

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 243-4 R & $\frac{4}{243}$ R

DATED 23rd April

[Despatch Abstract.]

Capital and Revenue Accounts Madras
Railway.

Note by the Chief Auditor on the — for the half year ended the 31st December 1893, ordered to be forwarded to the Govt. of India, and the Secretary of State.

Forwarding to the Govt. of India Note by the Chief Auditor on the — for the half year ended 31st December 1893.

Forwarding to the Secretary of State for India, Govt. of India, in having a Note by the Chief Auditor on the — for the half year ended 31st December 1893.

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

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

5. The net earnings for the half-year after paying the contribution to the Provident institution fell short of the guaranteed interest by Rs. 3,26,741. During the half-year the percentage of net earnings on total capital outlay, including suspense, was 2.14 as compared with 1.85 in 1892.

6. *Gross earnings.*—The following table shows the gross earnings for the two half-years:—

	Half-year ending December 1892.	Half-year ending December 1893.	Difference.	
			Amount.	Per cent.
Coaching	Rs. 19,13,906	Rs. 19,52,189	Rs. 38,283	+ 2.00
Goods	28,77,064	31,43,103	2,66,039	+ 9.34
Electric telegraph	9,204	9,318	314	+ 3.41
Steam-boat	79,394	1,11,513	32,119	+ 40.46
Sundries				
Total	48,79,668	52,16,323	3,36,655	+ 6.91

7. *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.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
Second-half of 1892	9,088	Rs. 80,578	34,108	Rs. 1,10,732	4,819,095	Rs. 14,55,635	4,562,289	Rs. 16,46,945
Second-half of 1893	10,174	84,894	34,175	1,08,449	4,708,656	14,93,055	4,752,906	16,84,398
Increase	1,086	4,316	69	..	189,461	37,420	190,617	41,736
Decrease	..	..	..	4,283	..	..	..	4,283

8. The first-class traffic shows an increase in number of 1,086 and Rs. 4,316. The troops and police 1st-class traffic shows a decrease of Rs. 1,289, so that the actual increase in ordinary passenger traffic is Rs. 5,605.

9. The 2nd-class traffic shows an increase of 69½ and a decrease of Rs. 4,283. A large decrease of 2,969½ and 7,204 appears in troops and police traffic, so that the ordinary 2nd-class passenger traffic really shows an improvement.

10. The 3rd-class traffic shows an increase of 189,461½ and Rs. 37,420.

11. The passenger traffic during the first three months of the half-year showed a considerable improvement, but during the months of October, November and December a decrease of nearly Rs. 60,000 is noticed. A not inconsiderable portion of this loss is probably attributable to the accident which occurred at Karamadai in the early part of November.

12. Passengers' luggage shows a decrease of Rs. 1,673, and a falling off of Rs. 11,047 is noticeable under the head of Military baggage.

13. The receipts from H., C. and D. traffic show a decrease of Rs. 2,312, and a further decrease of Rs. 2,578 is recorded for Military horses.

14. *Parcels for the Public.*—The increase under this head is Rs. 15,327 or 11.43 per cent.

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 1892:—

	Half-year ending December 1892.		Half-year ending December 1893.	
	Quantity.	Earnings.	Quantity.	Earnings.
Merchandise, general	Tons. 889,051	Rs. 25,94,732	Tons. 358,692	Rs. 28,59,369
Military stores	1,083	49,056	..	..
Railway materials for construction	23,490	17,467	9,825	32,335
Coal (including Locomotive revenue)	40,372	1,47,764	84,108	1,87,423
Revenue stores (excluding Locomotive coal)	106,364	46,550	100,232	42,394
Other goods traffic	..	21,496	..	22,792
Less—Outstandings irrecoverable or not recovered	560,360	28,77,064	553,577	31,43,103
Total	560,360	28,77,064	553,577	31,43,103

16. Under the head of Merchandise, general, a decrease of tons 469 and an increase of Rs. 2,59,637 is noted. The majority of the increase is to be found under the head of raw cotton and grain, the improvement in the former commodity exceeding Rs. 1,00,000.

17. The receipts from Military stores show a falling off of Rs. 16,721 owing to the traffic for the corresponding period being above the average.

18. *Railway materials for construction—decrease tons 13,665 and Rs. 597.*—The heavy decrease in tonnage with but slight alteration in receipts is due to the fact that the ballasting on capital account during the earlier half-year was very heavy. A considerable quantity of ballast was trained for the alterations at Raichur, Manur, Kallavi, &c.

19. *Coal (including Locomotive revenue).*—The increase of tons 13,736 and Rs. 19,659 is due almost entirely to the larger consumption of coal at the Kolar Gold Mines.

20. *Revenue store (excluding Locomotive coal).*—The receipts from revenue stores show an increase of Rs. 5,841 with a lesser tonnage of 6,122.

21. 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:—

	Half-year ending December 1892.		Half-year ending December 1893.	
	Quantity.	Earnings.	Quantity.	Earnings.
Cotton—	Tons.	Rs.	Tons.	Rs.
Raw	7,451	1,10,066	16,608	2,16,645
Cotton, manufactured—				
Piece-goods, Indian	3,449	48,308	3,393	47,190
Dyes and Tans—	9,373	78,294	6,064	61,093
Others	..	..	..	..
Grain and Pulse—				
Rice in the husk	34,268	1,80,313	34,981	1,33,080
Rice not in the husk	18,454	1,26,342	36,613	1,29,041
Jawar and bajra	17,612	98,477	22,042	1,19,458
Gram and pulse	34,721	3,01,222	80,311	2,31,698
Others	..	..	..	..
Hides and Skins—				
Skins of Sheep, &c.—				
(a) Dressed or tanned	10,220	1,38,136	7,822	36,831
(b) Raw	..	..	..	1,12,161
Jute—				
Gunny bags and cloth	3,144	28,226	3,602	33,218
Metals—				
Iron	5,682	64,679	6,277	68,981
Oils—				
Kerosine	4,861	39,763	4,946	48,112
Oil seeds—				
Til or jingili	9,224	62,205	5,498	36,762
Others	6,664	29,243	6,849	43,273
Provisions—				
Others	22,251	2,40,004	28,692	2,17,291
Salt	30,792	1,69,038	28,403	1,46,934
Spices—				
Hotel nuts	4,638	47,857	4,741	61,774
Chillies	..	..	2,681	38,769
Sugar—				
Unrefined, viz., molasses and jaggery or gur and other saccharine produce	12,973	86,020	10,687	71,351
Timber	41,697	1,36,991	36,998	1,28,205
Tobacco—				
Unmanufactured	5,786	47,914	4,291	31,440
All other articles of merchandise	40,391	2,90,830	25,652	2,89,384

NOTE I.—The comparison in some cases is vitiated in consequence of the alteration of sub-heads from 1st July 1893, as per circular No. III, Railway, Public Works Department, dated Simla, 27th March 1893.

22. *Cotton—Raw—*increase tons 8,145 and Rs. 1,06,589.—A large decrease was recorded under this head in the half-year ending December 1892. The improvement in the current period is principally in local traffic from Adoni, Raichur and Tadpatri. An increase of Rs. 40,000 is however recorded in foreign traffic mainly from vid Guntakal.

23. *Cotton—Piece-goods, Indian.*—Decrease tons 56 and Rs. 1,178.

24. *Dyes and Tans—Others—decrease tons 3,289 and Rs. 27,201.*—The past half-year's figures under this sub-head cannot be equitably compared with the corresponding period as the commodities included in it are not the same. The decrease appears to be due to a falling of in bark (tanning) traffic locally and from *via* Guntakal and Raichur.

25. *Grain and Pulse—Rice in the husk—increase tons 18,061 and Rs. 1,33,080.*—See explanation for "Grain and pulse, others."

26. *Grain and Pulse—Rice not in the husk—decrease tons 9,285 and Rs. 56,272.*—See explanation for "Grain and pulse, others."

27. *Grain and Pulse—Jawar and Bajra—Decrease tons 2,341 and Rs. 6,884.*

28. *Grain and Pulse—Gram and Pulse—increase tons 4,530 and Rs. 47,868.*—See explanation for "Grain and pulse, others."

29. *Grain and Pulse—Others*—In consequence of the change in the sub-heads it is almost impossible to localize accurately the increases and decreases under the several heads of "Grain and pulse" separately. The net result of the increase and decrease in respect to rice in the husk, rice not in the husk, grain and pulse and others is an increase of tons 8,896 and Rs. 1,45,052. The local increase, about Rs. 44,000, can be traced to traffic from Katpadi, Bowringpet and Bangalore City in the first three months of the half-year and the whole of the foreign increase appears to be due to heavy consignments of traffic from foreign lines *via* Bangalore City and to Southern India *via* Erode.

30. *Hides and Skins—Skins of sheep, &c.—dressed or tanned—increase tons 2,293 and Rs. 36,831.*—See "Skins of sheep, &c., Raw."

31. *Hides and Skins—Skins of sheep, &c., Raw—decrease tons 2,398 and Rs. 25,975.*—In the corresponding period skins of sheep, dressed or raw, were recorded under one head, the increase in the former and decrease in the latter is presumably due to the separation in the current period.

32. *Jute.—Gunny bags and cloth—increase tons 458 and Rs. 4,992.*—The majority of this increase is due to traffic from Madras Railway to *via* Guntakal and *via* Bangalore City. The local traffic however from Madras and Bangalore shows an improvement.

33. *Metals—Iron.*—Increase tons 695 and Rs. 4,302.

34. *Oils—Kerosine—increase tons 585 and Rs. 8,349.*—This increase is almost entirely local and confined to consignments of oil from Royapuram from Messrs. Best & Co. and from Calicut.

35. *Oil Seeds—Til or jinjili—decrease tons 3,728 and Rs. 16,443.*—A large increase was recorded in the corresponding period. The decrease is due to local traffic from Morappur, Salem, Tirupatur and Bangalore City and foreign traffic *via* Erode.

36. *Oil Seeds—Others—decrease tons 15 and increase Rs. 14,030.*—This item is affected by the alteration in the sub-heads. In the corresponding period "Earthnuts," now recorded separately, are included as "Oil seeds, others."

37. *Provisions—Others—decrease tons 3,559 and Rs. 31,713.*—This decrease is probably due to the inclusion of "Chillies" in the current period as a separate commodity under the head of "Spices." Chillies were hitherto classed as "Provisions, others."

38. *Salt—decrease tons 2,389 and Rs. 23,104.*—The majority of this decrease is in local traffic from Madras and Calicut in the month of November.

39. *Spices—Betelnuts—increase tons 103 and Rs. 3,917.*

40. *Spices—Chillies—increase tons 2,681 and Rs. 38,759.*—See explanation of decrease under the head of "Provisions, others."

41. *Sugar—Unrefined—decrease tons 2,286 and Rs. 14,669.*—This decrease is almost entirely confined to foreign traffic principally *via* Guntakal and Raichur.

42. *Timber—decrease tons 5,699 and increase Rs. 1,214.*

43. *Tobacco—Unmanufactured—decrease tons 1,495 and Rs. 14,464.*—This item is affected by the change in the sub-heads. Manufactured tobacco representing tons 660 and Rs. 9,466 is now shown separately, the actual decrease therefore is tons 835 and Rs. 4,998. This is almost entirely local and confined to Palghat, Coimbatore, Podanur, &c., stations. Palghat in August 1893 alone invoiced about Rs. 1,500 less than in the corresponding period.

44. *All other articles of Merchandise.*—Decrease tons 14,539 and Rs. 1,446.

WORKING EXPENSES.

45. The working expenses of the two half-years compare as follows:—

	Second-half of 1892.		Second-half of 1893.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
Maintenance	Rs. 7,80,045	15.98	6,07,835	11.65	- 1,72,210	- 22.08
Locomotive	9,25,113	18.96	9,98,250	19.13	+ 73,137	+ 7.91
Carriage and wagon	2,12,870	4.36	2,68,265	4.95	+ 55,395	+ 26.03
Traffic	4,15,223	8.51	4,87,402	8.77	+ 72,179	+ 17.38
General	2,69,246	5.62	2,75,387	5.29	+ 6,141	+ 2.28
Steam-boat	Nil.	..	Nil.	..	-	-
Special and miscellaneous	56,987	1.17	39,949	..	- 17,038	- 29.90
Total	26,59,484	54.50	26,37,688	50.64	- 21,796	- .82

46. *Abstract A.*—The result of the working of the Engineering department is a saving of Rs. 1,72,210.

47. Under "General superintendence" there is an increase of Rs. 7,262, of which Rs. 6,994 occurs under Engineers' salaries and allowances. The Chief Engineer's salary was increased to Rs. 1,800 in August and accounts for Rs. 648 of the increase, the new scale of Engineers' salaries sanctioned in Government of India order No. 1912 G. of 19th July 1893 caused an increase of Rs. 4,000, an increase of Rs. 1,000 is due to the employment of a temporary Engineer during the whole of the half-year as compared with 3 months in corresponding period and a sum of 625 was expended in passage money for Mr. Buscarlet. There is a decrease of Rs. 3,333 under "Subordinate superintendents" being chiefly due to a saving in the pay disbursed to Permanent-way Inspectors, an increase under "Allowances" caused by Rs. 978 paid for passage money of Messrs. Jackson and Puntor, and an increase of Rs. 2,866 in "office expenses."

48. "Maintenance and renewal of permanent-way" shows a decrease of Rs. 1,04,052, of which Rs. 46,924 is a saving in ordinary maintenance charges, Rs. 63,437 value of stores returned to stock and credited to this head of expenditure, instead of being deducted from the foot of the abstract as in the corresponding period of 1892; on the other hand there was an increase of Rs. 6,310 in expenditure upon covering ballast with broken stones.

49. Under "Repairs of bridges, &c.," there is a saving of Rs. 98,967 due to the completion of work upon the Kallavonka and Thootha bridges.

50. "Repairs of stations and buildings" shows a decrease of Rs. 12,399, of which Rs. 6,014 is a saving on ordinary outlay and the remainder is for value of stores returned to stock.

51. "Unclassified expenditure."—Under this head there is an increase of Rs. 9,477 for carriage of revenue stores, but a saving of Rs. 73,252 for "loss by exchange."

52. "Value of stores returned to stock."—In December 1892 half-year a credit of Rs. 1,02,933 was deducted at the foot of the abstract while in the half-year under review the credits, amounting to Rs. 78,232, are given under the several headings to which the stores relate.

53. The number of miles of rails removed during the half-year was 22,5966 against 67,5189 in the second half of 1892.

54. The cost of maintaining a mile of single track including sidings was Rs. 599.51 against Rs. 772.34.

55. *Abstract B—Locomotive expenses.*—The net increase amounts to Rupees 73,136-13-1.

56. "General superintendence" shows an increase of Rs. 11,140, of which Rs. 6,300 consists of gratuities paid to Foremen Shortland and Clarke.

57. "Running expenses" are larger by Rs. 4,158, due to more work done, the increase in the engine mileage being 68,076.

58. "Fuel" shows an increase of Rs. 44,739 from the same cause.

59. Under "Maintenance and renewal of Locomotive engines," there is an increase of Rs. 55,40 chiefly due to charges included under this head which formerly appeared under "Maintenance and renewal of machinery, &c.," which now shows a saving of Rs. 47,801.

60. *Unclassified expenditure.*—"Loss by exchange" shows an increase of Rs. 9,913 due to the larger quantity of English stores consumed. "Carriage of revenue stores" shows a decrease of Rs. 2,973.

61. The cost of the department per train mile was As. 11-90 against As. 11-61 and per engine mile As. 10-17 against As. 9-85.

62. *Abstract C—Carriage and Wagon expenses.*—There is an increase of Rs. 45,395 under this head.

63. "Repairs and renewals of vehicles" shows an increase of Rs. 61,791, of which Rs. 30,177 is for charges now included under this head which formerly were to increase in ordinary expenditure.

64. The decrease of Rs. 27,295 under "Repairs and renewals of machinery, &c.," is explained in the preceding paragraph.

65. *Unclassified expenditure* shows an increase of Rs. 6,713, of which Rs. 6,157 is due to "Loss by exchange."

66. The carriage and wagon expenses per train mile were As. 3-08 against As. 2-67 and per 1,000 vehicle miles run by home vehicles Rs. 9-62 against Rs. 8-70 in the corresponding half of 1892.

67. *Abstract D—Traffic expenses.*—There is a net increase of Rs. 42,679.

68. Under "salaries, wages, &c.," the increase is Rs. 8,081. Mr. Johnson received as Deputy Traffic Manager Rs. 4,566 more than in the corresponding half of 1892, Mr. Ross' appointment in July 1893 accounts for Rs. 2,460, Mr. Johnston's absence on sick leave in 1892, and increases of salary to three Assistant Traffic Managers explain the difference.

69. There is an increase of Rs. 31,153 under fuel, lighting, water and general stores, of which Rs. 22,462 is due to additional expenditure on tarpaulins.

70. Under "Unclassified expenditure" there is an increase of Rs. 4,441 for "Loss by exchange."

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

	Second half of 1892.	Second half of 1893.	Difference.	
Tonnage of goods	TONS. 860,360	TONS. 852,577	TONS. 7,783	PER CENT. 1.21
Ton mileage of goods	TON MILES. 66,749,160	TON MILES. 73,067,287	TON MILES. + 6,318,127	+ 9.47
Station staff	RS. 1,88,679	RS. 1,87,680	RS. 1,000	0.53
Train staff	46,679	49,260	+ 2,581	

72. The total cost of the department averaged As. 5-46 against As. 5-21 per train mile in corresponding half-year.

73. *Abstract E—General charges.*—The net increase is Rs. 6,141.

74. "Home expenditure" is increased by Rs. 15,025, of which Rs. 4,119 is for salary, travelling expenses and inspection fees of inspecting officers hitherto

charged through the Store Accounts, and Rs. 11,458 for commission and stamps on debentures formerly charged to Capital "Contingencies" but now included under this head.

75. An increase of Rs. 794 in the Agent's office is more than accounted for by the travelling allowance drawn by the Agent and Manager for attending the Railway Conference held at Simla in September and October 1893.

76. There is an increase of Rs. 945 in the offices under the Chief Auditor which is more than accounted for by the increases to the subordinate staff sanctioned in G.O., No. 2565 R., dated 1st November 1892.

77. "Police" expenditure shows a decrease of Rs. 2,191, chiefly due to arrears of police charges at Guntakal having been included in December 1892 half-year.

78. "Electric telegraph" shows a decrease of Rs. 14,810, caused by a credit of Rs. 15,559 for value of stores returned to stock.

79. "Unclassified expenditure" is larger by Rs. 7,567, of which Rs. 6,697 is due to loss by exchange.

80. *Abstract G.—Special and Miscellaneous.*—The net decrease under this head is Rs. 17,037.

81. The payments for "Compensation" increased by Rs. 1,674, but of this increase Rs. 979 was recovered from Fire Insurance Fund.

82. "Rates and taxes" show a decrease of Rs. 8,929.

83. "Payments to other lines" are Rs. 11,099 less than in the corresponding period in 1892.

84. *Statement of train mileage, No. XIV.*—As compared with the second half of 1892, there was an increase in the train mileage of 67,656 miles or 5-31 per cent.; the miscellaneous engine mileage was 17-00 per cent. of the train mileage run against 17-87 per cent. in the corresponding half of the previous year.

(Signed) FRED. DUNSTERVILLE,
Chief Auditor.

ORDER—dated 23rd April 1894, No. 243 R., Public Works.

Ordered to be forwarded to the Government of India in continuation of Public Works Department endorsement No. 216 R., dated 9th April 1894, and to the Secretary of State.

[Here enter No. 244 R., dated 23rd April 1894.]

(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, Railway Accounts, Madras.
Editors' Table.

ENDORSEMENT—dated 23rd April 1894, No. 244 R., Public Works.

Forwarded.

(By Order.)

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

RAILWAY.

Gobt. of {1894} Madras.
PUBLIC WORKS.

Dated April, 23rd.

Recd.

Encl.

G.O., 23rd Apr. 1894, Nos. 243,
244 R.

APRIL

Capital and Revenue Accounts,
Madras Railway

Forwarding to the Government of India
note by the Chief Auditor on the — for the
half-year ended 31st December 1893.

23RD APRIL 1894, No. $\frac{4}{243}$ R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

SIR,

In continuation of our despatch No. $\frac{2}{216}$ R., dated 9th April 1894, we have the honour to forward a copy of our Proceedings, No. 243 R., dated 23rd April 1894, embodying a note by the Chief Auditor, Madras Railway Company, on the Capital and Revenue accounts, Madras Railway, for the second half of 1893.

We have the honour to be,

Sir,

Your most obedient, humble servants,

(Signed) WENLOCK.

(„) H. W. BLISS.

(„) J. GROSE.

OOTACAMUND,
23rd April 1894.

Encl. S. J. Pereira.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. ⁴/_{243 R.} dated 23rd Apr. 1894.

FORWARDING to the Secretary of State for India
Proceedings of Government embodying a note by
the Chief Auditor on the Capital and Revenue
accounts, Madras Railway, for the half-year
ended 31st December 1893.

7th April 1894

TH APRIL 1894, No.

R., PUBLIC WORKS.

GOVERNMENT OF MADRAS. PUBLIC WORKS DEPARTMENT.

By the Chief Auditor (Madras Railway)
Railway.

Read the following paper:—

Note on the Capital and Revenue accounts, Madras Railway, for the half-year ended
the 31st December 1893.

CAPITAL.

1. *Statement No. V.*—The capital expenditure for the half-year, after crediting a
sum of Rs. 800, amounted to Rs. 3,61,249-4-8 and was incurred chiefly in strengthen-
ing weak girders of Booga and Cheyar bridges, on additions and alterations at
stations and on 8 locomotive engines. The credit of Rs. 800 was the amount recovered
from the District Board, Cuddapah, for the purchase by them of the Engineer's
bungalow at Papaghni bridge.

2. *Statement No. VI.*—The total capital outlay including suspense from the com-
mencement of operations to the end of the half-year under review was Rupees
12,03,61,825, and the expenditure excluding suspense Rs. 11,74,85,956 which gives
an average of Rs. 1,39,923 per mile open.

REVENUE.

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

	Half-year ending Dec- ember 1892.	Half-year ending Dec- ember 1893.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839.22	839.22	+	0.00
Train mileage	1,274,602	1,342,268	+ 67,666	+ 5.31
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8.25	8.69	+ .44	+ 5.33
	RS.	RS.	RS.	
Gross earnings	48,79,668	52,18,328	+ 338,660	+ 6.94
Working expenses	26,69,485	26,37,689	- 31,796	- .82
Net earnings	22,20,083	25,80,639	+ 3,60,556	+ 16.24
Percentage of working expenses to gross earnings	54.80	50.54	- 4.26	..
Percentage of net earnings to capital outlay, including suspense	1.85	2.14	+ .29	..

4. The gross earnings per mean mile worked per week averaged Rs. 239 against
Rs. 224 and were realized at a cost of 50.54 per cent. against 54.80 per cent. in the
corresponding half of the previous year.

5. The net earnings for the half-year after paying the contribution to the Provi-
dent institution fell short of the guaranteed interest by Rs. 3,26,741. During the
half-year the percentage of net earnings on total capital outlay, including suspense,
was 2.14 as compared with 1.85 in 1892.

By the Chief Auditor (Madras Railway)
3-6

7. *Gross earnings.*—The following table shows the gross earnings for the two half-years:—

	Half-year ending December 1892.	Half-year ending December 1893.	Difference.	
			Amount.	Per cent.
Coaching	Rs. 19,13,906	Rs. 19,53,189	Rs. 39,283	2.00
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Electric telegraph	9,204	9,618	414	4.49
Steam-boat	79,394	1,11,613	32,219	40.46
Sundries				
Total	48,79,568	52,18,323	3,38,755	6.94

8. *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.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
Second-half of 1892	9,088	Rs. 80,578	34,106	Rs. 1,10,732	4,519,093	14,58,635	4,562,289	Rs. 16,46,945
Second-half of 1893	10,174	84,894	34,176	1,08,449	4,708,666	14,93,056	4,752,908	16,84,398
Increase	1,086	4,316	69	4,283	189,461	37,420	190,617	41,786
Decrease								4,283

9. The increases and decreases of the various descriptions of passenger traffic are shown in the detail statement of Abstract II.—*vide* paragraph 97.

10. The first-class traffic shows an increase in number of 1,086 and Rs. 4,316. The troops and police 1st-class traffic shows a decrease of Rs. 1,289, so that the actual increase in ordinary passenger traffic is Rs. 5,605.

11. The 2nd-class traffic shows an increase of 69½ and a decrease of Rs. 4,283. A large decrease of 2,969½ and 7,204 appears in troops and police traffic, so that the ordinary 2nd-class passenger traffic really shows an improvement.

12. The 3rd-class traffic shows an increase of 189,461½ and Rs. 37,420.

13. The passenger traffic during the first three months of the half-year showed a considerable improvement, but during the months of October, November and December a decrease of nearly Rs. 60,000 is noticed. A not inconsiderable portion of this loss is probably attributable to the accident which occurred at Karamadai in the early part of November.

14. Passengers' luggage shows a decrease of Rs. 1,673, and a falling off of Rs. 11,047 is noticeable under the head of Military baggage.

15. The receipts from H., C. and D. traffic show a decrease of Rs. 2,312, and a further decrease of Rs. 2,578 is recorded for Military horses.

16. *Parcels for the Public.*—The increase under this head is Rs. 15,327 or 11.43 per cent.

17. *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 1892:—

	Half-year ending December 1892.		Half-year ending December 1893.	
	Quantity.	Earnings.	Quantity.	Earnings.
Merchandise, general	Tons. 389,061	Rs. 25,94,732	Tons. 388,592	Rs. 26,53,369
Military stores	1,083	49,056	820	32,336
Railway materials for construction	23,490	17,467	9,826	16,878
Coal (including Locomotive revenue)	40,372	1,47,764	64,108	1,67,423
Revenue stores (excluding Locomotive coal)	106,864	46,560	100,282	62,394
Other goods traffic		21,495		22,719
Loss—Outstandings irrecoverable or not recovered	560,360	28,77,064	553,577	31,45,103
Total	560,360	28,77,064	553,577	31,45,103

16 18. Under the head of Merchandise, general, a decrease of tons 469 and an increase of Rs. 2,58,637 is noted. The majority of the increase is to be found under the head of raw cotton and grain, the improvement in the former commodity exceeding Rs. 1,00,000.

17 19. The receipts from Military stores show a falling off of Rs. 16,721 owing to the traffic for the corresponding period being above the average.

18 20. *Railway materials for construction—decrease tons 13,665 and Rs. 597.*—The heavy decrease in tonnage with but slight alteration in receipts is due to the fact that the ballasting on capital account during the earlier half-year was very heavy. A considerable quantity of ballast was trained for the alterations at Raichur, Manur, Kallavi, &c.

19 21. *Coal (including Locomotive revenue).*—The increase of tons 13,736 and Rs. 19,659 is due almost entirely to the larger consumption of coal at the Kolar Gold Mines.

20 22. *Revenue store (excluding Locomotive coal).*—The receipts from revenue stores show an increase of Rs. 5,844 with a lesser tonnage of 6,122.

21 23. 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:—

	Half-year ending December 1892.		Half-year ending December 1893.	
	Quantity.	Earnings.	Quantity.	Earnings.
Cotton—				
Raw	tons. 7,461	Rs. 1,10,056	tons. 15,506	Rs. 2,16,646
Cotton, manufactured—				
Piece-goods, Indian	3,449	40,368	8,393	47,190
Dyes and Tans—				
Others	9,373	70,294	6,064	51,093
Grain and Pulse—				
Rice in the husk	34,266	1,80,313	18,061	1,33,080
Rice not in the husk	18,854	1,26,342	24,981	1,24,041
Jawar and bajra	17,512	98,477	16,613	1,19,450
Gram and pulse	64,721	3,01,222	23,049	1,46,346
Others			80,311	3,31,599
Hides and Skins—				
Skins of Sheep, &c.—				
(a) Dressed or tanned	10,320	1,38,136	2,293	36,831
(b) Raw			7,823	1,12,161
Jute—				
Gunny bags and cloth	3,144	28,226	2,602	32,210
Metals—				
Iron	5,582	64,679	6,377	68,981
Oils—				
Kerosine	4,361	39,763	4,946	46,112
Oil seeds—				
Til or jingill	9,224	52,205	5,496	35,763
Others	6,664	39,343	6,849	43,278
Provisions—				
Others	32,351	2,49,004	28,692	2,17,291
Salt	30,792	1,69,038	24,403	1,46,934
Spices—				
Metal nuts	4,638	47,857	4,741	51,774
Chillies			2,681	38,759
Sugar—				
Unrefined, viz., molasses and jaggery or gur and other saccharine produce	12,973	86,020	10,667	71,351
Timber	41,697	1,36,991	35,998	1,38,205
Tobacco—				
Unmanufactured	5,788	47,914	4,291	33,450
All other articles of merchandise	40,391	2,90,830	25,852	2,89,384

Notes.—L. The Traffic Manager's report will give the causes of the principal differences in the receipts of the various commodities.

M. The comparison in some cases is vitiated in consequence of the alteration of sub-heads from 1st July 1892, as per Circular No. III, Railway, Public Works Department, dated Simla, 27th March 1893.

22 24. *Cotton—Raw—increase tons 8,145 and Rs. 1,06,589.*—A large decrease was recorded under this head in the half-year ending December 1892. The improvement in the current period is principally in local traffic from Adoni, Raichur and Tadpatri. An increase of Rs. 40,000 is however recorded in foreign traffic mainly from via Guntakal.

23 25. *Cotton—Piece-goods, Indian.*—Decrease tons 56 and Rs. 1,178.

24 26. *Dyes and Tans—Others—decrease tons 3,289 and Rs. 27,201.*—The past half-year's figures under this sub-head cannot be equitably compared with the corresponding period as the commodities included in it are not the same. The decrease appears to be due to a falling of in bark (tanning) traffic locally and from *via* Guntakal and Raichur.

27. *Grain and Pulse—Rice in the husk—increase tons 18,061 and Rs. 1,33,080*—See explanation for "Grain and pulse, others."

28. *Grain and Pulse—Rice not in the husk—decrease tons 9,285 and Rs. 56,272*—See explanation for "Grain and pulse, others."

29. *Grain and Pulse—Jawar and Bajra—Decrease tons 2,341 and Rs. 6,884.*

30. *Grain and Pulse—Gram and Pulse—increase tons 4,530 and Rs. 47,868*—See explanation for "Grain and pulse, others."

31. *Grain and Pulse—Others*—In consequence of the change in the sub-heads it is almost impossible to localize accurately the increases and decreases under the several heads of "Grain and pulse" separately. The net result of the increase and decrease in respect to rice in the husk, rice not in the husk, grain and pulse and others is an increase of tons 8,896 and Rs. 1,45,052. The local increase, about Rs. 44,000, can be traced to traffic from Katpadi, Bowringpet and Bangalore City in the first three months of the half-year and the whole of the foreign increase appears to be due to heavy consignments of traffic from foreign lines *via* Bangalore City and to Southern India *via* Erode.

32. *Hides and Skins—Skins of sheep, &c.—dressed or tanned—increase tons 2,293 and Rs. 36,831.*—See "Skins of sheep, &c., Raw."

33. *Hides and Skins—Skins of sheep, &c., Raw—decrease tons 2,398 and Rs. 25,975.*—In the corresponding period skins of sheep, dressed or raw, were recorded under one head, the increase in the former and decrease in the latter is presumably due to the separation in the current period.

34. *Jute—Gunny bags and cloth—increase tons 458 and Rs. 4,992.*—The majority of this increase is due to traffic from Madras Railway to *via* Guntakal and *via* Bangalore City. The local traffic however from Madras and Bangalore shows an improvement.

35. *Metals—Iron.*—Increase tons 695 and Rs. 4,302.

36. *Oils—Kerosine—increase tons 585 and Rs. 8,349.*—This increase is almost entirely local and confined to consignments of oil from Royapuram from Messrs. Best & Co. and from Calicut.

37. *Oil Seeds—Til or jingili—decrease tons 3,728 and Rs. 16,443.*—A large increase was recorded in the corresponding period. The decrease is due to local traffic from Morappur, Salem, Tirupatur and Bangalore City and foreign traffic *via* Erode.

38. *Oil Seeds—Others—decrease tons 15 and increase Rs. 14,030.*—This item is affected by the alteration in the sub-heads. In the corresponding period "Earthnuts," now recorded separately, are included as "Oil seeds, others."

39. *Provisions—Others—decrease tons 3,559 and Rs. 31,713.*—This decrease is probably due to the inclusion of "Chillies" in the current period as a separate commodity under the head of "Spices." Chillies were hitherto classed as "Provisions, others."

40. *Salt—decrease tons 2,389 and Rs. 23,104.*—The majority of this decrease is in local traffic from Madras and Calicut in the month of November.

41. *Spices—Betelnuts—increase tons 103 and Rs. 3,917.*

42. *Spices—Chillies—increase tons 2,681 and Rs. 38,759.*—See explanation of decrease under the head of "Provisions, others."

43. *Sugar—Unrefined—decrease tons 2,286 and Rs. 14,669.*—This decrease is almost entirely confined to foreign traffic principally *via* Guntakal and Raichur.

44. *Timber—decrease tons 5,699 and increase Rs. 1,214.*

43 45. *Tobacco—Unmanufactured*—decrease tons 1,495 and Rs. 14,464.—This item is affected by the change in the sub-heads. Manufactured tobacco representing tons 660 and Rs. 9,466 is now shown separately, the actual decrease therefore is tons 835 and Rs. 4,998. This is almost entirely local and confined to Palghat, Coimbatore, Podanur, &c., stations. Palghat in August 1893 alone invoiced about Rs. 1,500 less than in the corresponding period.

44 46. *All other articles of Merchandise*.—Decrease tons 14,539 and Rs. 1,446.

WORKING EXPENSES.

45 47. The working expenses of the two half-years compare as follows :—

	Second-half of 1892.		Second-half of 1893.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
Maintenance	Rs. 7,80,045	15.98	Rs. 6,67,835	11.65	Rs. 1,12,210	— 21.08
Locomotive	9,25,114	18.96	9,98,250	19.13	+ 73,137	+ 7.91
Carriage and wagon ..	2,12,870	4.36	2,58,265	4.95	+ 45,395	+ 21.33
Traffic	4,15,223	8.51	4,87,902	8.77	+ 72,679	+ 10.28
General	2,69,248	5.62	2,75,387	5.28	+ 6,141	+ 2.28
Steam-hoist	Nil.		Nil.			
Special and miscellaneous ..	86,967	1.17	39,949	.76	— 17,038	— 29.90
Total	26,59,434	54.50	29,37,588	50.64	— 21,896	— .82

46 48. *Abstract A*.—The result of the working of the Engineering department is a saving of Rs. 1,72,210.

47 49. Under "General superintendence" there is an increase of Rs. 7,362, of which Rs. 6,994 occurs under Engineers' salaries and allowances. The Chief Engineer's salary was increased to Rs. 1,800 in August and accounts for Rs. 648 of the increase, the new scale of Engineers' salaries sanctioned in Government of India order No. 1912 G. of 19th July 1893 caused an increase of Rs. 4,000, an increase of Rs. 1,000 is due to the employment of a temporary Engineer during the whole of the half-year as compared with 3 months in corresponding period and a sum of 625 was expended in passage money for Mr. Buscarlet. There is a decrease of Rs. 3,333 under "Subordinate superintendents" being chiefly due to a saving in the pay disbursed to Permanent-way Inspectors, an increase under "Allowances" caused by Rs. 978 paid for passage money of Messrs. Jackson and Puntor, and an increase of Rs. 2,866 in "office expenses."

48 50. "Maintenance and renewal of permanent-way" shows a decrease of Rs. 1,04,052, of which Rs. 46,924 is a saving in ordinary maintenance charges, Rs. 63,437 value of stores returned to stock and credited to this head of expenditure, instead of being deducted from the foot of the abstract as in the corresponding period of 1892; on the other hand there was an increase of Rs. 6,310 in expenditure upon covering ballast with broken stones.

49 51. Under "Repairs of bridges, &c.," there is a saving of Rs. 98,967 due to the completion of work upon the Kallavonka and Thootha bridges.

50 52. "Repairs of stations and buildings" shows a decrease of Rs. 12,399, of which Rs. 6,014 is a saving on ordinary outlay and the remainder is for value of stores returned to stock.

51 53. "Unclassified expenditure."—Under this head there is an increase of Rs. 9,477 for carriage of revenue stores, but a saving of Rs. 73,252 for "loss by exchange."

52 54. "Value of stores returned to stock."—In December 1892 half-year a credit of Rs. 1,02,933 was deducted at the foot of the abstract while in the half-year under review the credits, amounting to Rs. 78,232, are given under the several headings to which the stores relate.

63 65. The number of miles of rails removed during the half-year was 22,5966 against 67,5189 in the second half of 1892.

64 56. The cost of maintaining a mile of single track including sidings was Rs. 599.51 against Rs. 772.34.

57 57. *Abstract B—Locomotive expenses.*—The net increase amounts to Rupees 73,136-13-1.

65 58. "General superintendence" shows an increase of Rs. 11,140, of which Rs. 6,300 consists of gratuities paid to Foremen Shortland and Clarke.

66 59. "Running expenses" are larger by Rs. 4,158, due to more work done, the increase in the engine mileage being 68,076.

67 60. "Fuel" shows an increase of Rs. 44,733 from the same cause.

68 61. Under "Maintenance and renewal of Locomotive engines," there is an increase of Rs. 55,409 chiefly due to charges included under this head which formerly appeared under "Maintenance and renewal of machinery, &c.," which now shows a saving of Rs. 47,804.

69 62. *Unclassified expenditure.*—"Loss by exchange" shows an increase of Rs. 8,918 due to the larger quantity of English stores consumed. "Carriage of revenue stores" shows a decrease of Rs. 2,973.

70 63. The cost of the department per train mile was As. 11.90 against As. 11.61 and per engine mile As. 10.17 against As. 9.85.

71 64. *Abstract C—Carriage and Wagon expenses.*—There is an increase of Rs. 45,395 under this head.

72 65. "Repairs and renewals of vehicles" shows an increase of Rs. 61,791, of which Rs. 30,177 is for charges now included under this head which formerly were included under "Repairs and renewals of machinery, &c.," and the remainder is due to increase in ordinary expenditure.

73 66. The decrease of Rs. 27,295 under "Repairs and renewals of machinery, &c.," is explained in the preceding paragraph.

74 67. *Unclassified expenditure* shows an increase of Rs. 6,713, of which Rs. 6,157 is due to "Loss by exchange."

75 68. The carriage and wagon expenses per train mile were As. 3.08 against As. 2.67 and per 1,000 vehicle miles run by home vehicles Rs. 9.62 against Rs. 8.70 in the corresponding half of 1892.

76 69. *Abstract D—Traffic expenses.*—There is a net increase of Rs. 42,679.

77 70. Under "salaries, wages, &c.," the increase is Rs. 8,091. Mr. Johnson received as Deputy Traffic Manager Rs. 4,566 more than in the corresponding half of 1892, Mr. Ross' appointment in July 1893 accounts for Rs. 2,460, Mr. Johnston's absence on sick leave in 1892, and increases of salary to three Assistant Traffic Managers explain the difference.

78 71. There is an increase of Rs. 31,153 under fuel, lighting, water and general stores, of which Rs. 22,462 is due to additional expenditure on tarpaulins.

79 72. Under "Unclassified expenditure" there is an increase of Rs. 1,441 for "Loss by exchange."

Masbury

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71 79. The charges for station staff, the tonnage of goods lifted, and the ton mileage of goods carried, compare as follows:—

—	Second half of 1892.	Second half of 1893.	Difference.	
	TONS.	TONS.	TONS.	PER CENT.
Tonnage of goods	560,360	553,577	— 6,783	— 1.21
TON MILES.				
Ton mileage of goods	66,749,160	73,067,287	+ 6,318,127	+ 9.47
RS.				
Station staff	1,88,679	1,87,680	— 1,099	— .58
Train staff	46,679	49,260	+ 2,581	+ 5.53

72 74. The total cost of the department averaged As. 5.46 against As. 5.21 per train mile in corresponding half-year.

73 75. *Abstract E—General charges.*—The net increase is Rs. 6,141.

74 76. "Home expenditure" is increased by Rs. 15,025, of which Rs. 4,119 is for salary, travelling expenses and inspection fees of inspecting officers hitherto charged through the Store Accounts, and Rs. 11,458 for commission and stamps on debentures formerly charged to Capital "Contingencies" but now included under this head.

75 77. An increase of Rs. 794 in the Agent's office is more than accounted for by the travelling allowance drawn by the Agent and Manager for attending the Railway Conference held at Simla in September and October 1893.

76 78. There is an increase of Rs. 945 in the offices under the Chief Auditor which is more than accounted for by the increases to the subordinate staff sanctioned in G.O., No. 2565 R., dated 1st November 1892.

77 79. "Police" expenditure shows a decrease of Rs. 2,191, chiefly due to arrears of police charges at Guntakal having been included in December 1892 half-year.

78 80. "Electric telegraph" shows a decrease of Rs. 14,810, caused by a credit of Rs. 15,559 for value of stores returned to stock.

79 81. "Unclassified expenditure" is larger by Rs. 7,567, of which Rs. 6,697 is due to loss by exchange.

80 82. *Abstract G.—Special and Miscellaneous.*—The net decrease under this head is Rs. 17,037.

81 83. The payments for "Compensation" increased by Rs. 1,674, but of this increase Rs. 979 was recovered from Fire Insurance Fund.

82 84. "Rates and taxes" show a decrease of Rs. 8,929.

83 85. "Payments to other lines" are Rs. 11,099 less than in the corresponding period in 1892.

84 86. *Statement of train mileage, No. XIV.*—As compared with the second half of 1892, there was an increase in the train mileage of 67,656 miles or 5.31 per cent.; the miscellaneous engine mileage was 17.00 per cent. of the train mileage run against 17.87 per cent. in the corresponding half of the previous year.

(Signed) Fred. Dunsterville
Chief Auditor

(No. 1.)
No. 8075
240

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 2nd April 1894.

From

The Agent and Manager,
M. A. E.

To

The Consulting Engineer for Railways,
Madras

SIR,

I have the honour to forward here-
- with 40 copies of the reports of each of the under-
- mentioned Officers for the half year ending the 31st December 1893. Copies of my report will be
sent to you very shortly.-

Chief Engineer.
Locomotive Superintendent.
Traffic Manager.
Chief Auditor.
Telegraph Engineer.
Medical Officer.

I have the honour to be,
Sir
Your most obedient servant,

Louis S. M. A.
Agent & Manager.

use name use name use name

D₂

For C. E.

Approved
M. A. E.

REGISTER
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N^o 243 R of 23-4-94.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent & Manager in R^y forwarding
note by the Chief Auditor
on the Capital & Revenue
Accounts in R^y for 2nd half of 1893 } *quite*
H. S. N^o 240 of 2nd April 1894.

Ordered to be forwarded
to the Government of
India in continuation of
P. W. S. Government N^o 216 R
of 9th April 1894, and to the
Secretary of State.

To the Agent & Manager in R^y } *this ER*
• Examiner R^y Audit India
• Editors Teluk

H. S. N^o 244 R of 23rd April 1894

Forwarded

H. S. N^o 4 R of 23rd April 1894

To The Right Hon. the Secretary
of State for India

Sir,

In continuation of our
letter N^o 215 of 2nd April 1894,
we have the honor to forward

a copy of our Report N:243 R 923 April.
1894 embodying a note by the
Chief Auditor Andres Railway
Comt^e of on the Capital and
Revenue Accts in R. J. Jan
the 2^d half of 1893

Full

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