—					
						(1) Loss on Light coins					
						(2) Bridge Toll Collection Establishment					
			1,417	10	0	(3) Conservancy	1,980	9	1		
1,551	4	8	133	10	8	(4) Contribution to Railway Schools				1,930	9 1
32,052	6	10				Total				31,652	10 3
						Deduct—Sum chargeable to Fire Insurance Fund					
32,052	6	10				Total				31,652	10 2

The proportion of the working expenses of the Pondicherry Railway Company's line included in this Abstract is Rs. 130-2-4.

ABSTRACT H.
COACHING TRAFFIC.

COACHING SERVICE.

Corresponding - previous half-year.			Tariff Mileage { Single Return .. fare.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.								
Rs.	A.	P.		12 Pies. 10-11 Pies.		4 Pies. 3-9 Pies.		2 Pies. 1-9 Pies.		No.	Amount.	Rs.	A.	P.				
				No.	Amount.	No.	Amount.	No.	Amount.									
I.—Passengers.																		
16,51,360	11	0	Single Journeys ...	7,770	30,656	6	71,432	69,987	5	4	5,170,590	18,35,571	5	8	5,219,792	19,36,215	1	9
4,821	7	7	Excess fares ...	...	563	1	6	743	10	3	...	4,781	7	5	...	6,088	3	2
965	12	6	Return Journeys...	38	38	12	0	14	9	0	4,036	738	10	0	4,158	781	15	0
19,466	6	5	Troops and Police	64	82	0	0	262	9	6	33,187	19,949	2	4	33,380	20,293	11	10
16,77,354	4	6	Total ...	7,814	31,340	4	71,554	71,048	2	1	5,212,863	18,61,030	9	5	5,292,330	19,63,378	15	9
			Corresponding Period of 1901	6,570	25,620	1	60,636	57,638	0	6	4,554,606	15,93,996	2	9	4,621,812	16,77,254	4	6
8,068	4	0	Season Tickets	27	452	0	0	900	0	0	190	1,054	12	0	337	2,196	12	0
			Corresponding Period of 1901	13	192	0	0	803	8	0	226	1,092	12	0	333	2,088	4	0
II.—Passengers' Luggage ...																		
21,579	9	11										Ton-Miles	79,116	26,544	6	7		
725	2	7											1,111	249	7	8		
III.—Military Baggage...																		
IV.—Carriages, Horses, Dogs, &c.—																		
1,355	8	7	(1) Carriages	...	...	...	...	...	...	No.	69	2,084	0	3				
6,508	13	8	(2) Horses	...	...	...	...	...	...	"	471	7,170	6	3				
1,320	0	9	(3) Dogs, &c.	...	...	...	...	...	...	"	2,287	1,561	13	10				
8,190	7	0										10,816	4	4				
V.—Military Carriages, Horses, &c.—																		
...	...	...	(1) Carriages	...	...	...	...	...	...	"	...	...	...	...				
157	2	0	(2) Horses	...	...	...	...	...	...	"	7	177	2	7				
...	...	...	(3) Dogs, &c.	...	...	...	...	...	...	"	5	0	5	3				
157	2	0										177	7	10				
VI.—Parcels—																		
31,834	3	4	(1) For the Public	...	...	...	...	...	...	Ton-Miles	145,861	38,010	8	10				
...	...	...	(2) For Revenue ...	...	...	...	...	...	...	"	...	...	...	...				
...	...	...								Train-Miles	...	...	...	...				
VII.—Special Trains																		
1,208	0	11										1,390	11	2				
VIII.—Miscellaneous																		
IX.—Post Office—																		
75,162	13	6	(1) Haulage and Hire of Post Office Vehicles	...	...	...	...	...	...	No. of Vehicles	...	28,826	5	3				
...	...	...	(2) Special Trains	...	...	...	...	...	...	Mileage of do.	...	...	...	...				
252	12	10	(3) Parcels	...	...	...	...	...	...	Train-Miles.	...	361	10	7				
18,19,450	12	7	Total	...	...	...	...	...	...			20,72,252	10	0				
3,808	3	7	Less outstandings irrecoverable	...	...	...	...	...	...			...	...	...				
18,15,641	9	0	Total	...	...	...	...	...	...			20,72,252	10	0				

Single Journeys.

* Equivalent to 3,000 Single Journeys.
do. 12,780 do.
do. 20,990 do.

ABSTRACT I. GOODS TRAFFIC.

Corresponding previous half-year.				Number of Tons Lifted.	Average rate per ton per Mile.	Ton-miles.	Amount.		
Rs.	A.	P.					Rs.	A.	P.
14,52,909	14	9	I.—Merchandise, General	403,184	8.23	38,105,862	16,33,706	6	8
7,224	12	0	II.—Military Stores	95	22.53	19,895	2,334	11	0
53,248	12	1	III.—Railway Materials for construction	240,236	2.49	1,936,062	25,172	2	10
15,13,383	6	10		643,535	7.96	40,061,819	16,61,213	4	6
			IV.—Coal.—						
2,466	2	0	(1) For the Public	4,854	4.62	234,464	5,639	9	0
22,067	9	0	(2) For the Company (Construction only)	...	...	...	...	...	...
2	10	0	(3) For Locomotive Department (Revenue only)	13,722	2.51	1,333,947	17,427	1	0
24,538	5	0	(4) For other Departments	3	4.16	98	2	2	0
			Total Coal	18,579	2.82	1,568,509	23,068	12	0
			V.—Revenue Stores—						
59,746	8	10	(1) For all Departments excepting Coal and Locomotive Fuel	278,483	2.59	2,684,724	36,231	6	4
11,708	11	0	(2) Wood and Patent fuel for Locomotive Department	11,695	2.21	589,646	6,792	8	0
71,453	3	10	Total	290,178	2.52	3,274,370	43,023	9	4
16,09,372	15	8	Total Goods	952,292	7.38	44,904,698	17,27,305	9	10
			VI.—Live Stock—						
505	6	0	(1) Horses	No.	...	93	1,146	13	0
648	1	0	(2) Cattle	"	...	138	621	0	0
1,100	14	0	(3) Sheep, &c.	"	...	699	455	12	0
2,254	5	0	Total	...	...	930	2,223	9	0
			VII.—Military Live Stock—						
...	...	...	(1) Horses	No.	...	...	...	...	...
...	...	...	(2) Cattle	"	...	...	...	...	...
...	...	...	(3) Sheep, &c.	"	...	...	...	...	...
...	...	...	Total	...	...	...	...	...	...
2,982	10	2	VIII.—Rents and Demurrage, Wharfage, Storage, &c.	...	...	...	3,845	8	5
...	...	...	IX.—Interest on outstanding Bills	...	...	...	...	...	...
306	4	10	X.—Miscellaneous	...	...	...	113	3	8
16,14,916	3	8	Total	...	...	...	17,33,487	14	6
1,630	15	6	Less outstandings irrecoverable	...	...	...	...	...	...
16,13,285	4	2	Total	...	...	...	17,33,487	14	6

ABSTRACT J. STEAM BOAT EARNINGS.

Nil.

ABSTRACT K. SUNDRIES.

Corresponding previous half-year.				Rs.	A.	P.
Rs.	A.	P.				
...	...	...	Hire of Locomotives	4,845	0	0
...	...	...	" of Vehicles	19,985	10	0
...	...	...	Rent of Stations, &c., jointly occupied	...	...	...
...	...	...	Clearing accounts with other lines	7,543	4	10
5,739	10	8	Tolls on Bridges	6,581	4	3
6,206	0	0	Rents of Dwelling-houses	84	2	11
125	5	1	Rents of Refreshment-rooms	2,837	8	4
4,634	4	4	Fees on share transfers, &c.	1,679	15	0
963	14	9	Profits of workshops for work done for State Railways, &c.	4,210	8	11
...	...	...	Sale of unclaimed and damaged goods	10,049	4	0
11,428	2	3	Unpaid or unclaimed salaries	824	14	1
13	14	1	Amount received for working Pondicherry Railway Company's line	23,418	13	10
6,805	12	11	Allowance for collecting Municipal Fees	...	...	...
...	...	...	Sale of Revenue Stores	...	...	...
357	7	9	(1) Maintenance	...	...	...
5,450	13	0	(2) Locomotive	...	...	...
...	...	...	(3) Carriage and Waggon	...	...	...
103	7	0	(4) Traffic	...	...	...
294	1	2	(5) General	...	...	...
1,410	13	5	Miscellaneous	...	...	...
36,757	13	6	Total	86,051	12	6
103	7	0	Less outstandings irrecoverable	...	...	...
36,654	6	6	Total	86,051	12	6

STATEMENT OF ROLLING STOCK FOR HALF-YEAR ENDING 31st DECEMBER 1892.

DESCRIPTION.	1	2	3	4	5	6	7	8	9	10	11	12
	Total stock authorised.	Total stock constructed against authorisation up to the last day of the previous half-year.	Additions to stock during the half-year.	Reduction of stock.	Total stock on the 1st at end of the half-year.	Actual stock in running order on the last day of the half-year.	REPAIRS AND RENEWALS.				Average number undergoing repairs and renewals at any one time.	Stock condemned in this and previous half-years awaiting replacement.
							Number of vehicles repaired during the half-year.	Number of vehicles renewed during the half-year.	Number of vehicles undergoing or awaiting repairs on the last day of the half-year.	Number of vehicles undergoing or awaiting renewals on the last day of the half-year.		
ENGINES.												
Tank ...	8	8	...	...	8	6	7	...	2	...	6-418	
Passenger Four wheeled coupled ...	45	45	...	...	45	40	20	...	5	...	10-315	
Goods Six do. do. ...	131	131	...	...	131	110	39	...	21	...	27-761	Nil.
O. class Engines with Tenders 4 wheels coupled ...	32	...	...	...	...	...	...	...	...	...	...	
Total	216	184	...	...	184	156	66	...	28	...	44-494	
COACHING VEHICLES.												
Governor's Saloon Carriage ...	1	1	...	...	1	1	1	...	1	...	326	
Inspection do. ...	2	1	...	...	1	1	1	...	1	...	145	
First Class Carriages Clemenson's ...	1	1	...	...	1	7	2	...	3	...	424	
English First Class Composite Carriages ...	10	10	...	...	10	16	13	...	3	...	5-196	
First Class Carriages, Ordinary ...	19	19	...	...	19	21	10	...	3	...	2-630	
Composite do. do. ...	35	24	...	...	24	21	10	...	6	...	1-831	
Second Class Carriages with retiring accommodation... ..	44	39	4 5	...	44	39	8	...	1	...	2-440	
Third Class Carriages for Females ...	34	34	...	...	34	33	6	...	48	31	29-313	Nil.
Third Class Carriages, Ordinary do. do. with Postal accommodation ...	478	414	4 16	2	423	349	95	4	2	...	1-117	
do. do. Ambulance ...	2	15	2	...	15	13	5	...	2	...	1-726	
do. do. Clemenson's ...	15	37	...	...	37	23	15	...	14	9	11-967	
Passenger Brake Vans ...	37	80	4 9	...	89	66	19	3	3	...	1-136	
Post Office Vans ...	89	80	...	...	6	6	2	...	2	1	2-212	
Mail Service Vans ...	6	12	...	...	12	9	4	...	2	...	1-913	
Horse Boxes ...	29	24	4 6	...	30	27	7	...	2	...	...	
Carriage Trucks ...	30	24	...	...	5	3	...	...	...	...	...	
Composite Carriages, Bogie Third Class do. do. ...	5	4	4 1	...	...	...	...	...	...	...	...	
Total	979	721	39	2	738	612	188	7	105	41	61-356	
GOODS VEHICLES.												
Cotton Trucks, Clemenson's ...	14	14	...	...	14	12	5	...	2	...	2-750	
Do. Ordinary ...	63	63	...	...	63	58	18	...	5	...	4-283	
Covered Goods Waggon's ...	866	856	...	...	856	780	139	1	76	...	65-739	
Do. Iron Body ...	1,129	874	B 3	...	877	852	214	...	25	...	22-946	
High-sided Waggon's ...	421	413	...	...	413	315	86	2	97	1	47-451	
Do. Iron Body ...	400	400	...	...	400	355	67	...	45	...	28-902	
Ballast Waggon's ...	154	154	...	...	154	123	23	...	31	...	38-511	
Do. Iron Body ...	250	250	...	...	250	331	21	...	19	...	2-954	
Low sided Waggon's ...	100	100	...	...	100	4	1	...	1	...	0-43	
Powder Vans ...	5	5	...	...	5	26	14	...	5	...	8-549	
Timber Trucks ...	31	31	...	...	31	10	9	...	8	...	3-152	
Do. Bogie ...	18	18	...	...	2	2	1	...	...	...	924	
Do. on Cotton Truck frames ...	2	2	...	...	52	39	2	...	7	6	239	
Goods Brake Vans ...	52	52	...	...	1	1	...	...	...	...	...	
Five Ton Travelling Cranes ...	3	1	...	...	6	6	...	...	...	...	...	
Cattle Waggon's ...	12	6	...	...	1	...	...	...	1	...	...	
Ten Ton Boiler Truck ...	1	1	...	...	2	2	...	...	...	...	...	
Ten Ton Travelling Cranes ...	2	2	...	...	4	...	...	...	4	...	...	
Platform Waggon's ...	4	4	...	...	...	...	...	...	...	...	...	
Iron Low Sided Waggon's, Bogie ...	20	...	...	...	...	...	...	...	...	...	...	
Total	3,547	3,246	3	...	3,249	2,915	600	3	326	7	226-443	

English First Class Com- posite Carriages.	1st Class, 9 seats. 2nd Class, 8 seats. 1st Class, 6 seats. 2nd Class, 10 seats.
Composite Carriages.	1st Class, 4 seats. 2nd Class, 8 seats. 3rd Class, 16 seats.
Third Class Carriages, Ordinary.	Post Office. Passengers' Baggage compartment. Guards' Brake Van.
Post Office Vans.	Passengers' Baggage compartment. Guards Brake Van. European Third Class compartment. Guards compartment. Luggage compartment.
Passengers' Brake Vans.	

A. B. Constructed against the sanctioned Estimates for the Villu-
puram Guntakal Railway as follows:—
Estimate for Rs. 1,91,00,025, sanctioned by Secretary of State
R. Despatch No. 73 of 9-7-91.
Do. do. Rs. 49,29,023 Estimate for Dharmavaram-Gunta-
kal Section sanctioned by the Secretary of
State, R. despatch No. 33 of 10-3-92.
* 2 Transferred to 3rd Class Carriages with Postal accommodation.
NOTE—The following Rolling Stock is hired out to Dharmavaram
Hindupur Railway.
3 Six wheeled coupled engines.
75 Ballast waggon's.
3 Brake Vans.

No. XII.—A. STATEMENT OF FLOTILLA SERVICE—Nil.

No. XIII. MILEAGE STATEMENT.

	Double Line.	Single Line.	Total.	Sidings.
	Miles.	Miles.	Miles.	Miles.
Lines Sanctioned not commenced	...	...	...	...
Do. under construction	...	...	...	...
Do. construction but not worked	...	...	...	...
Do. owned by the State and worked by the Company	...	...	...	...
Do. constructed do. do. others	...	...	...	...
Total	...	1,105 19	1,105 19	119 31
Lines worked by the Company—				
State	...	...	...	...
Foreign	...	...	...	...
Total	...	1,105 19 7-85	1,105 19 7-85	119 31 1-80
Foreign Lines worked over by the State	...	...	...	...
Total	...	1,113 04	1,113 04	121 11
Total mean mileage worked including mileage worked over during the half-year	...	1,113 04	1,113 04	...

Total mean mileage worked including mileage worked over during the half-year

(1) Difference due to the extension of through sidings at several stations

No. XIV. STATEMENT OF TRAIN MILEAGE.

	Miles.	Estimated Locomotive Expenses.
		Rs.
1. Train-miles run for Public Traffic	...	462,465
2. Train-miles run for Locomotive Department	...	503,261
3. do. do. Maintenance	...	(a) 559,409
Total Train-Mileage	...	8,731
4. Miles of Assisting Engines (actual distance)	...	(b) 18,132
5. Miles of Engines Shunting and Standing in steam for Traffic purposes calculated at five miles an hour	...	8,553
6. Miles run for Miscellaneous services (actual distance)	...	144,397
Total Engine and Train-Mileage	...	8,16,765
	53	26
	269,526	1,29,783
	3,340	1,608
	272,919	1,31,417
	1,969,136	9,48,182

(a) 279,322
280,087
Coaching ...
Goods ...
* Inclusive of 6,008 miles run over the Pondicherry Railway.

No. XV. DISTRIBUTION STATEMENT OF AUDITED SALARIES INCLUDING ALLOWANCES AND OFFICE EXPENSES.

ALLOWANCES AND OFFICE EXPENSES				CAPITAL.			REVENUE.			TOTAL.		
DEPARTMENT.				Rs.	As.	Ps.	Rs.	As.	Ps.	Rs.	As.	Ps.
Government Supervision Audit and Control	...	...	...	...	...	...	44,207	9	7	44,207	9	7
General Administration	...	...	...	...	...	...	49,638	5	7	49,638	5	7
Direction	...	...	...	...	...	...	5,664	...	...	5,664	15	9
Engineering	...	...	...	5,664	15	9	...	...	...	1,42,922	9	4
Locomotive	...	...	...	17,435	12	11	1,25,486	12	5	67,260	6	11
Carriage and Waggon	...	...	...	60	8	7	67,209	14	4	11,058	10	1
Traffic	...	...	...	...	...	...	11,058	10	1	45,688	12	8
Controlling	...	...	...	...	...	...	45,688	12	8	20,796	4	6
Audit and Accounts	...	...	...	...	...	...	20,796	4	6	65,784	10	8
Paymaster	...	...	...	...	...	...	58,657	9	6	...	...	...
Stores	...	...	...	7,127	1	2	...	...	...	17,391	11	10
Medical	...	...	...	...	...	...	13,398	2	10	12,924	2	1
Police	...	...	...	3,993	9	0	11,008	5	7	...	...	...
Electric Telegraph	...	...	...	1,915	12	6	...	...	...	9,563	10	0
	...	...	...	...	...	...	9,563	10	0	...	...	...
Total	...	...	...	36,187	11	11	4,56,714	1	1	4,92,901	13	0

STATEMENT OF OUTSTANDING EARNINGS FOR THE HALF-YEAR
ENDING 31st DECEMBER 1892.

		OUTSTANDING ON						Reason for outstanding of previous column.
		Last day of Half-year.			Date of preparation of this statement.			
Due from Public companies or Traders	...	1,198	5	0	...	...	...	Under correspondence.
Do. Government	...	194	13	2	...	...	...	
Sundries	...	1,298	13	11	...	...	...	
Station Outstandings	...	1,07,495	3	10	1,721	14	10	
Cash in transit	...	24,731	10	3	...	...	...	
Total	...	1,34,918	14	2	1,721	14	10	

CAPITAL ACCOUNT.

	Rs.	A. P.		Expenditure by Guaranteed Railway.		Expenditure by State.		Total.
		Rs.	P.	Rs.	P.	Rs.	P.	
<i>By Construction Account, viz.</i>	2,81,52,611	5	9					
Preliminary Expenses...		5,44,851	2	4		5,08,498	4	3
Land						8,73,213	13	11
Formation		25,17,488	10	10		83,24,565	5	3
Bridge-work		86,43,955	8	6		76,69,758	2	10
Fencing		13,47,035	14	10		2,25,768	10	8
Electric Telegraph		71,575	13	3		17,565	8	8
Railst and Permanent Way		1,24,12,796	8	7		74,40,449	6	2
Stations and Buildings		53,66,941	2	3		17,13,550	11	3
Plant		13,03,196	4	5		4,03,218	3	1
Steam Ferries								
Rolling Stock		69,54,950	2	1		37,52,475	14	2
General Charges		59,84,846	12	3		26,37,257	4	10
Maintenance		11,18,279	13	9				
Loss by exchange						2,42,360	0	0
		4,62,65,977	10	1		2,83,08,882	4	8
<i>Less—Receipts on Capital Account ordinary</i>								

Note.—Exclusive of charges for Land and Capitalization of Land Revenue debited to State outlay on South Indian Guaranteed Railway

SURPLUS PROFITS STATEMENT.

Rs.	A.	P.		Rs.	A.	P.
			Net Earnings as per Statement No. VIII.	14,59,677	13	0
			Add—Outstandings as shown in last Account ...	Rs. 916—9—0		
			„ Arrears of Police charges not appertaining to this Half-year ...	„ 16,950—0—0	17,866	9 0
			Less—Outstandings as per Statement No. XVI ...	„ 1,721—14—10	14,77,544	6 0
			„ Earnings on account of Rolling Stock hired out to D. H. Ry. not appertaining to the Half-year ...	„ 8,799—10—0	10,521	8 10
			Deduct—Interest as follows:—	14,67,022	13	2
1,40,00,000	0	0	On Company's Capital of £ 1,000,000 at 3 per cent. per annum for six months			
			£ 15,000 at Rs. 14 per £ sterling ...	Rs. 2,10,000—0—0		
59,50,000	0	0	On £ 425,000 at 4½ per cent. per annum for six months £ 9,562-10-0 at			
			15-681d. per Rupee ...	„ 1,46,355—7-5		
5,83,33,760	15	2	On outlay by Government Rs. 5,83,33,760-15-2 at 3 per cent. per annum	„ 8,75,006—6-8		
				„ 12,31,361-14-1		
7,82,83,760	15	2	On cash balance at 3 per cent. per annum as under:—			
7,898	11	8	Cash in hand ...	Rs. 18,771—7-3		
			Less charged to works, but not paid—credited to Deposits			
			and other items at credit of Deposits eventually creditable to Capital ...	„ 10,872-11-7		
				„ 7,893-11-8	118-7-8	
7,82,91,659	10	10	Total outlay	12,31,480	5	9
			(1) Surplus divisible between Government and the Company under clause 60 (4)...	2,35,512	7	5
			(2) Company's share—Proportion due under clause 60 (1) ...	42,119—5—9		
			(4) Deduct—Already paid to the Company equivalent of £ 2,500 ...	38,262-13-10		
				3,856—7-11		
			(4-a) Deduct—in partial recoupment of entry No. (3) in the Surplus Profits Statement for June last ...	„ 3,856—7-11		
			(5) Amount, if any, still due to the Company ...	Nil		
			(6) Government share—Proportion due under clause 60 (4) ...	1,93,423-1-8		
			(7-a) Add—recoupment as per entry No. (4-a) above ...	„ 3,856-7-11		
			(8) Amount to be retained by Government ...	1,97,279-9-7		

WILLIAM S. BETTS,

Agent.

JAMES SMITH,

Chief Auditor.

J. LIGHTFOOT,

A. GRANT,

F. R. UPCOTT,

Examiner of Railway Accounts, Dy. Examiner of Railway Accounts,
Madras. Trichinopoly.Consulting Engineer
for Railways, Madras.

This statement is certified by the Company's officers subject to the Board of Directors' agreeing to the inclusion in the working expenses of the charges levied by Government for Police protection.

WILLIAM S. BETTS,

Agent.

ABSTRACT OF PRINCIPAL COMMODITIES.

DESCRIPTION OF GOODS.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.	
	2nd Half.							
	1891.	1892.	1891.	1892.	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I. COAL	664 00	4,854 02	2,466	5,610	3,990 02	...	3,174	...
II. COTTON, RAW	7,708 40	8,960 14	39,341	45,532	1,251 74	...	6,191	...
III. COTTON TWIST AND YARN—								
1 European	1,555 62	1,481 85	19,791	19,166	565 65	...	3,285	...
2 Indian	1,554 93	1,920 59	8,838	12,123	...	...	...	625
IV. COTTON PIECE GOODS—								
1 European—								
(a) In Bales and Bundles	2,927 68	3,131 96	43,101	41,857	204 23	...	...	...
(b) In boxes	435 27	371 59	8,663	7,516	...	...	6,026	...
2 Indian—								
(a) In Bales and Bundles	1,329 72	1,657 34	8,371	14,397	327 66	...	71	...
(b) In boxes	44 35	40 97	335	406	...	...	...	...
V. DRUGS AND CHEMICALS—								
1 Intoxicating, other than opium	11 33	65 29	117	312	53 96	...	195	...
2 Non-intoxicating—								
(a) Chinchona bark	116 27	271 88	1,015	2,199	135 61	...	1,164	...
(b) Others	867 94	1,240 08	6,337	7,723	372 14	...	1,386	...
VI. DYES AND TANS—								
1 Indigo	205 41	365 83	1,079	2,135	160 42	...	1,056	...
2 Myrabolans	308 32	465 09	1,779	2,545	156 77	...	766	...
3 Aniline dyes	...	201	...	11	2 01	...	11	...
4 Cutch	71 39	56 99	678	639	...	...	...	...
5 Others	2,942 40	5,234 73	12,306	22,853	2,292 33	...	10,517	...
VII. GRAINS—								
1 Wheat	573 84	418 14	2,492	1,940	...	...	160 70	...
2 Rice	100,344 48	96,862 23	3,74,904	3,70,440	3,526 25	...	15,703	...
3 Jowar and Bajra	9 021 70	8,571 60	27,488	43,191	1,350 10	...	50,641	...
4 Gram	16,412 75	10,638 44	62,512	35,405	...	...	...	...
5 Others	18,478 89	27,216 04	54,681	1,05,322	8,737 15	...	...	...
VIII. HIDES AND SKINS—								
1 Hides of cattle—								
(a) Dressed	396 64	220 65	3,136	1,813	...	...	175 99	...
(b) Undressed	786 59	493 61	4,489	3,219	...	...	292 98	...
2 Skins of sheep—								
(a) Dressed	729 73	652 54	13,752	11,797	...	...	77 19	...
(b) Undressed	1,879 84	1,801 83	9,361	9,455	...	...	78 01	...
IX. HORNS	142 50	63 00	1,516	515	...	...	79 50	...
X. JUTE—								
1 Raw	4 82	10 23	50	30	...	...	...	...
2 Gunny bags and cloth	2,477 63	2,690 28	19,002	21,030	212 65	...	2,023	...
XI. LAC—								
1 Stick	73 97	53 39	619	300	...	...	...	...
2 Shell-lac	39 21	50 23	290	433	11 02	...	8 88	...
XII. LEATHER MANUFACTURED	40 72	31 84	317	401	...	...	2 35	...
XIII. LIQUORS—								
1 Beer	46 81	44 46	865	814	...	...	...	...
2 Wines	84 90	90 18	1,125	1,425	5 28	...	...	...
3 Spirits	1,563 81	1,960 88	6,308	9,834	397 07	...	3,526	...
XIV. METALS—								
1 Copper unwrought	106 90	89 26	801	735	...	...	17 64	...
2 Brass unwrought	888 97	377 29	2,252	2,494	...	...	11 68	...
3 Brass and copper wrought	376 95	464 35	2,930	3,716	...	...	...	...
4 Iron	7,976 45	10,784 34	45,974	61,871	2,807 88	...	15,897	...
5 Tin	95 8 C	107 93	854	699	...	...	336	...
6 Others	271 51	288 72	1,717	2,053	...	...	...	...
Carried over	184,030 51	194,066 89	7,91,052	8,74,096	21,05 73	11,769 35	1,23,578	40,534

ABSTRACT OF PRINCIPAL COMMODITIES.—(Continued.)

DESCRIPTION OF GOODS.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.		
	2nd Half.								
	1891.	1892.	1891.	1892.	Increase.	Decrease.	Increase.	Decrease.	
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
XV. OILS—	Brought over	184,030.51	194,066.89	7,91,052	8,74,096	21,805.73	11,769.35	1,23,578	40,534
1 Castor	631.66	586.67	2,342	2,166	...	45.59	...	176	...
2 Kerosine	1,684.72	2,427.65	14,777	18,253	742.93	...	3,478	...	543
3 Others	4,637.62	3,795.67	16,512	15,969	...	841.85	...	...	...
XVI. OIL SEEDS—									
1 Linseed	1.01	...	2	1	...	...	...	...	1
2 Rape and Mustard	341.30	452.01	1,141	2,116	110.71	...	975	...	...
3 Til or Jingili	6,176.36	11,874.38	23,299	56,925	5,693.02	...	33,626	...	...
4 Niger	...	...	...	...	...	...	...	...	...
5 Castor	389.29	1,542.69	1,170	6,573	1,153.40	...	5,403	...	29
6 Poppy	23.43	7.35	87	58	...	16.08	...	...	458
7 Others	7,643.68	6,246.98	19,801	19,343	...	1,396.70	...	...	...
XVII. OPICM	...	...	...	...	...	...	...	...	...
XVIII. PAPER AND PASTE BOARD	180.18	226.37	2,398	2,760	46.19	...	362	...	...
XIX. PROVISIONS—									
1 Ghee	456.04	470.46	3,062	3,287	14.42	...	225	...	...
2 Dried Fruits and Nuts	4,240.43	3,684.34	23,673	24,662	...	556.09	989	...	...
3 Others	14,151.52	16,186.72	60,979	87,918	2,035.20	...	26,939	...	...
XX. RAILWAY PLANT AND ROLL- ING STOCK	...	...	...	...	...	...	...	...	...
XXI. SALT	29,419.75	30,090.69	87,465	98,557	670.94	...	11,088	...	...
XXII. SALTPETRE	183.51	131.63	899	705	...	51.88	...	194	...
XXIII. SILK, RAW—									
1 Foreign	...	...	1	...	...	...	...	1	...
2 Indian	77.26	68.85	1,006	860	...	8.41	...	146	...
XXIV. SILK PIECE GOODS—									
1 Foreign	...	...	...	...	...	...	...	...	...
2 Indian	1.96	1.15	16	10	...	...	...	6	...
XXV. SPICES—									
1 Pepper	215.40	235.31	883	1,772	10.11	...	889	...	...
2 Others	274.72	226.00	1,641	2,624	...	48.72	983	...	...
XXVI. SUGAR—									
1 Drained	5,983.44	6,514.41	14,894	17,537	530.97	...	2,643	...	27
2 Undrained	23,999.63	18,505.59	82,409	82,382	...	5,494.04	...	...	...
XXVII. STONE AND LIME*	81,078.89	29,958.21	66,000	38,120	...	51,120.68	...	27,880	...
XXVIII. TEA—									
1 Foreign	...	...	2	6	...	...	4	...	...
2 Indian	98.49	194.75	399	757	96.26	...	358	...	...
XXIX. TIMBER	29,163.36	28,909.68	84,967	37,013	...	255.68	2,046	...	...
XXX. TOBACCO	2,014.57	3,330.50	15,885	19,617	465.93	...	3,762	...	...
XXXI. UMBRELLAS	12.16	19.84	108	136	6.68	...	28	...	...
XXXII. WOOL—									
1 Raw	13.20	1.23	59	17	...	11.92	...	42	...
2 Piece goods—									
(a) European	...	...	7	10	...	...	3	...	...
(b) Indian	21.48	73.80	116	563	49.32	...	452	...	...
3 Shawls	...	...	1	...	...	...	...	1	...
XXXIII. ALL OTHER ARTICLES OF MERCHANDISE—									
1 Unmanufactured	24,124.79	27,751.30	93,230	1,15,609	3,626.51	...	22,379	...	...
2 Manufactured	16,792.21	20,511.57	1,02,314	1,11,222	3,719.86	...	8,908	...	...
Total Public	438,968.57	498,133.07	14,62,601	16,41,681	49,783.58	71,619.08	2,49,118	70,038	...
Add—Company's materials	430,230.43	544,158.94	1,46,772	85,625	113,928.50	...	...	61,147	...
Total	869,199.00	1,042,292.00	16,09,373	17,27,306	154,712.08	71,619.08	2,49,118	1,31,185	...
* Includes Stone carried for the Mad- ras Harbour Works.	40,819.62	...	25,496	...	...	40,819.62	...	25,496	...

CERTIFICATES.

Certified that the foregoing accounts of the South Indian State Railway for the half-year ending 31st December 1892, are correct and have been prepared strictly in accordance with the orders in force.

J. LIGHTFOOT,

Examiner of Railway Accounts, Madras.

Dated 27th March 1893.

Certificate respecting the Permanent way, &c.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Fencing, &c., have, during the past half-year, been maintained in good working condition and repair.

DAVID LOGAN,

Chief Engineer.

Dated 6th March 1893.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools and other stock have, during the past half-year, been maintained in good working order and repair.

CHARLES E. CRIGHTON,

Loco. and Carr. Supdt.

Dated 9th March 1893.

I hereby confirm the certificates given above by the Railway Officials.

F. R. UPCOTT,

Consulting Engineer for Railways,

MADRAS.

MADRAS, 27th March 1893.

ANALYSIS OF THE WORKING RESULTS FOR THE HALF-YEAR ENDING

31st DECEMBER 1892.

A.—PASSENGER TRAFFIC.

Average length open	...	...	...	...	...	...	...	...	...	Miles...	1,105 19
(1) Receipts from Coaching Traffic	...	...	...	...	...	...	...	...	...	Rs...	20,72,253
(2) Passenger train-miles run	...	...	...	...	...	...	...	...	...	No...	741,692
(3) Average passenger train-mile receipts	...	...	...	...	...	...	...	...	...	Rs...	279
(4) Number of passengers carried one mile	...	...	...	...	...	...	...	...	...	No...	192,736,837
(5) Average sum received for carrying a passenger one mile	...	...	...	...	...	...	...	...	...	Ans...	17
(6) Average number of passengers in a train at any one time	...	...	...	...	...	...	...	...	...	No...	259 86
(7) Average number of passenger trains per diem each way, supposing each train to traverse the whole line open	...	...	...	...	...	...	...	...	...	No...	1 82
(8) Average number of passengers passing over each mile of line daily (both ways)	...	...	...	...	...	...	...	...	...	No...	917 73
(9) Total working expenses for both goods and passengers deducting from them telegraph, special and miscellaneous receipts and demurrage on goods...	...	...	...	...	...	...	...	...	...	Rs...	23,42,217
(10) Average cost of running a train-mile: passengers and goods miles assumed to cost the same	...	...	...	...	...	...	...	...	...	Rs...	1 39
(11) Average cost of carrying a passenger one mile...	...	...	...	...	...	...	...	...	...	Ans...	49

B.—GOODS TRAFFIC.

Average length open	...	...	...	...	...	...	...	...	...	Miles...	1,105 19
(1) Receipts from Goods Traffic, exclusive of demurrage on goods	...	...	...	...	...	...	...	...	...	Rs...	17,29,642
(2) Goods train-miles run	...	...	...	...	...	...	...	...	...	No...	918,517
(3) Average goods train-mile receipts	...	...	...	...	...	...	...	...	...	Rs...	1 82
(4) Tons of goods carried one mile	...	...	...	...	...	...	...	...	...	Tons...	41,962,547
(5) Average sum received for carrying one ton one mile	...	...	...	...	...	...	...	...	...	Ans...	61
(6) Average number of tons in a goods train at any one time	...	...	...	...	...	...	...	...	...	Tons...	47 40
(7) Average number of goods trains per diem each way, supposing each train to run over the whole line open	...	...	...	...	...	...	...	...	...	No...	2 33
(8) Average number of tons of goods passing over each mile of line daily (both ways)	...	...	...	...	...	...	...	...	...	Tons...	221 10
(9) Total working expenses for both goods and passengers, deducting from them telegraph, special and miscellaneous receipts, and demurrage on goods	...	...	...	...	...	...	...	...	...	Rs...	23,42,217
(10) Average cost per train-mile: goods and passenger miles assumed to cost the same	...	...	...	...	...	...	...	...	...	Rs...	1 39
(11) Average cost of carrying a ton of goods one mile	...	...	...	...	...	...	...	...	...	Ans...	47

APPENDICES.

APPENDICES.

No. XVII.

GOVERNMENT NET REVENUE ACCOUNT FOR THE HALF-YEAR ENDING 31st DECEMBER 1892.

Cr.

Dr.	Rs.	A.	P.		Rs.	A.	P.
To Interest on Capital outlay viz —				By Net Earnings of the Half-year per Form VIII.	14,59,677	13	0
In England £ 90,792-12-6 at 14-891 d. per Rupee	14,63,315	0	0	By Balance being Net loss to Government.	5,99,185	0	10
In India	5,57,285	0	0				
To Share of Surplus Profits payable to the Company, Vide Statement No. XIX...	38,262	13	10				
Total	20,58,862	13	10	Total	20,58,862	13	10

MEMORANDUM SHOWING DETAILS OF CALCULATION OF INTEREST CHARGES FOR SECOND HALF-YEAR 1892.

IN ENGLAND	Annual Interest.
On Company's capital of	£ 1,000,000 at 3 per cent £ 30,000
" Indian Stock	(a) 3,468,600 at 3 per cent " 104,053
" Debenture Bonds	(a) 520,200 at 3½ per cent " 18,207
" Debenture Bonds	313,700 at 3½ per cent " 10,195½
" Debenture Stock	425,000 at 4½ per cent " 19,125
	£. 181,585½

Interest for the half-year $\frac{181,585\frac{1}{2}}{2} = \text{£ } 90,792-12-6$ at 14-891 d. per Rupee = Rs. 14,63,315

IN INDIA.

Total outlay to end of June 1892	Rs. 2,75,75,846
As per Schedule G	Rs. 7,45,01,416-6-7
Less Purchase money	4,69,25,570-0-0
Half Outlay from July to December 1892	Rs. $\frac{5,76,765}{2} = \frac{2,88,382}{2}$
Interest for half-year	$\frac{2,78,64,228 \times 4}{2 \times 100} = 5,57,285$
Total amount of interest charged in account	Rs. 20,20,600

NOTE (a) that £. 150,000 of 3½ per cent Bonds were discharged in July 1892 by the issue of India 3 per cent stock to the extent of £ 155,300.

NO. XVII A.

GOVERNMENT ACCOUNT OF TOTAL NET RECEIPTS.

Dr.

Cr.

	Rs.	A.	P.		Rs.	A.	P.
To Net Earnings to end of previous half year ...	38,93,983	10	2	By amount outstanding at debit of Traffic Account ...	1,34,918	14	2
" Net Earnings for current half-year ...	14,59,677	13	0	" Do. do. of Revenue ...	147	11	6
" Amount of Demands Payable at end of half-year ...	2,48,500	6	11	" Expense do. Foreign Ry. ...	1,915	9	6
				" Surplus Profits paid to the South Indian Railway Company ...	1,47,487	4	10
				" Amount of Net Receipts ...	53,17,632	6	8
Total ...	56,02,161	14	1	Total ...	56,02,161	14	1

NO. XVII B.

GOVERNMENT INTEREST ACCOUNT.

Dr.

Cr.

	Rs.	A.	P.		Rs.	A.	P.
To Amount of Net Receipts from Account No. XVII, A. ...	53,17,632	6	3	By Interest to end of previous half-year ...	71,15,378	0	0
To Balance, excess of Interest on capital over Net Receipts ...	2,50,25,253	5	8	" Interest during current half-year ...	20,20,600	0	0
				" Net loss to the State to end of December 1890, in connection with South Indian Guaranteed Railway ...	2,09,06,967	11	11
Total ...	3,03,42,945	11	11	Total ...	3,03,42,945	11	11

NOTE ON THE CAPITAL AND REVENUE ACCOUNTS,
SOUTH INDIAN RAILWAY, FOR THE HALF-YEAR
ENDING 31st DECEMBER 1892.

CAPITAL.

Statement V.—The capital expenditure during the half-year amounted to Rupees 5,42,522, of which Rs. 4,54,960 was incurred on works and Rs. 87,562 on rolling-stock, principally in completing works on portions of the Villupuram-Guntakal section newly opened for traffic and in the erection of rolling-stock for the same.

2. *Statement VI.*—The total capital outlay to end of December 1892, including suspense, was Rs. 7,82,83,761, and excluding suspense, was Rs. 7,45,74,660. The latter figure gives an average cost of Rs. 67,477 per mile.

REVENUE.

3. *General results.*—The following table shows the general results of working:—

	Second half of 1891.	Second half of 1892.	Increase or decrease.	Percentage of increase or decrease.
Mean mileage worked	MILES. 908·61	MILES. 1,113·04	+	22·50
Train mileage	1,515,499	1,696,217	+	11·92
Average number of trains over the whole line daily in both directions	NO. 9·06	NO. 8·28	—	0·78
Gross earnings	RS. 34,77,116	RS. 39,03,783	+	12·27
Working expenses	23,53,239	24,44,105	+	3·85
Net earnings	11,23,877	14,59,678	+	29·88
Percentage of working expenses to gross earnings	67·68	62·61	—	5·07
Percentage of net earnings on capital outlay including suspense	1·46	1·86	+	0·40

4. The increase in the mean mileage worked was due to the opening of the following portions of the Villupuram-Guntakal section as under in 1892, viz.:—

Pakala to Vayalpad, 47·34 miles, opened 1st January 1892.

Vayalpad to Dharmavaram, 94·06 miles, opened 1st March 1892.

Dharmavaram to Guntakal, 63·03 miles, opened 1st March 1892.

5. The gross earning per mean mile worked per week averaged Rs. 135 against Rs. 147, and were realized at a cost of 62·61 against 67·68 per cent. during the corresponding period of 1891.

6. The percentage of working expenses to gross earnings for the year 1892 was 64·25 against 65·47 for 1891, and the percentage of net earnings on the total capital outlay, including suspense, to the end of December 1892, was 3·47 against 3·15 in 1891.

7. The net earnings gave, after paying the interest charges, a surplus of Rs. 2,35,542 divisible between the Government and the Company in the proportion of Rs. 1,93,423 and Rs. 42,119 respectively; but as the latter amount was in excess of the sum required to pay the extra half per cent. payable to the Company under their contract by Rs. 3,856, the amount of loss to the Government share on this account in the half-year ending June 1892 was recouped to this extent and the final distribution of the surplus profits for the half-year stood at Rs. 1,97,279 for the Government share and Rs. 38,263 for the Company's share.

8. The contribution to the Company's Provident fund for the half-year amounted to Rs. 12,112.

GROSS EARNINGS.

9. The following table shows the gross earnings for the two half-years:—

	Second half of 1891.	Second half of 1892.	Increase or decrease in amount.	Percentage of increase or decrease.
Coaching	Rs. 18,15,642	Rs. 20,72,253	+ 2,56,611	+ 14.13
Goods	16,13,285	17,33,488	+ 1,20,203	+ 7.45
Electric telegraph	11,535	11,990	+ 455	+ 3.94
Sundries	36,654	86,052	+ 49,398	+ 134.77
Total	34,77,116	39,03,783	+ 4,26,667	+ 12.27

10. *Abstract II.—Coaching traffic.*—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows:—

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
Second half of 1891	7,810	Rs. 25,812	70,196	58,441	4,577,267	15,95,089	4,655,273	16,79,312
1892	10,815	31,792	84,433	71,998	5,233,853	18,62,086	5,329,101	19,65,876
Increase	3,005	5,980	14,237	13,557	656,586	2,66,997	673,828	2,86,564

The above table shows an increase in the number of passengers carried and in earnings under all classes.

11. The general increase was due to the greater mileage of line worked and a general improvement of the traffic throughout the line. The Kumbabishekam festival at Negapatam, which commenced on the 28th June 1892 and ended on the 4th of July 1892, and the festivals of Srirangam and Nagore, which partly fell in December 1892 instead of in the following month as in the corresponding half-year, also contributed towards the increases in the coaching traffic.

12. *Passengers' luggage.*—There was an increase of Rs. 4,964 due to the increased number of passengers carried.

13. *Parcels for the public.*—An increase of Rs. 6,177 was due to the cause shown above.

14. *Post office.*—There was a falling off of Rs. 46,337 due to the earnings for 12 months adjusted in arrears in the corresponding half of 1891.

15. *Abstract I.—Goods traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1891:—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.	
	Quantity.	Earnings.	Quantity.	Earnings.
Merchandise General	TONS. 437,925	RS. 41,52,910	403,184	16,33,706
Military stores	180	7,225	85	2,335
Railway materials for construction	114,034	5,749	240,256	25,172
Coal	12,821	24,536	18,579	23,069
Revenue stores	304,239	71,453	2,90,178	43,024
Other goods traffic	..	5,543	..	6,182
	869,199	16,14,916	952,292	17,33,488
Loss outstandings irrecoverable	..	1,631	..	..
Total	869,199	16,13,285	952,292	17,33,488

16. The "Merchandise general" traffic showed tonnage lifted of 403,184 against 437,925 in the second half of 1891 or 7.93 per cent. less, but the ton mileage was 38,105,862 against 34,355,394 or 10.92 per cent. more and the earnings therefrom were Rs. 16,33,706 against Rs. 14,52,910 or 12.44 per cent. more. The average rate charged per ton per mile was 8.13 pies against 8.12 pies.

17. Under "Railway materials for construction," there was an increase of 126,222 tons and a decrease of Rs. 28,077. The falling off in earnings is accounted for by the reduction of the rate to 0.09 pies per maund per mile.

18. The increase in the quantity of "coal" carried for the public was 3,990 tons and in the earnings Rs. 3,174. The coal carried for Locomotive Department showed an increase of 1,768 tons and a decrease of Rs. 4,641. The latter was due to the reduced rate mentioned in the foregoing paragraph.

19. Under "Revenue stores, there was a decrease of 14,061 tons and Rs. 28,429 attributed to the reduction of the rate to 0.09 pies per maund per mile.

20. The following table shows some of the principal commodities, included above under the head of "Merchandise general" carried during the two half-years under comparison:—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.	
	Quantity.	Amount.	Quantity.	Amount.
Cotton, raw	TONS. 7,708	RS. 39,341	8,960	45,532
Cotton piece-goods	4,740	60,470	5,202	64,176
Dyes and tans	3,528	15,842	6,125	28,203
Grains	145,781	5,21,077	143,706	5,56,388
Hides and skins	3,793	31,238	3,169	26,284
Liquors	1,696	8,298	2,096	12,073
Metals	9,217	54,528	12,112	71,568
Oils	6,954	33,631	6,809	36,390
Oil-seeds	14,575	45,500	20,124	85,016
Provisions	18,848	87,714	20,342	1,15,867
Salt	29,420	87,469	30,091	98,557
Stone and lime	81,079	66,000	29,958	38,120
Tobacco	2,915	15,885	3,381	19,647
Manufactured and unmanufactured articles	40,917	1,95,544	48,263	2,26,831

21. *Cotton, raw*—Increase of 1,252 tons and Rs. 6,191.—The increase was in loose cotton from Trichinopoly and Dindigul to Virudupati and in pressed cotton from Virudupati to Tinnevely and Tuticorin.

22. *Cotton piece-goods*—Increase of 462 tons and Rs. 3,706.—The increase was principally in Indian goods from the Tinnevely and Madura mills to the up-country stations and foreign railways.

23. *Dyes and tans*—Increase of 2,597 tons and Rs. 12,361.—The improvement of Rs. 12,300 falls under "other dyes" and includes also avarum bark from several stations to Madras; Rs. 5,500 of which was from stations on the Villupuram-Dharmavaram section.

24. *Grains*—Decrease of 2,075 tons and increase of Rs. 35,311.—The earnings under "Jawra and bajra" and "other grains" show a decided improvement. This was due to greater quantities of food-grains being imported to Madura and Tinnevely districts on account of the scarcity prevailing there. The receipts on "gram" fell short by Rs. 27,017, due to decreased traffic from Mysore, Madras and Northern districts.

25. *Hides and skins*—Decrease of 624 tons and Rs. 4,954.—The decrease under this head was due to a falling off in the tanning industry at Dindigul and to losses sustained by the trade in the early part of the year.

26. *Liquors*—Increase of 400 tons and Rs. 3,775.—The increase was chiefly under country spirits sent from Messrs. Parry and Company's factory at Nellikuppam to Bangalore, the firm having secured the Bangalore contract for the official year 1892-93.

27. *Metals*—Increase of 2,895 tons and Rs. 17,040.—The increase in the earnings was chiefly contributed by bar iron from Madras to Tinnevely (Rs. 2,630), scrap iron from Negapatam to Madras (Rs. 4,340), cast iron pipes from Tuticorin to Madura for the Madura water-works Rs. 3,959, and the balance by general improvement of trade.

28. *Oils*—Decrease of 145 tons and increase of Rs. 2,759.—The increase in earnings was on account of traffic in kerosine oil in consequence of the increasing use made of mineral oil by the native community.

29. *Oil seeds*—Increase of 5,549 tons and Rs. 39,516.—For want of rain in the southern part of the Presidency the crops of til or gingelly seeds failed and supplies were imported into the Madura and Tinnevely districts from and *via* Erode, amounting to Rs. 21,575, from Karur Rs. 4,430, from Vellore Rs. 3,815, and from other stations Rs. 3,950. Earnings from traffic on castor oil seeds from stations on the Villupuram-Dharmavaram section to South Indian Railway stations amounted to Rs. 5,000.

30. *Provisions*—Increase of 1,494 tons and Rs. 28,153.—The increase was under "other provisions."

31. *Salt*—Increase of 671 tons and Rs. 11,038.—The increase in the traffic was principally from Vencatachallam and Nellore to the Pakala-Dharmavaram section and also in traffic from Tuticorin. There was a falling off at Cuddalore and Negapatam owing to the stock of salt on hand being old and of inferior quality.

32. *Stone and lime*—Decrease of 51,121 tons and Rs. 27,880.—During the half-year under review, no stone was carried from Pallavaram quarries to Madras for the harbour works, and this accounts chiefly for the falling off in the stone traffic.

33. *Tobacco*—Increase of 466 tons and Rs. 3,762.—The increase was in raw tobacco despatched from Jaffna through Negapatam to stations on the Madras Railway and in cigars from Saidapet to foreign lines. Owing to duty being levied on cigars imported into Madras City, Saidapet is now made the depôt by several of the Madras firms.

34. *Manufactured and unmanufactured articles*—Increase of 7,316 tons and Rs. 31,287.—This head embraced many descriptions of articles. A detailed explanation of the increase cannot be given. It may, however, be stated that the traffic on plantains alone gave an increase of Rs. 11,400.

35. *Abstract K—Sundries*—The increase in this abstract of Rs. 49,893 was due principally to the following, viz.:—

- (i) Hire of locomotives and vehicles to the Dharmavaram-Guntakal State Railway adjusted in arrears, amounting to Rs. 24,831.
- (ii) Unclaimed salaries, Rs. 4,211. No corresponding entry in previous half-year.
- (iii) Sale of Revenue Stores. Increase of Rs. 17,213 chiefly by sales of obsolete engineering and locomotive stores.

36. *Working expenses*—The working expenses of the two half-years compare as follows:—

	SECOND HALF OF 1891.		SECOND HALF OF 1892.		Increase or decrease in amount.	Increase or decrease in percentage.
	Amount.	Percentage of gross earnings.	Amount.	Percentage of gross earnings.		
Maintenance	Rs. 7,84,201	22.56	Rs. 5,58,190	14.30	- 2,26,011	- 28.82
Locomotive	8,56,038	24.62	9,48,182	24.29	+ 92,144	+ 10.76
Carriage and wagon ..	1,48,831	4.28	2,56,825	6.68	+ 1,07,994	+ 72.56
Traffic	2,74,365	7.89	3,33,604	8.65	+ 59,239	+ 21.59
General	2,57,751	7.41	3,15,651	8.08	+ 57,900	+ 22.46
Steam boat	..	..	..	..	..	..
Miscellaneous	32,053	0.92	31,653	0.81	- 400	- 1.25
Total	23,53,239	67.68	24,44,105	62.61	+ 90,866	+ 3.86

37. *Abstract A—Maintenance of Way, Works and Stations*—The principal variations in the actual expenditure on revenue maintenance for the two half years were as follows:—

General Superintendence—Engineers' salaries—Decrease Rs. 4,287.—The decrease was principally due to the introduction of the revised scale of establishment for officers, by which the minimum salary of the grade was drawn by the new incumbents. Two engineers were also absent on furlough throughout the half year against one in the corresponding period of 1891.

Subordinate Superintendents—Increase Rs. 5,438.—*Office expenses*—Increase Rs. 6,762. The increases were owing to the additional length of line from Pakala to Guntakal opened for traffic in 1892.

Maintenance and Renewals of Permanent Way. Decrease Rs. 1,74,934.—The falling off was mainly due to the shorter length of 50 lb. road laid, viz., 8.01 miles against 31.80 in the corresponding period of 1891.

Repairs of Bridges, &c.—Increase Rs. 12,885.—The increase was principally due to covering all 6 feet open top culverts with rails from 0 to 33 miles and renewing longitudinal timbers over bridges at miles $3\frac{1}{2}$, $3\frac{1}{2}$, $3\frac{1}{4}$, $3\frac{1}{4}$ and also to earthwork executed in making up bank on the Tirupathi-Nellore and Villupuram-Vayalpad sections and erecting wire fencing wherever required on sections 1 and 2 of Division No. 11.

Repairs of Stations and Buildings—Repairs to stations and Buildings. Decrease Rs. 16,277.—In the second half of 1891, heavier repairs were executed chiefly in re-roofing the station at Negapatam and repairs to road approaches.

Repairs to Staff quarters—Increase Rs. 1,341.—The increase was principally due to the ordinary repairs executed being greater specially in Divisions Nos. 11, IV and VI.

Unclassified Expenditure—Tools and Plant—Increase Rs. 5,437.—In consequence of the increased supply of tools and plant required to replace those worn out.

Loss on Stores—Decrease Rs. 9,495.—The write off on account of obsolete and unserviceable stores was considerably less during the half-year.

Carriage of Revenue Stores—Decrease Rs. 22,831.—Was mainly due to the decrease in the quantity of 50 lb. permanent-way materials conveyed during the half year and to the reduced rate charged.

38. The number of miles of rails removed and relaid during the half year was 27.79 against 58.70 in the corresponding half of 1891. In addition 8.76 miles of additional sidings were laid. Of the length removed during the half-year under review 0.03 miles were steel rails.

39. The cost of maintaining a mile of single track including sidings was Rs. 452.29 against Rs. 774.34. This great decrease is due to the reduced purchases of materials for renewals.

40. *Abstract B—Locomotive Expenses*—The principal variations were the following:—

General Superintendence—There was an increase of Rs. 8,658 owing to increases to salaries upon the revised scale sanctioned in G.O., No. 2685 R., dated 10th November 1891, and under agreement also to extra mileage worked.

Running Expenses. Increase Rs. 30,084.—Due to the greater number of trains and train miles run. The total engine and train miles run was 1,969,136 against 1,763,078.

Fuel—Decrease Rs. 35,596.—The quantity of coal consumed having been greater on account of increased train mileage, but owing to favorable rates there was a saving of Rs. 35,596. The fuel consumption per train mile is lb. 32.71 against 34.42.

Oil, Tallow and other Stores—The increase of Rs. 6,296 was on account of increased mileage.

Maintenance and Renewals of Locomotive Engines—Increase Rs. 91,808.—Five new locomotive engines were obtained from England to replace the condemned ones, of which three were completed and turned out at a cost of Rs. 75,319, and the balance was due to heavier repairs and renewals.

Unclassified expenditure.—The decrease of Rs. 11,393 was principally due to the reduction in rate for carriage of revenue stores.

41. The cost of the department per train mile was 8.94 annas against 9.04 and per engine mile As. 7.70 against As. 7.77.

42. *Abstract C—Carriage and Wagon expenses.*—The following were the principal variations:—

Repairs and Renewals of Vehicles—Increase Rs. 1,15,236.—Due to repairs and renewals to the stock being heavier and also to replacement of the old type of couplings by Jones' flexible buffers.

Cleaning and Oiling Carriages and Wagons—Increase Rs. 4,760.—This was chiefly due to additional labour employed consequent upon the work of cleaning carriages, formerly undertaken by the Traffic Department, being performed by the Locomotive Department and to the increased mileage.

43. The carriage and wagon expenses per train mile amounted to 2.42 annas against 1.57 and Rs. 8.26 per 1,000 vehicle miles against 5.19.

44. *Abstract D—Traffic expenses.*—The following variations call for remarks:—

General Superintendence—Traffic Manager, &c.—Increase Rs. 13,059.—Due to the appointment of the Traffic Manager and Assistants and increments to the staff duly provided for in the authorization rolls for the period:—

Station staff, increase	...	...	...	...	...	...	Rs.
Lighting, &c., do.	...	...	...	...	...	...	16,845
Clothing do.	...	...	...	...	...	...	5,562
Printing and stationery, &c., increase	...	...	...	...	...	...	2,861
							14,279

All these excesses are chiefly due to the extension of the Villupuram-Guntakal section from Pakala to Guntakal.

45. The charges for stations and train staff, the tonnage of goods lifted and the ton mileage of goods carried, compare as follows:—

	Second half of 1891.	Second half of 1892.	Increase or decrease.	Percentage of increase or decrease.
Tonnage of goods	TONS. 869,199	TONS. 952,292	TONS. + 83,093	PER CENT. + 9.56
Ton mileage of goods	TON MILES. 40,901,725	TON MILES. 44,904,698	TON MILES. 4,002,973	+ 9.79
Station staff	RS. 1,36,039	RS. 1,52,684	RS. + 16,645	+ 12.38
Train staff	29,875	31,344	+ 1,469	+ 4.92

46. The total cost of the department averaged 3.15 annas against 2.89 annas per train mile.

47. *Abstract E—General charges.*—The following call for remarks:—

General administration—Increase Rs. 7,666.—Due to some extent to the fall in exchange.

Government Supervision—Increase Rs. 8,178.—Due to the greater mileage opened for traffic.

Audit establishment—Increase Rs. 5,520.—Due chiefly to increase in the staff on account of additional mileage opened.

Printing and Stationery—Increase Rs. 4,737.—*Electric telegraph*—Increase Rs. 6,316.—Due to increased mileage opened for traffic.

Police—Increase Rs. 22,610.—Entirely due to the inclusion of Police supervision charges of Government in arrears from the 1st of January 1891.

48. *Abstract G—Special and Miscellaneous expenditure.*—The important variations were as under:—

Rates and Taxes—Increase Rs. 1,572.—Due to increased claims by the municipalities actually preferred.

Contribution to Provident Institution—Decrease Rs. 4,379.—In the second half of 1891 the debit on account of contribution to Provident fund included arrear charges of the previous half year.

49. *Statement of Rolling-stock—Form No. XII.*—The rolling stock hired out to Dharmavaram-Hindupur Railway has been shown for the first time in a foot-note.

50. *Statement of train mileage—Form XIV.*—The miscellaneous engine mileage was 16.09 per cent. of the total train mileage run, against 16.34 per cent. in the corresponding period of 1891.

51. *Statement XVI.*—The outstanding at date of preparation of the statement was Rs. 1,722 against station outstanding which is under consideration.

52. The certificates by the heads of departments have been given in strict accordance with the authorised wording for the same.

F. Russell

Cong. Engr. for Ry.

No. 221.

Transferred to joint Secretary

C. M. Currell

for Cong. Engr. for Ry.

Madras.
29th May 1893.

Dec 29. 1893

No payment has been made -
The amount has been charged to expenses & shown in the S. I. Ry accounts as an unpaid liability.

The Civil Dept. should insist on a settlement or a substantial payment on acc.

Perhaps they might be allowed to debit the sum on the Supplemental & draw account for March.

I can do nothing in the matter as my duties are confined to seeing that payments made are in order and I cannot therefore initiate a payment nor can Consulting Engineer

Logan J. Smith
S. I. Ry.
12/29/93

Free 12/6

Has been made
R. is the letter on preceding page to
Free. cum 28/6

27.5 R

Examine pursuant
Rys -

Please refer to H. M. Grey & return care

Free

6

The Civil Dept. has already formulated its demand & it is for the Civil Dept. to meet it here. If the S. I. Ry. is not going to pay we must sue them. They are adopting the usual policy of delaying settlement of matters unpalatable. They must be forced to something definite.

Suggest it

Yes
12/29

Examine pursuant
Rys - will kindly draft a letter as sup. noted

Free 15/6

S. R.

I have verbally arranged this matter with the S. I. Ry & persuaded them to agree to ask the Prominent Acct General to debit them in account although the Police Dept. should have taken this action. The Acct Gen has raised the debt & the amount is therefore paid, subject to S. I. Ry. refund if ultimately found necessary to any extent.