

Public Works. (1895) Department.

RAILWAY BRANCH.

G.O., No. 135R

DATED 15th May

[Despatch Abstract.]

Bridges. — The sanction of the Govt of India to the Estimate of Rs 7,888 for strengthening the weak girder — on the South Indian Railway, Communicated to the agent.

[illegible]

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

5. The gross earnings per mean mile worked per week averaged Rs. 236 against Rs. 239 and were realized at a cost of 52.29 per cent. against 50.54 per cent. in the corresponding half of the previous year.

6. The percentage of working expenses to gross earnings for the year 1894 was 52.06 against 48.39 for 1893.

7. The net earnings for the half-year, after paying the contribution to the Provident Institution, fell short of the guaranteed interest by Rs. 4,51,951. During the half-year the percentage of net earnings on total capital outlay, including suspense, was 2.04 as compared with 2.14 in 1893.

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

	Half-year ending December 1893.	Half-year ending December 1894.	Difference.	
			Amount.	Per cent.
	RS.	RS.	RS.	
Coaching ..	19,52,189	20,99,202	+ 1,47,013	+ 7.53
Goods ..	31,45,103	29,75,904	- 1,69,199	- 5.38
Electric Telegraph ..	9,518	8,885	- 633	- 6.65
Steam boat ..	1,11,513	63,089	- 48,424	- 43.42
Sundries ..				
Total ..	52,18,323	51,47,080	- 71,243	- 1.37

9. *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 1893 ..	10,174	84,894	34,176	1,06,449	4,708,556½	14,93,055	4,752,906½	16,84,399
Do. of 1894 ..	10,220	89,445	38,807½	1,05,120	5,078,533	16,06,363	5,127,560½	18,00,928
Increase ..	46	4,551	4,631½	1,329	369,976½	1,13,308	374,654	1,16,530
Decrease ..								

10. The increases and decreases of the various descriptions of passenger traffic are shown in the detail statement of abstract H—*vide* paragraph 113.

11. The first-class traffic shows an increase of 46 in number and Rs. 4,551. This is entirely confined to the ordinary traffic, as a decrease is recorded under the head of troops and police and passengers holding periodical tickets.

12. The second-class traffic shows an increase of 4,631½ passengers and a decrease of Rs. 1,329. The ordinary traffic, as in the first class, shows a satisfactory result, a large decrease having occurred in troops and police traffic.

13. The third-class traffic with an increase of 369,976½ in number and of Rupees 1,13,308 in earnings must also be regarded as very satisfactory, and it may be noticed that the number of passengers travelling, 5,078,533, exceeds the highest number in this class hitherto recorded by nearly 50,000.

14. Passengers' luggage shows an increase of Rs. 1,551.

15. The receipts from ordinary horse, carriage and dog traffic show the substantial increase of Rs. 6,564; a small decrease, Rs. 684, is, however, recorded under the head of Military horse, carriage and dog.

16. Military baggage shows a decrease of Rs. 4,047, which is no doubt attributable to the fact that a smaller number of troops were carried during the half-year under review than in the corresponding period of 1893.

17. *Parcels for the Public.*—An increase of Rs. 17,633 or 11.80 per cent. occurs under this head.

18. *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 1893:—

	Half-year ending December 1893.		Half-year ending December 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, general ..	388,592	28,53,369	369,677	27,10,428
Military stores ..	820	32,335	913	33,393
Railway materials for construction ..	9,825	16,870	14,158	7,956
Coal (including Locomotive revenue) ..	54,108	1,67,423	60,676	1,66,808
Revenue stores (excluding Locomotive coal) ..	100,232	52,394	96,297	39,337
Other goods traffic ..		22,712		17,984
	553,577	31,45,103	541,721	29,75,904
Less—Outstandings irrecoverable or not recovered ..				
Total ..	553,577	31,45,103	541,721	29,75,904

19. Under the head of Merchandise, general, a decrease of tons 18,915 and Rs. 1,42,941 occurs. As in June 1894 half-year, the decrease is almost entirely confined to grain traffic. A somewhat large decrease, however, is recorded under the head of raw cotton; with the exception of grain and cotton, a fairly general increase is recorded under nearly all heads. The fluctuations under each head of traffic are given in another paragraph.

20. *Railway Materials for Construction.*—Increase tons 4,333 and decrease Rs. 8,914. The increase in weight, with a falling off in receipts, is brought about by the large quantity of ballast trained on capital account during the half-year ending December 1894 principally in connection with the additional sidings at Olavakkot and Palghat; a low rate in comparison with the weight is levied for this traffic and the apparent decrease in money is the result.

21. *Coal (including Locomotive Revenue).*—Increase tons 6,568 and decrease Rs. 617. The quantity of coal used by the Locomotive Department in the past half-year shows a considerable increase, the tonnage trained for the public being less than in the corresponding period. The decrease in money is attributable to the low rate fixed for the carriage of locomotive coal as compared with that charged to the public.

22. *Revenue Stores (excluding Locomotive Coal).*—Decrease tons 3,935 and Rupees 13,057.

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 1893.		Half-year ending December 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Cotton—				
Raw ..	15,606	2,16,645	10,795	1,56,986
Cotton, manufactured—				
Piece-goods, Indian ..	3,393	47,190	3,819	52,143
Dyes and tans—				
Others ..	6,084	51,093	8,143	80,753
Grain and pulse—				
Rice in the husk ..	18,061	1,33,080	16,860	1,16,029
Rice not in the husk ..	24,981	1,24,041	32,285	1,77,297
Jawar and bajra ..	16,513	1,19,458	2,984	20,141
Gram and pulse ..	22,042	1,46,345	13,576	80,201
Others ..	50,311	3,21,698	27,422	1,85,865
Hides and skins—				
Skins of sheep, &c.—				
(a) Dressed or tanned ..	2,293	36,831	4,354	67,326
(b) Raw ..	7,822	1,12,161	9,430	1,21,332

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

	Half-year ending December 1893.		Half-year ending December 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Jute—				
Gunny bags and cloth	3,602	33,218	3,448	31,571
Metals—				
Iron	6,277	68,981	5,185	58,607
Oils—				
Kerosine	4,946	48,112	4,783	56,914
Oil-seeds—				
Til or jingili	5,496	35,762	7,790	54,589
Castor	1,494	9,068	8,612	63,501
Others	6,849	43,273	6,459	37,673
Provisions—				
Others	28,692	2,17,291	29,879	2,13,840
Salt	28,403	1,45,934	23,957	1,35,724
Spices—				
Betel-nuts	4,741	51,774	5,520	63,167
Chillies	2,681	38,759	2,260	27,165
Stone and lime	16,034	28,302	16,670	34,253
Sugar—				
Unrefined, viz., molasses and jaggery or gur and other sac-	10,687	71,351	8,326	52,753
charine produce	35,998	1,38,205	46,573	1,76,004
Timber				
Tobacco—				
Unmanufactured	4,291	33,450	5,169	40,955
All other articles of merchandise	25,822	2,89,384	25,532	2,68,965

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

24. *Cotton, Raw.*—Decrease tons 4,811 and Rs. 59,659. This decrease is almost entirely due to local traffic from stations on the North-west line, Tadpatri, Adóni, Raichur and Timmencherla being most noticeable. The traffic forwarded from Tiruppur and Coimbatore, however, shows an increase over corresponding period.

25. *Cotton, Manufactured—Piece-goods, Indian.*—Increase tons 426 and Rs. 4,953.

26. *Dyes and Tans—Others.*—Increase tons 2,059 and Rs. 29,660. About Rs. 9,000 of this increase is attributable to local traffic forwarded from North-west line stations and from Bangalore. The foreign increase is principally due to traffic from foreign lines *via* Guntakal and Raichur.

27. *Grain and Pulse—Rice in the husk.*—Decrease tons 1,201 and Rs. 17,051. The decrease in this case is more than accounted for by the falling off in traffic received from other railways *via* Bangalore City. During the half-year ending December 1893, the Madras Railway share of the traffic through this junction amounted to some Rs. 53,000, while in this half-year we received only some Rs. 19,000. Very little traffic was received in the last quarter of the 1894 half-year; the months of July, August and September alone realized some Rs. 17,000 out of the total for the half-year. The local traffic consigned from stations on the South-west line and the Bangalore branch shows a considerable increase and the traffic from Cuddapah on the North-west line is also better than in the corresponding period.

28. *Grain and Pulse—Rice not in the husk.*—Increase tons 7,304 and Rs. 53,256. This increase is almost entirely local. Increased traffic was invoiced at Salt Cotaurs and generally at the North-west line stations up to Rénigunta. On the South-west line Kátpádi and Arcot both contribute to the improvement; in the month of November an exceptional increase of Rs. 8,000 is recorded at Kátpádi station.

29. *Grain and Pulse—Jawar and Bajra.*—Decrease tons 13,529 and Rs. 99,317. The local decrease under this head amounts to Rs. 12,000, principally due to a falling off in the traffic from North-west line stations north of Gooty. The foreign decrease is mainly confined to traffic from foreign lines *via* Bangalore city and to the south of India *via* Erode, we have also received less traffic from the Southern Mahratta Railway and beyond *via* Guntakal.

30. *Grain and Pulse—Gram and Pulse.*—Decrease tons 8,466 and Rs. 66,144. The local decrease in this case is due principally to smaller traffic from Calicut and Madras. A somewhat considerable increase is noted in the traffic consigned locally from stations between Jalarpet and Salem. A large decrease is recorded in traffic received from foreign lines *via* Raichur and Guntakal.

31. *Grain and Pulse—Others.*—Decrease tons 22,889 and Rs. 1,35,733. The decrease is principally in traffic received from foreign lines *via* Bangalore City and despatched to the south of India *via* Erode. The falling off in local traffic is recorded at stations on the Bangalore branch.

32. *Hides and Skins—Skins of sheep, &c.—Dressed or Tanned.*—Increase tons 2,061 and Rs. 30,495.

33. *Hides and Skins—Skins of sheep, &c.—Raw.*—Increase tons 1,608 and Rs. 9,171.

34. *Jute—Gunny bags and cloths.*—Decrease tons 154 and Rs. 1,647.

35. *Metals—Iron.*—Decrease tons 1,092 and Rs. 10,374. The decrease is almost equally divided between local and foreign traffic in this case. The foreign traffic despatched *via* Bangalore City and Guntakal shows a considerable decrease, while an increase of some Rs. 10,000 occurs in traffic from the Madras Railway to the Kolar Mines. The local traffic from Madras shows a decrease of nearly Rs. 5,000.

36. *Oils—Kerosine.*—Decrease tons 163 and increase Rs. 8,802.

37. *Oil-seeds—Til or Jinjili.*—Increase tons 2,294 and Rs. 18,827. The traffic in this commodity between local stations shows a decrease, large consignments having been despatched from Morappur station in July and August 1893. The increase in foreign traffic amounts to nearly Rs. 22,000 and this sum is divided almost equally between traffic received *via* Bangalore and despatched to Southern India *via* Erode junction.

38. *Oil-seeds—Castor.*—Increase tons 7,118 and Rs. 54,433. The bulk of the increase is in local traffic forwarded from South-west line stations between Jalarpet and Salem, the increased traffic from Morappur being most noticeable.

39. *Oil-seeds—Others.*—Decrease tons 390 and Rs. 5,600.

40. *Provisions—Others.*—Increase tons 1,187 and decrease Rs. 3,451.

41. *Salt.*—Decrease tons 2,446 and Rs. 10,210.

42. *Spices—Betel-nuts.*—Increase tons 779 and Rs. 11,393. The increase is chiefly local and confined to traffic forwarded from stations west of Olavakkot; large consignments were invoiced from Pattámbi station in September and October 1894.

43. *Spices—Chillies.*—Decrease tons 421 and Rs. 11,594. About Rs. 4,000 of the decrease is attributable to a falling off in the local traffic consigned from stations between Erode and Pódanúr. The remainder is almost entirely due to traffic from other companies' lines *via* Bangalore City.

44. *Stone and Lime.*—Increase tons 636 and Rs. 5,951.

45. *Sugar—Unrefined.*—Decrease tons 2,361 and Rs. 18,598. The decrease is mainly in local traffic and is general at stations on the South-west line and the Bangalore branch. Kátpádi alone shows a decrease of some Rs. 7,000.

46. *Timber.*—Increase tons 10,575 and Rs. 37,799.

47. *Tobacco—Unmanufactured.*—Increase tons 878 and Rs. 7,505.

48. *All other Articles of Merchandise.*—Decrease tons 320 and Rs. 20,419.

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

	Second half of 1893.		Second half of 1894.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	6,07,835	11.65	5,89,190	11.45	— 18,645	— 3.07
Locomotive	9,98,250	19.13	9,68,520	18.81	— 29,730	— 2.98
Carriage and wagon ..	2,58,265	4.95	3,41,076	6.63	+ 82,811	+ 32.06
Traffic	4,57,902	8.77	4,23,468	8.22	— 34,434	— 7.52
General	2,75,387	5.28	2,79,363	5.43	+ 3,976	+ 1.44
Steam-boat	Nil.		Nil.			
Special and miscellaneous ..	39,949	..76	89,938	1.75	+ 49,989	+ 125.13
Total	26,37,588	50.54	26,91,555	52.29	+ 53,967	+ 2.05

50. *Abstract A.*—The Engineering Department expended Rs. 18,614 less than in the corresponding half-year of 1893.

51. Under "General Superintendence" there is a decrease of Rs. 10,080, of which Rs. 3,667 is in Engineers' salaries and allowances. Mr. Carter, Chief Engineer, retired from the service on 23rd August and therefore drew Rs. 8,446 less than in the corresponding half-year of 1893. Mr. French on furlough from 4th October drew Rs. 1,306 less, Mr. Thompson drew Rs. 1,043 less in the period under review owing to arrears of pay having been drawn by him in the corresponding period of 1893, and there was a further saving of Rs. 2,219 caused by the retirement of Mr. Buscarlet on 3rd October 1893, the vacancy being filled by Mr. Sandford, then a supernumerary on the establishment. The principal increases are Rs. 1,443 to Mr. West promoted to Chief Engineer, Rs. 1,308 to Mr. Ewing as Personal Assistant to the Chief Engineer, Rs. 1,400 to Mr. Browning appointed temporary Engineer on 1st September, and Rs. 5,371 exchange compensation allowance for which nothing was charged to the accounts of December 1893 half-year. Office expenses decreased by Rs. 4,776, of which Rs. 1,812 is due to reduction of staff, Rs. 1,097 to rent not recoverable from employes which is not now charged to working expenses, and Rs. 1,335 to gratuities paid in December 1893 half-year.

52. "Maintenance and Renewal of Permanent-way" shows a decrease of Rs. 34,851, of which Rs. 4,443 is in wages for ordinary maintenance and Rs. 4,275 in the amount expended in covering sand ballast with stones. There is an increase of Rs. 29,140 in the ordinary outlay for materials. But on the other hand the credit for "returned stores" under this head is Rs. 55,273 more than in the corresponding period of 1893, explained by the Engineering Department to be due to the new forms of account which we introduced last year by which they were enabled to price many articles of returned stores which had been previously taken into stock without value.

53. An increase of Rs. 10,717 occurs in "Repairs of bridges, &c.," of which Rs. 5,261 was expended upon raising the line and increasing water-way at $\frac{106}{2.3}$ mile North-west line.

54. "Repairs of stations and buildings" shows an increase of Rs. 11,237, of which Rs. 6,025 represents a decrease in the value of stores returned to stock.

55. "Unclassified Expenditure."—Under this head there is an increase of Rupees 21,695 for loss by exchange due to a fall in the rate of exchange from 15.425 to 13.226 pence per rupee. There is a decrease of Rs. 10,810 for carriage of Revenue stores.

56. A credit of Rs. 7,705 appears in this abstract being a proportionate part of the sum recovered for working the Kolar Gold Fields Railway.

57. The number of miles of rails removed during the half-year was 35.5180 against 22.5966 in the second half of 1893.

58. The cost of maintaining a mile of single track including sidings was Rupees 579.35 against Rs. 599.51.

59. *Abstract B—Locomotive Expenses.*—The net decrease amounts to Rs. 29,730.

60. "General superintendence" of the Locomotive Department which includes Abstracts "B" and "C" shows an increase of Rs. 3,294 due to exchange compensation allowance which cost Rs. 6,888, and to an increase of Rs. 1,574 in the cost of stationery. But there is a reduction in the cost of subordinate superintendents owing to Rs. 6,300 having been expended in December 1893 half-year in gratuities to Foremen Shortland and Clarke on their leaving the service.

61. "Running expenses" decreased by Rs. 10,007 due to a decrease of 94,288 in the engine mileage.

62. "Fuel" shows a decrease of Rs. 4,919 or 1 per cent. only as compared with a decrease of 6 per cent. in the engine mileage.

63. "Oil, tallow and other stores" decreased by Rs. 4,414 equal to 20 per cent.

64. "Maintenance and renewal of Locomotive engines" decreased by Rs. 1,353.

65. "Unclassified Expenditure."—Notwithstanding that the amount chargeable with "loss by exchange" was less by Rs. 24,173 than in the corresponding period of 1893, the amount charged to this head was greater by Rs. 5,780 consequent on the further fall in exchange. There was an increase of Rs. 2,277 for carriage of Revenue stores.

66. Credit for Rs. 12,661 appears in this abstract for working the Kolar Gold Fields Railway.

67. The cost of the department per train mile was As. 12.54 against As. 11.90 and per engine mile As. 10.64 against As. 10.17.

68. *Abstract C—Carriage and Wagon Expenses.*—There is an increase of Rupees 82,811 under this head.

69. The increase under "Repairs and renewals of vehicles" amounts to Rupees 51,232, made up of Rs. 63,180 increase for goods vehicles and Rs. 11,948 decrease for coaching vehicles. The latter is due to a decrease of 5 in the number of vehicles renewed, while the number of goods vehicles dealt with is as follows:—

						Renewals.	Repairs.
						RS.	RS.
December half-year 1894	...	...	...	...	...	89	1,428
" " 1893	...	...	...	...	...	37	1,271

70. There is a decrease of Rs. 2,175 in the cost of "cleaning carriages," &c., equal to 7 per cent. and corresponding with a similar decrease in the train mileage.

71. "Unclassified Expenditure."—An increase of Rs. 27,232 for "loss by exchange" is due to an increase of Rs. 22,879 in the expenditure subject to that charge and to the further fall in the rate of exchange. The carriage of Revenue stores cost Rs. 1,095 more than in the corresponding half-year of 1893.

72. Credit for Rs. 4,457 appears in this abstract for working the Kolar Gold Fields Railway.

73. The carriage and wagon expenses per train mile were As. 4.42 against As. 3.08 and per 1,000 vehicle miles run by home vehicles Rs. 14.23 against Rs. 9.62 in the corresponding half of 1893.

74. *Abstract D—Traffic Expenses.*—There is a net decrease of Rs. 34,434.

75. Under "Salaries and wages" there is an increase of Rs. 2,535 due to exchange compensation allowance which amounted to Rs. 5,251. On the other hand there were savings due to the Traffic Manager having been on leave without pay for 23 days in July, and to the Deputy Traffic Manager having proceeded on furlough in August 1894. "Contingencies" have cost Rs. 3,506 in consequence of rent not recoverable from employes not now being chargeable to working expenses. There is an increase of Rs. 2,697 in the cost of "station staff."

76. "Fuel, lighting, water and general stores."—Under this head there is a decrease of Rs. 30,632 which is fully explained by the following particulars:—

	1894. RS.	1893. RS.	Decrease. RS.
Value of oil used	33,042	45,059	12,017
Cost of tarpaulin materials	3,650	22,841	19,191

77. "Clothing" increased by Rs. 1,299.

78. "Printing, Stationery and tickets" decreased by Rs. 1,121.

79. "Payments to other lines" decreased by Rs. 4,389.

80. "Loss by exchange" shows an increase of Rs. 3,159 due to the further fall in exchange; there was a decrease of Rs. 11,830 in the value of English materials expended.

81. Credit for Rs. 5,533 appears in this abstract for working the Kolar Gold Fields Railway.

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

	2nd half of 1893.	2nd half of 1894.	Difference.	
Tonnage of goods	TONS. 553,577	TONS. 541,721	—	TONS. 11,856
Ton-mileage of goods	TON-MILES. 73,067,287	TON-MILES. 67,000,133	—	TON-MILES. 6,067,149
Station staff	RS. 1,87,580	RS. 1,90,277	+	RS. 2,697
Train staff	49,260	49,843	+	583
				PER CENT. — 2.14
				— 8.30
				+ 1.44
				+ 1.18

83. The total cost of the department averaged As. 5.48 against As. 5.46 per train mile in the corresponding half-year of 1893.

84. *Abstract E—General charges.*—The net increase is Rs. 3,976.

85. "Home expenditure" shows a decrease of Rs. 12,922.

86. "*Salaries of Indian management.*"—An increase of Rs. 4,794 under this head is due to an increase of Rs. 1,500 in the salary drawn by the Agent and Manager, to an expenditure of Rs. 990 to clerks of the Audit office engaged on overtime in the preparation of a special return of traffic required by the Board of Directors, and to exchange compensation allowance drawn by officers of the Agent's, Audit, Stores and Medical Departments.

87. "Electric Telegraph" shows an increase of Rs. 14,015 and it is explained by the special credit of Rs. 15,559 in December 1893 half-year, for stores returned to stock. There is really a decrease of Rs. 2,063 in the ordinary maintenance charges of the Telegraph Department.

88. "*Unclassified Expenditure.*"—There is a decrease of Rs. 2,197 in the expenses connected with fire engines and an increase of Rs. 1,425 for loss by exchange.

89. Credit for Rs. 3,653 appears in this abstract for working the Kolar Gold Fields Railway.

90. *Abstract G—Special and Miscellaneous.*—The net increase is Rs. 49,989.

91. "Law charges" show an increase of Rs. 2,394.

92. "Compensation" charges are less by Rs. 1,738, but the recoveries from Fire Insurance Fund are also less by Rs. 1,790.

93. "Rates and taxes" are higher by Rs. 8,385, caused by enhanced assessment by the Madras Municipality.

94. "*Payments to other lines.*"—Increase Rs. 40,038.—A sum of Rs. 11,793 was refunded to the Kolar Gold Fields Railway being portion of the amount charged to

that railway for hire of locomotives and vehicles during construction and previously included in Abstract "K." An increase of Rs. 5,612 occurs in "Mileage and Demurrage" charges. A net charge of Rs. 24,745 also appears for rent of joint stations and this is explained by the estimates for rent of Guntakal joint station entered in Abstract "K" having hitherto been based upon our Chief Engineer's estimate of the capital cost of the joint works while it has now been agreed to accept the figures of the Southern Mahratta Railway which are much higher. The charges have been in dispute since the opening of Guntakal station in May 1887, but a settlement of accounts up to June 1894 was effected in December last when it was found that the charges to be paid by this company had been under-estimated by some Rs. 30,000.

95. Credit appears in this abstract for Rs. 1,176 for working the Kolar Gold Fields Railway.

96. *Statement of train mileage No. XIV.*—As compared with the second half of 1893 there was a decrease in the train mileage of 90,348 miles or about 6.73 per cent.; the miscellaneous engine mileage was 17.91 per cent. of the train mileage run, against 17.00 per cent. in the corresponding half of the previous year.

SUPPLEMENTARY.

CAPITAL.

97. The total capital expenditure of the half-year has been as follows:—

	RS.	A.	P.
Cash	92,296	3	5
Stores	63,004	3	4
	1,55,300	6	9

Less credit—

Amount recovered from the Kolar Gold Fields Railway towards the cost of the junction arrangements at Bowringpet	11,115	7	9
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Net expenditure ... 1,44,184 15 0

98. The following particulars show in detail the capital outlay of the half-year:—

	RS.	A.	P.	RS.	A.	P.
<i>Bridges.</i>						
Raichur Foot bridge	1,294	1	9			
Bangalore City Foot bridge	1,134	15	4	2,429	1	1
<i>Alterations and Additions at stations.</i>						
Bangalore City	42,120	4	9			
Less stores returned to stock	17,283	5	10	24,836	14	11
Bowringpet	13,546	6	4			
Less amount recovered from Mysore Durbar.	11,115	7	9	2,430	14	7
Carried over	27,267	13	6	2,429	1	1

	RS.	A.	P.	RS.	A.	P.
Brought over	27,267	13	6	2,429	1	1
Palghat	11,208	0	11			
Tirutani	8,653	13	7			
Arkónam	9,255	6	7			
Jélárpét	8,989	10	10			
Gooty	6,456	11	6			
Olavakkot	3,057	12	8			
Bisanatham	2,918	11	3			
Vepagunta	2,480	8	5			
Central Station	2,385	12	10			
Ferok	1,936	5	8			
Raichur	1,622	15	1			
Malagavalli	1,405	3	6			
Perambúr	1,385	8	0			
Vinnamangalam	1,384	4	0			
Nandalur	1,322	6	3			
Erode	1,262	14	6			
Church at Perambúr	1,071	0	11			
Edakolam	1,034	1	8			
Other stations including new minor works	10,652	2	6	1,05,751	4	2
Raising line and increasing water-way at $\frac{106}{2-3}$ mile, North-west line	2,455	1	1			
Side drain and raising at $\frac{320}{10-13}$ mile, South- west line	1,348	14	1			
Extension of block system	861	3	8	4,665	2	10
Plant—						
Locomotive shop plant	2,066	0	7			
Engineering do.	58	0	0	2,124	0	7
Rolling-stock—						
1 composite carriage	3,820	6	0			
5 3rd-class carriages	6,856	0	5			
2 brake-vans	2,417	14	5			
1 15-ton travelling crane	8,930	3	2			
1 tank wagon for carrying kerosine oil.	2,054	10	4			
3,230 screw couplings	4,116	0	0			
1,200 centre chains	1,020	4	0	29,215	6	4
				1,44,184	15	0

99. The following is a summary of the operations on the store accounts during the half-year:—

	RS.	A.	P.
Stores balances at 30th June 1894	28,16,090	10	0
Add Receipts—			
From England	2,15,460	0	8
„ Local purchases	8,56,824	2	1
	38,88,374	12	9
Deduct Issues—			
Capital account	63,004	3	4
Revenue	8,87,978	0	0
Sales	1,09,960	5	9
	10,60,942	9	1
Stores balances at 31st December 1894	28,27,432	3	8

100. The above figures show that the amount locked up in stores is Rs. 11,341 more than at 30th June 1894. The following particulars show the balances of the several store accounts at 30th June and 31st December 1894:—

	30th June 1894.	31st December 1894.
	RS.	RS.
General Store account	4,05,777	4,43,013
Loco. Store and Workshop account	13,88,817	14,00,104
Engineers do.	9,58,584	8,92,149
Telegraph do.	41,936	47,247
Traffic Store account	393	757
Stores in transit	20,461	44,139
Materials lost account	123	23
Total	28,16,091	28,27,432

101. The balance of General Store account has increased by Rs. 37,236, but if we exclude the following exceptional items it will be seen that the ordinary stores have been reduced by about Rs. 28,000:—

	RS.
Returned stores transferred from Engineering Department	34,432
New boilers held for Locomotive Department	30,922

102. The Locomotive Store and Workshop account balance has increased by Rs. 11,287, but there were 21,700 tons of coal purchased during the half-year while only 13,855 tons were consumed. But for these abnormal outlay the balance would have shown a satisfactory decrease.

103. The Engineering Store and Workshop account balance has decreased by Rs. 66,435 of which Rs. 34,432 represents stores transferred to custody of General Storekeeper. But, as new permanent-way materials were brought on to stock in November and December to the value of Rs. 75,394, the decrease in the balance of this account must be considered satisfactory.

REVENUE.

104. The percentage of expenditure to gross receipts for the past three half-years has been as under:—

December 1893,	50.54 per cent.
June 1894,	51.83 „
December 1894,	52.29 „

105. The net revenue amounts to Rs. 21,55,524-9-3 as compared with Rs. 25,80,733-9-6 in the corresponding half of 1893. It gives at 1s. 10d. per rupee, £225,089-15-1 equal to a dividend of £2-0-9 per cent. for the half-year on the capital bearing interest raised at the 31st December 1894, viz., £11,057,630.

106. The net earnings fall short of the guaranteed interest by £41,428-15-11, and after providing for interest on debentures the balance is equivalent to a dividend at the rate of £4-2-10 per cent. per annum on the subscribed capital of the company as will be seen from the following figures:—

	£	s.	d.	£	s.	d.
Total amount of net earnings	215,552	9	3	225,089	15	1
INTEREST AS FOLLOWS:—						
£337,800 @ 3 per cent. per annum	5,067	0	0			
462,000 @ 3½ „ „	7,510	15	0			
				12,577	15	0
Balance	212,512	0	1			

equivalent to £4-2-10 per cent. per annum on £10,257,630.

107. The following results of our traffic operations in the way of dividend are continued from the last report:—

Period.	Miles open.	Capital raised at 31st December.	Net revenue.	Average per cent. per annum for periods of five years, &c.
Average for five years 1871-75	845	10,260,682	235,549	1 0
" 1876-80	858	10,526,673	224,439	17 6
" 1881-85	860	10,638,253	245,448	10 6
" 1886-90	842	10,697,630	327,999	6 9
The year 1891	810	10,857,630	358,098	11 0
" 1892	810	11,057,600	393,445	10 3
" 1893	810	11,057,600	496,993	1 3
" 1894	810	11,057,630	453,554	1 7

108. The amount charged to revenue for loss by exchange on the cost of revenue stores and Home expenditure was Rs. 2,08,028, being Rs. 59,300 more than in the corresponding period of 1893 notwithstanding a decrease of Rs. 35,000 in the expenditure upon which loss by exchange was chargeable. The rate of exchange was 13-226d. per rupee which is 2-199d. below the rate for the corresponding half of 1893.

109. The following particulars are taken from the accounts of the Kolar Gold Fields Railway:—

Receipts—	RS.	A.	P.
From Coaching traffic	16,763	7	5
" Goods	45,469	5	1
" Electric telegraph	131	4	9
" Sundries	128	0	0
Total	62,552	1	3

Expenses—	RS.	A.	P.
Madras Railway for cost of working	35,185	8	0
" " " use of rolling-stock	3,127	9	8
Net Revenue	24,238	15	7

equal to a return of nearly 7½ per cent. per annum on the capital outlay of the Mysore Durbar which is stated at Rs. 6,56,175.

110. In the matter of the large sum referred to in paragraph 107 of my report for June 1894 half-year as due by the Mysore Durbar for hire of Madras Railway engines and vehicles during the construction of the Kolar Gold Fields Railway, the company have met the Durbar in a very liberal spirit in agreeing to forego charges to the extent of Rs. 11,793.

111. The principal features presented by the accounts are the very satisfactory increases under every head of coaching traffic except military traffic and miscellaneous; the serious decrease of more than two and a half lakhs of rupees in the earnings from grain traffic and of Rs. 60,000 from raw cotton, to some extent compensated for by increased earnings from dyes and tans, hides and skins, oil-seeds and timber. In the expenses the only increases of importance are in the carriage and wagon department and in miscellaneous expenditure, the former being due to considerable renewals of rolling-stock and the latter being fully explained in paragraph 94 of this report.

112. *Earnings.*—Abstract II, coaching traffic, Form No. X, of the accounts presents the following results when compared with the corresponding half-year:—

Abstract II, December 1893	RS.	A.	P.
Do. do. 1894	19,52,188	15	8
	20,99,201	8	8
Increase	1,47,012	9	0

113. The details of the above results are given in the following table:—

Traffic.	Half-year ending December 1893.	Half-year ending December 1894.	Increase.	Decrease.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Ordinary passengers, 1st class	77,065 7 5	85,450 6 3	7,384 14 10	....
Periodical	1,608 0 0	1,273 0 0	....	335 0 0
Second class	50,625 10 3	92,411 0 7	11,785 6 4	....
Periodical	9,017 0 0	1,422 6 0	....	694 10 0
Third class	14,55,801 0 4	15,76,336 6 11	1,20,535 6 7	....
Periodical	1,971 11 0	2,263 4 0	291 9 0	....
Troops and police, 1st class	6,220 14 0	3,741 8 6	....	2,499 5 6
" 2nd	23,806 5 2	11,286 14 0	....	12,519 7 3
" 3rd	35,281 10 4	27,763 1 2	....	7,518 9 2
Passengers' luggage	48,926 12 3	50,477 5 6	1,550 9 3	....
Carriages	6,488 12 0	8,537 3 6	2,048 7 6	....
Horses	24,639 6 4	28,809 9 3	4,270 2 11	....
Foxes	2,644 0 8	2,789 2 10	245 2 2	....
Parcels	1,49,422 7 5	1,67,065 9 8	17,633 2 3	....
Do. for revenue	1,975 14 0	1,754 3 2	....	221 10 10
Special Trains	596 0 0	2,079 0 0	1,483 0 0	....
Miscellaneous	4,974 9 10	563 8 8	....	4,411 1 2
Haulage and hire of Post office vans	14,340 1 10	26,955 5 5	12,615 3 7	....
Military.				
Military baggage	10,880 0 0	6,833 3 6	....	4,046 12 6
Carriages	....	....	....	....
Horses	3,013 7 0	2,322 3 4	....	691 3 8
Dogs, &c.	89 13 10	97 2 5	7 4 7	....
Total	19,52,188 15 8	20,99,201 8 8	1,79,850 5 0	32,837 12 0
Deduct Decrease	....	....	32,837 12 0	....
Net Increase	....	....	1,47,012 9 0	....

114. The ordinary coaching traffic, ascertained by eliminating all troops and police, and military items of traffic is continued from the last report—

	RS.	A.	P.
December 1880	11,47,898	1	5
June 1881	12,54,404	1	5
December 1881	12,18,181	7	10
June 1882	12,78,447	11	0
December 1882	13,02,002	4	1
June 1883	12,97,015	15	6
December 1883	12,73,014	2	7
June 1884	14,10,745	4	7
December 1884	13,85,847	11	7
June 1885	14,63,321	5	7
December 1885	15,29,401	15	10
June 1886	15,02,885	3	6
December 1886	15,49,747	3	4
June 1887	15,84,759	3	3
December 1887	15,31,357	3	9
June 1888	16,61,021	2	10
December 1888	17,13,097	12	10
June 1889	17,81,789	6	8
December 1889	17,75,541	7	2
June 1890	17,64,039	8	10
December 1890	18,19,560	1	1
June 1891	17,68,118	0	7
December 1891	16,52,970	14	10
June 1892	17,24,126	14	10
December 1892	18,03,769	5	4
June 1893	19,49,056	4	11
December 1893	18,72,896	13	4
June 1894	19,27,016	3	8
December 1894	20,47,177	7	9

115. Statement showing 3rd and 4th class receipts *minus* troops and police from 1873 to December 1894:—

Period.	Third-class single journey, excess, return journey and season tickets.	Fourth or cooly class.	Total 3rd and 4th classes.
	RS. A. P.	RS. A. P.	RS. A. P.
Half-year ending June 1873	8,54,760 15 9	93,640 13 0	9,48,401 12 9
" December 1873	8,41,653 1 4	1,08,073 9 0	9,49,726 10 4
" June 1874	7,89,366 1 11	1,13,226 15 0	9,02,593 0 11
" December 1874	8,31,655 4 7	1,18,789 11 0	9,50,444 15 7
" June 1875	7,32,250 15 8	1,68,858 13 0	9,01,109 12 8
" December 1875	6,72,465 4 6	1,73,676 13 0	8,46,142 1 6
" June 1876	7,16,531 11 6	2,03,373 9 0	9,19,905 4 6
" December 1876	7,41,657 1 7	2,19,170 13 0	9,60,827 14 7
" June 1877	6,38,448 12 8	2,42,352 2 6	8,80,800 15 2
" December 1877	8,79,633 13 10	1,20,088 11 0	9,99,722 8 10
" June 1878	9,01,376 1 3	67,642 11 0	9,69,018 12 3
" December 1878	8,04,743 8 3	1,14,829 12 0	9,19,573 4 3
" June 1879	6,35,114 10 2	2,65,729 13 0	9,00,844 7 2
" December 1879	9,29,071 10 9	..	9,29,071 10 9
" June 1880	9,04,920 9 10	..	9,04,920 9 10
" December 1880	8,96,463 1 1	..	8,96,463 1 1
" June 1881	9,52,306 12 1	..	9,52,306 12 1
" December 1881	9,43,731 12 9	..	9,43,731 12 9
" June 1882	9,72,568 4 7	..	9,72,568 4 7
" December 1882	10,05,113 6 2	..	10,05,113 6 2
" June 1883	10,10,789 4 7	..	10,10,789 4 7
" December 1883	9,61,665 0 1	..	9,61,665 0 1
" June 1884	10,58,699 12 8	..	10,58,699 12 8
" December 1884	10,47,457 10 4	..	10,47,457 10 4
" June 1885	10,95,135 7 6	..	10,95,135 7 6
" December 1885	11,65,264 9 5	..	11,65,264 9 5
" June 1886	11,59,988 9 10	..	11,59,988 9 10
" December 1886	11,84,455 6 3	..	11,84,455 6 3
" June 1887	12,20,247 9 0	..	12,20,247 9 0
" December 1887	11,61,859 8 10	..	11,61,859 8 10
" June 1888	12,48,832 15 11	..	12,48,832 15 11
" December 1888	13,34,289 7 9	..	13,34,289 7 9
" June 1889	13,57,252 6 7	..	13,57,252 6 7
" December 1889	13,92,223 13 3	..	13,92,223 13 3
" June 1890	13,69,221 5 1	..	13,69,221 5 1
" December 1890	14,48,927 4 1	..	14,48,927 4 1
" June 1891	14,00,154 9 11	..	14,00,154 9 11
" December 1891	12,73,641 14 9	..	12,73,641 14 9
" June 1892	13,53,452 15 6	..	13,53,452 15 6
" December 1892	14,11,625 15 5	..	14,11,625 15 5
" June 1893	15,37,298 5 4	..	15,37,298 5 4
" December 1893	14,57,772 11 4	..	14,57,772 11 4
" June 1894	15,09,595 15 2	..	15,09,595 15 2
" December 1894	15,78,599 10 11	..	15,78,599 10 11

116. The number, mileage and earnings of 3rd-class ordinary traffic, leaving out troops and police are as follows:—

Period.	Number.	Mileage.	Earnings.
			RS. A. P.
Half-year ending December 1879	1,774,690	76,638,889½	(a) 9,29,071 10 9
" June 1880	1,964,346	79,706,402	(b) 9,04,920 9 4
" December 1880	1,943,145	86,424,275	8,96,463 1 1
" June 1881	2,111,075	91,844,076	9,52,306 12 1
" December 1881	2,067,218½	90,818,781	9,43,731 12 9
" June 1882	2,189,409	93,761,162	9,72,568 4 7
" December 1882	2,046,457	96,895,425	10,05,113 6 2
" June 1883	2,195,218½	97,623,795	10,10,789 4 7
" December 1883	2,150,308	97,581,832	(c) 9,61,665 0 1
" June 1884	2,593,543	108,370,675	10,58,699 12 8
" December 1884	2,488,817	108,124,439	10,47,457 10 4
" June 1885	2,639,473½	112,860,077	10,95,135 7 6
" December 1885	2,798,556	121,224,909	11,65,264 9 5
" June 1886	2,928,490	120,522,393	11,59,988 9 10
" December 1886	3,288,543½	135,980,143	(d) 11,84,455 6 3

NOTE.—(a) Half-year ending 1879, 2 pies for ordinary trains from 1st July 1879 and 4 pies for mail trains.
 (b) Half-year ending June 1880, 2 pies are charged for ordinary trains and 4 pies for mail trains for first four months and 2 pies by all trains for the last two months, viz., from 1st May 1880.
 (c) Fare and half for return tickets for ordinary trains and 2 pies for mail trains, but to and from stations between Pódanúr and Méttupálayam and Pódanúr and Beypore, 1½ pies rate charged by mail trains.
 (d) One and half pies for single journey passengers for ordinary trains and 2 pies for mail trains, but to and from stations between Pódanúr and Méttupálayam and Pódanúr and Beypore, 1½ pies rate charged by mail trains.

Period.	Number.	Mileage.	Earnings.
			RS. A. P.
Half-year ending June 1887	3,543,684½	140,170,209	39,96,917 9 0
" December 1887	3,372,135½	133,848,628	11,01,859 8 10
" June 1888	3,724,290	142,695,239	(e) 12,48,832 15 11
" December 1888	3,951,553½	151,690,598	13,34,289 7 9
" June 1889	4,198,943	155,414,335	13,57,252 6 7
" December 1889	4,218,179	159,361,635	13,92,223 13 3
" June 1890	4,184,208	156,902,111	(f) 13,69,221 5 1
" December 1890	4,133,756½	162,833,527	(g) 14,48,927 4 1
" June 1891	4,206,099½	156,004,790	14,00,154 9 11
" December 1891	3,919,473	148,726,896	(h) 12,73,641 14 9
" June 1892	4,259,953½	153,063,622	13,53,452 15 6
" December 1892	4,487,133	165,611,362	14,11,625 15 5
" June 1893	4,998,677	180,292,338	15,37,298 5 4
" December 1893	4,675,724	170,719,562	14,57,772 11 4
" June 1894	4,954,351	177,046,939	15,09,595 15 2
" December 1894	5,048,748	185,288,555	15,78,599 10 11

(e) Half-year ending June 1888, on and after 5th March 1888, 2 pies are charged for passengers booked to and from stations west of Pódanúr by mail trains except that for stations on the Nilgiri and Palghat branches, the fares by mail trains are 1½ pies per mile.

(f) From 1st March 1890, the fares by mail trains throughout the line are 2 pies per mile.

(g) From 1st October 1890, the fares by mail trains throughout the line are 3 pies per mile.

(h) From 1st August 1891, the fares by mail trains are 2½ pies per mile except that for stations between Pódanúr and Calicut and Palghat branches the fares by mail trains are 1½ pies per mile.

117. The receipts from parcels traffic (public) during the past ten years have been as follows:—

Half-year ending June	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Half-year ending June 1885	88,992 5 9									
" December 1885	1,07,520 9 0									
" June 1886	88,999 5 11									
" December 1886	1,00,021 9 5									
" June 1887	99,437 10 6									
" December 1887	1,10,502 0 8									
" June 1888	1,13,351 13 6									
" December 1888	1,22,872 15 4									
" June 1889	1,14,325 6 2									
" December 1889	1,22,051 4 4									
" June 1890	1,06,372 12 1									
" December 1890	1,23,187 6 8									
" June 1891	1,04,585 8 4									
" December 1891	1,18,642 12 8									
" June 1892	1,01,956 0 11									
" December 1892	1,34,095 5 1									
" June 1893	1,15,188 2 4									
" December 1893	1,49,422 7 5									
" June 1894	1,30,321 15 4									
" December 1894	1,67,055 9 8									

118. It will be seen from a comparison of the several heads of abstract I, that the following have been the fluctuations which have led to the net decrease of Rs. 1,69,198-12-8:—

Traffic.	Half-year ending December 1893.	Half-year ending December 1894.	Increase.	Decrease.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
1. Merchandise, general	28,53,369 1 3	27,10,427 12 3	..	1,42,941 5 0
2. Military stores	32,334 12 0	33,393 8 0	1,058 12 0	..
3. Railway materials	16,870 2 0	7,955 8 11	..	8,914 9 1
4. Coal	1,67,423 6 0	1,66,806 6 0	..	617 0 0
5. Revenue stores	52,393 14 0	39,336 14 11	..	13,056 15 1
6. Live stock	9,640 4 3	8,787 5 9	..	852 14 6
7. Military live stock	5,865 10 0	1,728 3 0	..	4,137 7 0
8. Rents and demurrage	4,497 7 8	4,805 4 3	307 12 7	..
9. Interest on outstanding bills	..	..	..	..
10. Miscellaneous	2,708 9 3	2,663 6 8	..	45 2 7
Total	31,45,103 2 5	29,75,904 5 9	1,366 8 7	1,70,565 5 3
			Deduct increase	1,366 8 7
			Net decrease	1,69,198 12 8

119. The following table prepared from the Analysis will show the progress of our business and the economy observed in conducting it.

Traffic.	Dec. 1883.	June 1884.	Dec. 1884.	June 1885.	Dec. 1885.	June 1886.	Dec. 1886.	June 1887.	Dec. 1887.	June 1888.	Dec. 1888.	June 1889.	Dec. 1889.	June 1890.	Dec. 1890.	June 1891.	Dec. 1891.	June 1892.	Dec. 1892.	June 1893.	Dec. 1893.	June 1894.	Dec. 1894.
Total earnings per train-mile ..	3.478	3.419	3.280	3.483	3.389	3.553	3.459	3.587	3.448	3.584	3.552	3.778	3.908	3.977	3.757	3.802	3.612	3.811	3.828	4.064	3.888	4.031	4.171
Total working expenses per train-mile ..	2.119	1.953	1.993	2.004	1.928	2.036	2.129	2.267	2.289	2.093	2.097	2.128	2.405	2.109	1.948	2.220	2.094	2.147	2.086	1.880	1.905	2.089	2.181
Total net earnings per train-mile ..	1.359	1.466	1.287	1.479	1.461	1.517	1.330	1.320	1.159	1.491	1.455	1.650	1.503	1.868	1.809	1.582	1.518	1.664	1.742	2.184	1.923	1.942	1.990
COACHING TRAFFIC.																							
Average sum received for carrying a unit one mile.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.	PIER.
First-class ..	12.44	14.30	13.65	14.90	13.09	13.95	11.81	15.39	10.50	13.54	10.95	14.67	9.37	11.66	10.16	11.24	9.73	10.32	10.32	10.18	9.94	11.65	10.42
Second-class ..	5.79	5.93	6.06	5.96	5.85	5.66	5.87	6.03	5.51	6.10	5.68	5.51	6.21	5.33	4.52	5.48	5.16	5.29	5.34	5.18	4.92	5.25	5.19
Lowest class ..	1.94	1.88	1.86	1.87	1.85	1.85	1.66	1.66	1.67	1.70	1.70	1.68	1.68	1.68	1.72	1.73	1.65	1.63	1.64	1.64	1.64	1.64	1.64
Average for all classes ..	2.19	2.13	2.09	2.11	2.05	2.06	1.83	1.86	1.86	1.92	1.87	1.87	1.81	1.84	1.86	1.90	1.81	1.78	1.79	1.78	1.79	1.80	1.78
AVERAGE COST OF HAULING A COACHING UNIT ONE MILE.																							
Per passenger unit ..	1.09	.89	.95	.98	.93	.96	.98	1.10	1.21	1.03	1.01	.99	1.07	.90	.91	1.09	1.03	1.04	1.03	.82	.90	.92	.89
Average profit per passenger ..	1.10	1.24	1.14	1.13	1.12	1.10	.90	.76	.65	.89	.86	.88	.74	.94	.95	.81	.78	.74	.76	.96	.89	.88	.89
Average sum received for other coaching traffic per ton per mile ..	32.66	32.55	28.89	36.95	34.46	35.35	35.01	36.53	36.27	35.59	37.30	39.25	35.31	38.60	37.60	39.77	37.34	37.92	36.88	39.07	37.21	37.66	31.33
Average cost of hauling other coaching traffic per ton per mile ..	10.08	13.47	13.06	15.21	14.16	15.25	15.68	15.57	16.80	13.49	13.46	14.06	14.39	12.17	11.81	14.00	12.52	13.29	11.81	11.16	9.31	11.96	9.12
Average profit per ton ..	22.58	19.08	15.83	21.74	20.30	20.10	19.33	20.96	19.47	22.10	23.84	25.19	20.92	26.43	25.79	25.77	24.82	24.63	25.07	27.91	27.90	25.70	22.20
Average profit per ton ..	8.60	7.75	7.69	7.93	7.65	7.76	7.59	7.73	7.75	7.83	7.79	7.90	7.60	7.83	7.49	7.42	7.16	8.33	8.27	8.12	8.25	8.57	8.52
GOODS TRAFFIC.																							
Average sum received for carrying a ton one mile ..	6.08	5.29	5.57	5.16	5.00	5.00	5.25	5.23	5.38	4.91	5.02	4.73	4.88	4.13	4.05	4.46	4.25	4.63	4.41	3.76	4.30	4.58	4.67
Average cost of hauling a goods unit, viz., one ton one mile ..	2.52	2.46	2.12	2.77	2.65	2.76	2.34	2.50	2.37	2.92	2.77	3.17	2.72	3.70	3.44	2.96	2.91	3.70	3.86	4.36	3.95	3.99	3.85

120. The following classification of all goods carried is designed to show country and foreign trade:—

Description.	Half-year ending December 1893.		Half-year ending December 1894.	
	MDS.	RS.	MDS.	RS.
<i>Country trade.</i>				
Food-grains ..	3,639,071	8,57,827.	2,574,969	5,91,691
Miscellaneous articles for domestic consumption ..	2,010,505	5,76,514	2,300,135	6,63,007
Salt and saltpetre ..	774,308	1,46,370	708,189	1,36,287
Materials used in building, construction and manufacture ..	1,622,536	2,50,165	1,895,202	2,82,216
Cloths, piece-goods and twist (Indian) ..	155,536	72,102	178,493	82,153
Sundries ..	850,212	3,43,987	853,238	3,25,213
Total ..	9,052,218	22,46,965	8,510,236	20,80,567
<i>Foreign trade.</i>				
Exports or Colonial produce ..	1,319,197	5,45,942	1,357,746	5,66,539
Imports, cloths, piece-goods and twist (European) ..	82,136	42,944	85,496	45,351
European stores for consumption in India ..	113,422	43,241	121,569	48,115
Coal and coke for the public ..	1,140,790	1,56,720	1,071,319	1,50,218
Do. for the company ..	332,167	10,703	580,441	16,588
Railway materials, &c. ..	301,127	23,482	398,640	11,205
Total ..	3,288,839	8,23,032	3,615,211	8,38,016
Grand Total ..	12,341,057	30,69,997	12,125,447	29,18,583

121. The following statement is framed to give a comparison of the internal trade (sub-divided into food-grains and other commodities) and the external or foreign trade (exports or imports) passing over the railway for a series of years.

Periods.	Country trade.				Foreign trade, exports or imports.		Railway stores.		Total.	
	Food-grains.		Other commodities.		Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
	MDS.	RS.	MDS.	RS.						
					Weight.	Amount.				
							MDS.	RS.	MDS.	RS.
December 1876	6,448,865	15,09,576	8,276,612	17,24,504	1,961,615	10,20,858	31,521	4,791	16,718,613	42,59,729
" 1877	20,037,972	47,11,730	5,526,394	17,51,285	1,323,601	6,65,916	36,818	6,159	26,923,885	70,36,090
" 1878	6,068,324	14,59,187	6,897,239	16,83,706	1,508,683	7,72,187	38,055	4,646	14,512,251	36,19,726
" 1879	6,724,330	12,24,775	10,068,871	16,84,744	1,791,713	7,66,609	27,769	3,755	17,612,883	46,79,883
" 1880	3,553,664	6,58,852	11,107,066	17,94,168	1,876,213	7,99,698	51,461	8,685	16,586,404	32,61,373
" 1881	3,377,162	6,38,158	8,070,609	18,42,019	2,112,658	8,52,893	85,806	16,013	13,646,134	33,49,083
" 1882	3,380,180	4,44,323	7,131,950	20,54,220	2,676,042	10,35,624	2,723	528	13,190,895	37,31,695
" 1883	3,158,585	4,90,871	8,168,934	21,47,050	2,979,301	9,82,154	5,067	1,387	14,011,887	36,21,462
" 1884	4,757,712	7,03,707	9,628,133	22,07,239	3,044,239	9,05,763	2,242,349	20,133	18,672,433	38,36,842
" 1885	5,392,637	7,60,500	9,308,882	22,08,177	3,070,405	10,77,417	716,531	281,658	17,736,856	41,33,851
" 1886	4,919,219	7,42,809	9,505,486	22,65,441	3,070,405	10,77,268	612,079	2,16,169	18,107,189	42,91,836
" 1887	4,764,534	7,00,158	11,045,625	24,08,793	3,070,405	10,77,268	977,516	2,80,143	19,810,093	44,66,367
" 1888	5,897,284	8,55,062	11,414,388	25,13,396	2,786,380	12,80,920	1,335,291	1,95,869	22,168,163	50,31,232
" 1889	6,233,007	10,96,066	12,956,764	25,85,619	3,348,244	12,80,920	859,999	1,37,166	23,582,056	51,69,771
" 1890	3,147,023	5,83,562	5,959,419	13,06,791	3,532,286	6,04,704	763,973	1,39,574	11,810,303	26,34,631
Half-year ending June 1891	4,669,761	8,32,337	6,469,552	12,78,849	1,939,938	6,04,704	240,934	49,263	12,379,551	27,28,956
" Dec. 1891	2,805,874	6,06,282	5,447,181	13,95,167	2,282,189	6,83,330	760,619	40,835	11,255,863	27,25,614
" June 1892	3,444,841	7,14,125	6,844,054	15,48,031	2,421,640	6,82,500	645,552	18,522	12,369,087	28,09,019
" Dec. 1892	3,556,846	7,74,123	6,270,895	15,48,031	2,673,839	7,57,636	70,228	11,787	12,471,808	30,91,577
" June 1893	3,639,071	8,57,827	6,413,147	15,37,876	2,987,712	7,99,530	301,127	23,482	12,341,057	29,39,768
" Dec. 1893	2,495,031	5,73,899	5,991,504	15,37,876	2,873,597	8,08,340	418,547	19,653	11,778,679	29,16,583
" June 1894	2,574,969	5,91,691	5,935,267	14,68,876	3,216,571	8,26,811	398,640	11,205	12,125,447	29,16,583
" Dec. 1894										

The total in the foregoing for the past half-year, viz., Rs. 29,18,583, is made up from items in abstract I of the revenue account, thus—

	RS.
1. Merchandise	27,10,428
2. Military stores	33,393
3. Railway materials	7,956
4. Coal for the public, &c.	1,66,806
Total	29,18,583

122. The following are the chief commodities interchanged with foreign railways working with the Madras Railway in the half-year under review and the corresponding half-year in 1893. This statement shows an increase in weight of 15,972 tons and in amount of Rs. 50,356 during the past half-year:—

Description of commodity.	To and from Foreign Railways.			
	Half-year ending December 1893.		Half-year ending December 1894.	
	TONS.	RS.	TONS.	RS.
I. Coal and coke carried for the public and foreign railways	4,179	52,021	34,585	1,31,073
II. Cotton, raw	347	4,561	384	5,363
III. Cotton, manufactured—	954	8,868	1,145	11,594
1. Twist and yarn, European	416	7,221	442	8,307
2. Do. Indian	1,857	24,732	1,985	24,821
3. Piece-goods, European	..	..	..	..
4. Do. Indian	..	..	..	..
IV. Drugs and chemicals—	..	..	..	..
1. Intoxicating, other than opium	401	4,676	527	4,873
2. Non-intoxicating	..	..	..	..
(a) Cinchona bark	..	..	..	..
(b) Others	327	7,621	272	5,098
V. Dyes and tans—	..	..	..	..
1. Indigo	..	..	..	..
2. Myrabolams	594	3,716	802	5,383
3. Cutch	..	..	..	..
4. Turmeric	3,121	26,982	4,130	46,999
5. Aniline dyes	1,658	12,670	1,334	11,453
6. Others	..	..	..	..
VI. Grain and pulse—	10,898	85,536	5,423	40,079
1. Wheat	3,362	17,931	5,312	34,621
2. Rice in the husk	13,450	96,479	1,576	11,197
3. Rice not in the husk	9,402	63,896	4,306	23,392
4. Jawar and Bajra	28,819	1,66,066	10,916	77,630
5. Gram and pulse	..	..	..	..
6. Others	..	..	..	..
VII. Hides and skins—	..	..	..	..
1. Hides of Cattle—	109	1,462	1,061	17,614
(a) Dressed or tanned	..	..	..	..
(b) Raw	908	18,417	1,750	30,861
2. Skins of sheep, &c.—	4,947	84,428	6,306	97,872
(a) Dressed or tanned	..	..	61	689
(b) Raw	..	..	..	..
VIII. Horns	1,624	15,334	1,252	12,021
IX. Jute—	..	..	..	..
1. Raw	..	..	..	..
2. Gunny bags and cloth	..	..	..	..
X. Lac—	35	1,013	29	840
1. Stick	..	..	..	..
2. Shell	..	..	..	..
XI. Leather, manufactured—	664	11,457	1,002	15,202
1. Beer	915	4,982	847	4,796
2. Spirits	39	729	61	783
3. Wines	..	..	..	..
XIII. Metals—	..	..	..	..
1. Copper, unwrought	237	3,187	171	2,514
2. Brass, unwrought	2,205	25,407	1,733	20,548
3. Copper, wrought	87	1,001	106	1,568
4. Brass, wrought	..	..	..	..
5. Iron	..	..	..	..
6. Others	962	10,190	931	12,770
XIV. Oils—	417	935	339	904
1. Kerosine	84	936	107	989
2. Castor	465	2,340	1,358	8,074
3. Coconut	..	..	..	..
4. Others	..	..	..	..
Carried forward	93,463	7,66,794	93,455	7,12,773

Description of commodity.	To and from Foreign Railways.				
	Half-year ending December 1893.		Half-year ending December 1894.		
	TONS.	RS.	TONS.	RS.	
XV. Oil-seeds—	Brought forward ..	93,483	7,66,794	93,455	7,12,773
1. Linseed .. .. .	.. .. .	..	..	..	..
2. Rape and mustard .. .. .	.. .. .	167	1,370	233	2,048
3. Til or jinjili .. .. .	.. .. .	3,221	22,741	6,125	44,688
4. Poppy .. .. .	.. .. .	..	..	..	..
5. Earthnuts .. .. .	.. .. .	976	2,795	834	6,130
6. Castor .. .. .	.. .. .	387	2,468	3,107	21,746
7. Others .. .. .	.. .. .	3,320	18,493	1,968	10,260
XVI. Opium .. .. .	.. .. .	..	..	..	..
XVII. Paper and pasteboard .. .. .	.. .. .	47	794	45	730
XVIII. Provisions—					
1. Ghee .. .. .	.. .. .	332	4,116	400	4,569
2. Dried fruits and nuts .. .. .	.. .. .	634	5,085	468	3,150
3. Others .. .. .	.. .. .	9,053	57,350	8,569	65,472
XIX. Railway Plant and Rolling-stock carried for the Public and Foreign Railways—					
(1) Locomotive Engines and tenders and parts thereof .. .. .	.. .. .	..	..	..	..
(2) Carriages and truck and parts thereof .. .. .	.. .. .	..	..	..	..
(3) Materials .. .. .	.. .. .	..	..	..	..
(a) Steel rails and fish plates .. .. .	.. .. .	..	..	214	1,281
(b) Sleepers and keys of steel and cast iron .. .. .	.. .. .	..	..	..	..
(c) Other sorts .. .. .	.. .. .	76	572	61	842
XX. Salt .. .. .	.. .. .	1,422	8,157	1,616	7,756
XXI. Saltpetre, &c.—					
1. Saltpetre .. .. .	.. .. .	..	..	..	..
2. Other saline substances .. .. .	.. .. .	..	..	..	..
XXII. Silk, Raw—					
1. Foreign .. .. .	.. .. .	..	..	..	..
2. Indian .. .. .	.. .. .	42	915	44	848
XXIII. Silk, Piece-goods—					
1. Foreign .. .. .	.. .. .	..	..	..	..
2. Indian .. .. .	.. .. .	..	..	..	..
XXIV. Spices—					
1. Betel-nuts .. .. .	.. .. .	2,428	27,324	2,445	31,209
2. Pepper .. .. .	.. .. .	247	2,871	265	3,362
3. Ginger .. .. .	.. .. .	67	568	151	1,270
4. Chillies .. .. .	.. .. .	856	14,187	508	6,576
5. Cardamoms .. .. .	.. .. .	..	..	..	..
6. Others .. .. .	.. .. .	301	1,737	297	2,819
XXV. Stone and lime .. .. .	.. .. .	786	4,474	1,438	5,158
XXVI. Sugar—					
1. Refined or crystallized including sugarcandy .. .. .	.. .. .	897	6,725	792	6,933
2. Unrefined, viz., molasses and jaggery or gur and other saccharine produce .. .. .	.. .. .	2,875	26,888	3,375	22,312
XXVII. Tea—					
1. Foreign .. .. .	.. .. .	..	..	..	..
2. Indian .. .. .	.. .. .	39	1,387	51	2,177
XXVIII. Timber .. .. .	.. .. .	3,482	19,929	13,708	49,624
XXIX. Tobacco—					
1. Unmanufactured .. .. .	.. .. .	1,050	9,117	930	9,555
2. Manufactured .. .. .	.. .. .	..	..	..	..
(a) Cigars .. .. .	.. .. .	212	3,439	240	3,852
(b) Other sorts .. .. .	.. .. .	225	2,269	445	5,093
XXX. Wool, raw .. .. .	.. .. .	..	..	71	702
XXXI. Wool, Manufactured—					
1. Piece-goods, European .. .. .	.. .. .	35	697	35	770
2. Do. Indian .. .. .	.. .. .	219	2,515	169	1,551
3. Shawls .. .. .	.. .. .	..	..	..	..
XXXII. All other articles of merchandise .. .. .	.. .. .	8,048	98,958	8,782	1,30,316
Total		134,917	11,14,735	150,889	11,65,091

123. The interchange of passenger traffic with the railways that are connected with the Madras Railway is given in the following table, and shows an increase in numbers by 101,828 and in amount of Rs. 29,179-10-2 as compared with the corresponding half-year.

Passengers' traffic.	To and from Foreign Railways.			
	Half-year ending December 1893.		Half-year ending December 1894.	
	Number.	Amount.	Number.	Amount.
Passengers, 1st class ..	1,878	RS. A. P. 26,805 10 11	2,744	RS. A. P. 33,540 9 3
" 2nd ..	4,894	28,260 15 0	6,395	32,862 6 2
" 3rd ..	212,433	2,26,773 7 5	315,943	2,64,225 0 3
Soldiers, 1st ..	388	4,407 2 0	380	4,304 14 0
" 2nd ..	3,199	20,299 13 7	3,229	9,436 5 9
" 3rd ..	20,468	30,651 3 9	16,179	21,357 4 5
Return fares, 1st ..	78	1,291 11 0	130	1,130 3 0
" 2nd ..	82	618 4 0	163	1,298 15 0
" 3rd ..	1,985	137 3 6	2,070	129 11 0
Excess, 1st ..	..	515 4 0	..	567 15 0
" 2nd ..	..	148 11 6	..	303 2 6
" 3rd ..	..	226 5 9	..	359 0 3
Total ..	245,407	3,40,135 12 5	347,235	3,69,315 6 7

124. *Expenditure.*—The notes against each head of expenditure in the following table show, generally, in a comparative form, the work done in each department for each half-year:—

Departments.	Half-year ending December 1893.			Half-year ending December 1894.		
	Work of departments.	Cost.	Per cent. of revenue.	Work of departments.	Cost.	Per cent. of revenue.
Abstract A.	MS. CH. FT.	RS. A. P.		MS. CH. FT.	RS. A. P.	
Maintenance of way, works and stations.	1,013 71 1	6,07,834 15 6	11.65	1,016 79 3	5,89,190 7 11	11.45
Abstract B.						
Locomotive expenses.	Gross mileage of engines, 1,570,409. Number of engines under repair at any one time, 41.	9,98,250 5 1	19.13	Gross mileage of engines, 1,456,574. Number of engines under repair at any one time, 40.	9,68,519 15 2	18.81
Abstract C.						
Carriage and wagon expenses.	Number of vehicles under repair at any one time, 148. Number constructed and renewed 43.	2,58,265 0 7	4.95	Number of vehicles under repair at any one time, 188. Number constructed and renewed 99.	3,41,075 14 6	6.63
Abstract D.						
Traffic expenses ..	Profitable train mileage, 1,342,258. Number of stations, 142.	4,67,901 14 8	8.77	Profitable train mileage, 1,234,088. Number of stations, 144.	4,23,468 2 3	8.22
Abstract E.						
General charges ..	Miles 840	2,75,387 2 6	5.28	Miles 840	2,79,362 12 3	5.43
Abstract G.						
Special and miscellaneous expenditure.	....	39,949 9 3	.76	....	89,938 4 1	1.76
Total ..		26,37,588 15 7	50.54		26,91,555 8 2	62.29

125. *Railway Schools.*—The particulars of the attendance and cost of all railway schools during the half-year as under:—

Name of school.	Number on register.	Average attendance.	Expenditure.	Receipts.	Net cost.
			RS. A. P.	RS. A. P.	RS. A. P.
Perambur ..	130	96.50	(a) 3,016 11 1	693 8 0	2,323 3 1
Jalarpet ..	52	41.83	1,068 1 10	323 7 7	744 10 3
Salem ..	34	26.33	837 5 5	190 9 8	646 11 9
Podanur ..	100	84.00	1,790 3 8	599 4 11	1,190 14 9
Rénigunta ..	19	14.50	550 2 2	104 10 7	445 7 7
Gooty ..	50	37.68	903 11 8	234 12 4	668 15 4
Raichur ..	31	23.95	1,072 5 9	627 12 10	444 8 11
Railway School Library	..	..	60 0 0	..	60 0 0
Total ..	416	324.79	9,298 9 7	2,774 1 11	6,524 7 8

(a) The expenditure on the Perambur School includes the cost of the Gymnastic Instructors.

126. *Madras Railway Provident Institution*.—The following details are given in continuation of those contained in my report for the half-year ending 30th June 1894:—

Number of Subscribers.						On 30th June 1894.	On 31st Decem- ber 1894.
Obligatory	...	...	...	...	...	3,166	3,115
Voluntary	...	...	...	...	...	93	90
Total						3,259	3,205

Amount at credit at 31st December 1894—

	Rs.	A.	P.
Obligatory	4,08,545	0	5
Voluntary	42,049	6	2
Bonus	20,965	12	0
Profit and loss account	1,614	8	7
Reserve fund	8,870	9	11
Subscribers old Provident fund	1,755	0	0
Total	4,83,800	5	1

The above bonus has been included in accounts of the half-year under review.
The following securities were purchased during the half-year:—

	Rs.
Bombay Port Trust Debentures	37,000
Do. Municipal Sanitary Works Debentures	55,000
Madras Municipal Debentures	5,000

127. *Staff*.—The only change in the official staff of the Audit office during the half-year ending 31st December 1894 was the appointment on the 26th July 1894 of Mr. T. H. Woodliffe to be Fourth Assistant Auditor in the place of Mr. W. J. Parr, who left the service on the 6th March 1894.

128. A list of the statements forwarded herewith is annexed.

(Signed) T. WAKE,
Ag. Chief Auditor.

ORDER—dated 23rd March 1895, No. 199 R., Public Works.

Ordered that the note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the second-half of 1894 be forwarded to the Government of India and to the Secretary of State for India in continuation of G.O., No. 141 R., dated 9th March 1895.

[Here enter No. 200 R., dated 23rd March 1895.]

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Railway Accounts, Madras.

ENDORSEMENT—dated 23rd March 1895, No. 200 R., Public Works.

Forwarded.

(By Order.)

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

RAILWAY.

Gobt. of {1895} Madras.
PUBLIC WORKS.

Dated March, 23rd.

Recd.

Encl.

G.O., 23rd March 1895, Nos. 199,
200 R.

MARCH.

Madras Railway

Forwarding the note by the Chief Auditor
on the Capital and Revenue Accounts of the
— for the second-half of 1894.

MADRAS RAILWAY COMPANY,

Chief Auditor's Office,

Madras, 6th March, 1895.

THE AGENT AND MANAGER,

Madras Railway Company.

Note by the Chief Auditor on the Capital and
Revenue Accounts Madras Railway for the half
year ended the 31st December 1894.

I beg to forward herewith the annual statement of the Company's accounts for the
half-year ending 31st December, 1894.

Capital.

2. Statement No. V.—The Capital expenditure for the half-year after crediting a
sum of Rupees 11,115-7-9 amounted to Rupees 1,44,184-15-0 and was incurred chiefly on
additions and alterations at stations. The credit of Rupees 11,115-7-9 was the amount
recovered from the Kolar Gold Fields Railway towards the cost of Junction arrangements at
Bowringpet, under clause 11 of the Working Agreement with the Mysore Durbar.

3. Statement No. VI.—The total capital outlay including suspense from the commence-
ment of operations to the end of the half-year under review was Rupees 12,05,29,868 and the
expenditure excluding suspense Rupees 11,77,41,334 which gives an average of Rupees 1,40,298
per mile open.

4 The Company have undertaken to carry out the following works for and at the
expense of Government, and they were all in progress at the close of the year:—

- (a) Construction of the Ennore section of the Madras, Bezwada Railway.
- (b) Survey for a line from Calicut to Cannanore.
- (c) Survey for a line from Shoranur to Cochin.

REVENUE.

General Results.

5. The following table shews the general results of working:—

	Half-year ending December, 1893.	Half-year ending December, 1894.	DIFFERENCE.	
	Miles.	Miles.	Miles.	Per Cent.
Mean Mileage worked ...	839.22	839.22	—	—
Train-Mileage ...	1,342,258	1,234,088	— 108,170	— 8.06
	No.	No.	No.	
Average number of trains over the whole line daily in both directions.	8.69	7.99	— .70	— 8.06
	RS.	RS.	RS.	
Gross Earnings ...	52,18,323	51,47,080	— 71,243	— 1.37
Working Expenses ...	26,37,589	26,91,555	+ 53,966	+ 2.05
Net Earnings ...	25,80,734	24,55,525	— 1,25,209	— 4.85
Percentage of working expenses to Gross Earnings ...	50.54	52.29	+ 1.75	...
Percentage of Net Earnings to capital outlay, including suspense ...	2.14	2.04	— .10	...

6. The Gross Earnings per mean mile worked per week averaged Rupees 236, against Rupees 239 and were realized at a cost of 52.29 per cent. against 50.54 per cent. in the corresponding half of the previous year.

7. The Net Earnings for the half-year after paying the contribution to the Provident Institution, fell short of the guaranteed interest by Rupees 4,51,951. During the half-year the percentage of Net Earnings on total capital outlay, including suspense, was 2.04 as compared with 2.14 in 1893.

Gross Earnings.

8. The following table shews the Gross Earnings for the two half-years.

	Half-year ending Dec., 1893.	Half-year ending Dec., 1894.	DIFFERENCE.	
			Amount.	Per Cent.
	RS.	RS.	RS.	
Coaching ...	19,52,189	20,99,202	+ 1,47,013	+ 7.53
Goods ...	31,45,103	29,75,904	— 1,69,199	— 5.38
Electric Telegraph ...	9,518	8,885	— 633	— 6.65
Steam-boat ...	1,11,513	63,089	— 48,424	— 43.42
Sundries ...	...	...	...	...
Total ...	52,18,323	51,47,080	— 71,243	— 1.37

9. **Abstract H.—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 1893.	10,174	84,894	34,176	1,06,449	4,708,556	14,93,055	4,752,906	16,84,398
Second half of 1894.	10,220	89,445	38,807	1,05,120	5,078,533	16,06,363	5,127,560	18,00,928
Increase ...	46	4,551	4,631	1,329	369,976	1,13,308	374,654	1,16,530
Decrease ...	...	...	...	...	...	...	...	...

10. The increases and decreases of the various descriptions of Passenger Traffic are shewn in the Detail Statement of Abstract H. *vide* para 113.

11. The first class traffic shews an increase of 46 in number and Rs. 4,551. This is entirely confined to the ordinary Traffic, as a decrease is recorded under the head of Troops and Police and passengers holding Periodical tickets.

12. The second class traffic shews an increase of 4,631 $\frac{1}{2}$ passengers and a decrease of Rs. 1,329. The ordinary traffic, as in the first class, shews a satisfactory result, a large decrease having occurred in Troops and Police traffic.

13. The third class traffic with an increase of 369,976 $\frac{1}{2}$ in number and of Rs. 1,13,308 in earnings must also be regarded as very satisfactory, and it may be noticed that the number of passengers travelling 5,078,533 exceeds the highest number in this class hitherto recorded by nearly 50,000.

14. Passengers' Luggage shews an increase of Rs. 1,551.

15. The receipts from ordinary Horse, Carriage and Dog traffic shew the substantial increase of Rs. 6,564, a small decrease, Rs. 684 is however recorded under the head of Military Horse, Carriage and Dog.

16. Military Baggage shews a decrease of Rs. 4,047 which is no doubt attributable to the fact that a smaller number of troops were carried during the half-year under review than in the corresponding period of 1893.

17. Parcels for the Public—An increase of Rs. 17,633 or 11.80 per cent. occurs under this head.

18. **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 1893.

	HALF-YEAR ENDING, DEC., 1893.		HALF-YEAR ENDING, DEC., 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, general ...	388,592	28,53,369	369,677	27,10,428
Military stores ...	820	32,335	913	33,393
Railway materials for construction ...	9,825	16,870	14,158	7,956
Coal (including Locomotive Revenue) ...	54,108	1,67,423	60,676	1,66,806
Revenue stores (excluding Locomotive Coal) ...	100,232	52,394	96,297	39,337
Other goods traffic ...	...	22,712	...	17,984
	553,577	31,45,103	541,721	29,75,904
Less—Outstandings irrecoverable or not recovered ...	...	...	...	...
TOTAL ...	553,577	31,45,103	541,721	29,75,904

19. Under the head of Merchandise General a decrease of tons 18,915 and Rs. 1,42,941 occurs. As in June 1894 half-year, the decrease is almost entirely confined to Grain traffic. A somewhat large decrease however is recorded under the head of Raw Cotton; with the exception of Grain and Cotton a fairly general increase is recorded under nearly all heads. The fluctuations under each head of traffic are given in another paragraph.

20. Railway Materials for construction—Increase tons 4,333 and decrease Rs. 8,914. The increase in weight with a falling off in receipts is brought about by the large quantity of Ballast trained on capital account during the half-year ending December, 1894, principally in connection with the additional sidings at Olavakkot and Palghat, a low rate in comparison with the weight is levied for this traffic and the apparent decrease in money is the result.

21. Coal (including Loco. Revenue), increase tons 6,568 and decrease Rs. 617. The quantity of Coal used by the Loco. Department in the past half-year shews a considerable increase the tonnage trained for the Public being less than in the corresponding period. The decrease in money is attributable to the low rate fixed for the carriage of Loco. Coal as compared with that charged to the Public.

22. Revenue Stores (excluding Loco. Coal), decrease tons 3,935 and Rs. 13,057.

23. The following table shews some of the Principal Commodities included above, under the head of "Merchandise General" carried during the two half-years under comparison.

	HALF-YEAR ENDING DEC., 1893.		HALF-YEAR ENDING DEC., 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
COTTON— Raw	15,606	2,16,645	10,795	1,56,986
COTTON MANUFACTURED— Piece Goods, Indian	3,393	47,190	3,819	52,143
DYES AND TANS— Others	6,084	51,093	8,143	80,753
GRAIN AND PULSE— Rice in the husk	18,061	1,33,080	16,860	1,16,029
Rice not in the husk	24,981	1,24,041	32,235	1,77,297
Jawar and Bajra	16,513	1,19,458	29,441	20,141
Gram and Pulse	22,042	1,46,345	13,576	80,201
Others	50,311	3,21,598	27,422	1,85,865
HIDES AND SKINS— Skins of Sheep, &c.— (a). Dressed or tanned	2,993	36,831	4,354	67,326
(b). Raw	7,822	1,12,161	9,430	1,21,332
JUTE— Gunny bags and Cloth	3,602	33,218	3,448	31,371
METALS— Iron	6,277	68,981	5,185	58,607
OILS— Kerosine	4,946	48,112	4,783	56,914
OIL SEEDS— Til or Jingili	5,496	35,762	7,790	54,589
Castor	1,494	9,068	8,612	63,501
Others	6,849	43,273	6,459	37,673
PROVISIONS— Others	28,692	2,17,291	29,879	2,13,840
SALT	28,403	1,45,934	25,957	1,35,724
SPICES— Betel Nuts	4,741	51,774	5,520	63,167
Chillies	2,644	38,759	2,260	27,165
Stone and Lime	16,034	28,302	16,670	34,253
SUGAR— Unrefined viz., Mollasses and Jaggery or Gur and other Saccharine produce	10,687	71,351	8,326	52,753
TIMBER	35,998	1,38,205	46,573	1,76,004
TOBACCO— Unmanufactured	4,201	33,450	5,169	40,955
ALL OTHER ARTICLES OF MERCHAN- DISE	25,852	2,89,384	25,532	2,68,965

NOTE.— I. The Traffic Manager's Report will give the causes of the principal differences in the receipts of the various commodities.

24. Cotton—Raw.—Decrease tons 4,811 and Rs. 59,659. This decrease is almost entirely due to local traffic from stations on the N. W. Line Tadpatri, Adoni, Raichur, and Timmencherla being most noticeable. The traffic forwarded from Tiruppur and Coimbatore however shews an increase over corresponding period.

25. Cotton—Manufactured—Piece Goods, Indian.—Increase tons 426 and Rs. 4,953.

26. Dyes and Tans—Others.—Increase tons 2,059 and Rs. 29,660 about Rs. 9,000 of this increase is attributable to local traffic forwarded from N. W. Line stations and from Bangalore. The foreign increase is principally due to traffic from foreign lines *via* Guntakal and Raichur.

27. Grain and Pulse—Rice in the husk.—Decrease tons 1,201 and Rs. 17,051. The decrease in this case is more than accounted for by the falling off in traffic received from other Railways *via* Bangalore City. During the half-year ending December, 1893 the Madras Railway share of the traffic through this Junction amounted to some Rs. 53,000 while in this half-year we received only some Rs. 19,000. Very little traffic was received in the last quarter of the '94 half-year the months of July, August and September alone realized some Rs. 17,000 out of the total for the half-year. The local traffic consigned from Stations on the S. W. line and the Bangalore branch shews a considerable increase and the traffic from Cuddapah on the N. W. line is also better than in the corresponding period.

28. Grain and Pulse—Rice not in the husk.—Increase tons 7,304 and Rs. 53,256. This increase is almost entirely local. Increased traffic was invoiced at Salt Cotaurs and generally at the N. W. line Stations up to Renigunta. On the S. W. line Katpadi and Arcot both contribute to the improvement, in the month of November an exceptional increase of Rs. 8,000 is recorded at Katpadi Station.

29. Grain and Pulse—Jawar and Bajra.—Decrease tons 13,529 and Rs. 99,317. The local decrease under this head amounts to Rs. 12,000 principally due to a falling off in the traffic from N. W. line Stations north of Gooty. The foreign decrease is mainly confined to traffic from foreign lines *via* Bangalore City and to the South of India *via* Erode, we have also received less traffic from the Southern Mahratta Railway and beyond *via* Guntakal.

30. Grain and Pulse—Gram and Pulse.—Decrease tons 8,466 and Rs. 66,144. The local decrease in this case is due principally to smaller traffic from Calicut and Madras. A somewhat considerable increase is noted in the traffic consigned locally from stations between Jalarpet and Salem. A large decrease is recorded in traffic received from foreign lines *via* Raichur and Guntakal.

31. Grain and Pulse—Others.—Decrease tons 22,889 and Rs. 1,35,733. The decrease is principally in traffic received from foreign lines *via* Bangalore City and despatched to the South of India *via* Erode. The falling off in local traffic is recorded at stations on the Bangalore Branch.

32. Hides and Skins—Skins of Sheep, &c. Dressed or Tanned.—Increase tons 2,061 and Rs. 30,495.

33. Hides and Skins—Skins of Sheep, &c. Raw.—Increase tons 1,608 and Rs. 9,171.

34. Jute—Gunny Bags and Cloths.—Decrease tons 154 and Rs. 1,647.

35. Metals—Iron.—Decrease tons 1,092 and Rs. 10,374. The decrease is almost equally divided between Local and Foreign traffic in this case. The foreign traffic despatched *via* Bangalore City and Guntakal shews a considerable decrease while an increase of some Rs. 10,000 occurs in traffic from the Madras Railway to the Kolar Mines. The local traffic from Madras shews a decrease of nearly Rs. 5,000.

36. **Oils—Kerosine.**—Decrease tons 163 and increase Rs. 8,802.

37. **Oil Seeds—Til or Jinjili.**—Increase tons 2,294 and Rs. 18,827. The traffic in this commodity between local stations shews a decrease, large consignments having been despatched from Morappur Station in July and August 1893. The increase in foreign traffic amounts to nearly Rs. 22,000 and this sum is divided almost equally between traffic received via Bangalore and despatched to Southern India via Erode Junction.

38. **Oil Seeds—Castor.**—Increase tons 7,118 and Rs. 54,433. The bulk of the increase is in local traffic forwarded from South-West line stations between Jalarpet and Salem the increased traffic from Morappur being most noticeable.

39. **Oil Seeds—Others.**—Decrease tons 390 and Rs. 5,600.

40. **Provisions—Others.**—Increase tons 1,187 and Decrease Rs. 3,451.

41. **Salt.**—Decrease tons 2,446 and Rs. 10,210.

42. **Spices—Betel-nuts.**—Increase tons 779 and Rs. 11,393. The Increase is chiefly local and confined to traffic forwarded from stations west of Olavakkot, large consignments were invoiced from Pattambi station in September and October 1894.

43. **Spices—Chillies.**—Decrease tons 421 and Rs. 11,594. About Rs. 4,000 of the decrease is attributable to a falling off in the local traffic consigned from stations between Erode and Podanur. The remainder is almost entirely due to traffic from other Companies' lines via Bangalore city.

44. **Stone and Lime.**—Increase tons 636 and Rs. 5,951.

45. **Sugar—Unrefined.**—Decrease tons 2,361 and Rs. 18,598. The decrease is mainly in local traffic and is general at Stations on the South-West line and the Bangalore Branch. Katpadi alone shews a decrease of some Rs. 7,000.

46. **Timber.**—Increase tons 10,575 and Rs. 37,799.

47. **Tobacco.—Unmanufactured.**—Increase tons 878 and Rs. 7,505.

48. **All other Articles of Merchandise.**—Decrease tons 320 and Rs. 20,419.

Working Expenses.

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

	SECOND HALF OF 1893.		SECOND HALF OF 1894.		DIFFERENCE.	
	Amount.	Per Cent. on Gross Earnings.	Amount.	Per Cent. on Gross Earnings.	Amount.	Per Cent.
Maintenance	Rs. 6,07,835	11.65	Rs. 5,89,190	11.45	Rs. 18,645	— 3.07
Locomotive	9,98,250	19.13	9,68,520	18.81	29,730	— 2.98
Carriage and Wagon	2,58,265	4.95	3,41,076	6.63	82,811	+ 32.06
Traffic	4,57,902	8.77	4,23,468	8.22	34,434	— 7.52
General	2,75,387	5.28	2,79,363	5.43	3,976	+ 1.44
Steam-boat	Nil.		Nil.			
Special and Miscellaneous	39,949	.76	89,938	1.75	49,989	+ 125.13
Total	26,37,588	50.54	26,91,555	52.29	53,967	+ 2.05

50. **Abstract A.**—The Engineering Department expended Rs. 18,644 less than in the corresponding half-year of 1893.

51. Under "General Superintendence" there is a decrease of Rs. 10,080, of which Rs. 3,667 is in Engineers' salaries and allowances. Mr. Carter, Chief Engineer, retired from the service on 23rd August and therefore drew Rs. 8,446 less than in the corresponding half-year of 1893. Mr. French on furlough from 4th October drew Rs. 1,306 less, Mr. Thompson

drew Rs. 1,043 less in the period under review owing to arrears of pay having been drawn by him in the corresponding period of 1893, and there was a further saving of Rs. 2,219 caused by the retirement of Mr. Buscarlet on 3rd October, 1893, the vacancy being filled by Mr. Sandford then a supernumerary on the establishment. The principal increases are Rs. 1,443, to Mr. West promoted to Chief Engineer, Rs. 1,308 to Mr. Ewing as personal assistant to the Chief Engineer, Rs. 1,400 to Mr. Browning appointed temporary Engineer on 1st September, and Rs. 5,371 Exchange Compensation allowance for which nothing was charged to the accounts of December 1893 half-year. Office expenses decreased by Rs. 4,776 of which Rs. 1,812 is due to reduction of staff, Rs. 1,097 to Rent not recoverable from employes which is not now charged to working expenses, and Rs. 1,335 to gratuities paid in December, 1893 half-year.

52. "Maintenance and Renewal of Permanent Way" shows a decrease of Rs. 34,851 of which Rs. 4,443 is in wages for ordinary maintenance and Rs. 4,275 in the amount expended in covering sand ballast with stones. There is an increase of Rs. 29,140 in the ordinary outlay for materials. But on the other hand the credit for "returned stores" under this head is Rs. 55,273 more than in the corresponding period of 1893, explained by the Engineering Department to be due to the new forms of account which we introduced last year by which they were enabled to price many articles of returned stores which had been previously taken into stock without value.

53. An increase of Rs. 10,717 occurs in "Repairs of Bridges &c." of which Rs. 5,261 was expended upon raising the line and increasing water-way at $\frac{106}{2.3}$ mile North West line.

54. "Repairs of Stations and Buildings" shows an increase of Rs. 11,237 of which Rs. 6,025 represents a decrease in the value of stores returned to stock.

55. "Unclassified Expenditure"—Under this head there is an increase of Rs. 21,695 for Loss by Exchange due to a fall in the rate of exchange from 15.425 to 13.226 pence per rupee. There is a decrease of Rs. 10,810 for carriage of Revenue Stores.

56. A credit of Rs. 7,705 appears in this Abstract being a proportionate part of the sum recovered for working the Kolar Gold Fields Railway.

57. The number of miles of rails removed during the half-year was 35,5180 against 22,5966 in the second half of 1893.

58. The cost of maintaining a mile of single track including sidings was Rs. 579.35 against Rs. 599.51.

59. **Abstract B.—Locomotive Expenses.**—The net decrease amounts to Rs. 29,730.

60. "General Superintendence" of the Locomotive Department which includes Abstracts "B" and "C" shows an increase of Rs. 3,294 due to Exchange Compensation Allowance, which cost Rs. 6,888, and to an increase of Rs. 1,574, in the cost of Stationery. But there is a reduction in the cost of Subordinate Superintendents owing to Rs. 6,300 having been expended in December, 1893 half-year in gratuities to Foremen Shortland and Clarke on their leaving the service.

61. "Running Expenses" decreased by Rs. 10,007 due to a decrease of 94,288 in the engine mileage.

62. "Fuel" shows a decrease of Rs. 4,919, or 1 per cent. only as compared with a decrease of 6 per cent. in the engine mileage.

63. "Oil, Tallow and other Stores" decreased by Rs. 4,414 equal to 20 per cent.

64. "Maintenance and Renewal of Locomotive Engines" decreased by Rs. 1,353.

65. "Unclassified Expenditure"—Notwithstanding that the amount chargeable with "Loss by Exchange" was less by Rs. 24,173 than in the corresponding period of 1893, the amount charged to this head was greater by Rs. 5,780 consequent on the further fall in exchange. There was an increase of Rs. 2,277 for carriage of Revenue Stores.

66. Credit for Rs. 12,661 appears in this Abstract for working the Kolar Gold Fields Railway.

67. The cost of the Department per train mile was annas 12.54 against annas 11.90 and per engine mile annas 10.64 against annas 10.17.

68. **Abstract C.—Carriage and Wagon Expenses.**—There is an increase of Rs 82,811 under this head.

69. The increase under "Repairs and renewals of vehicles" amounts to Rs. 51,32 made up of Rs. 63,181 increase for goods vehicles and Rs. 11,918 decrease for coaching vehicles. The latter is due to a decrease of 5 in the number of vehicles renewed while the number of Goods vehicles dealt with is as follows:—

	<i>Renewals.</i>	<i>Repairs.</i>
December half-year 1894	89	1,428
" " 1893	37	1,271

70. There is a decrease of Rs. 2,175 in the cost of "cleaning carriages" &c., equal to 7 per cent. and corresponding with a similar decrease in the train mileage

71. "Unclassified Expenditure."—An increase of Rs 28,327 for "Loss by Exchange" is due to an increase of Rs. 22,879 in the expenditure subject to that charge and to the further fall in the rate of exchange. The carriage of Revenue Stores cost Rs. 1,095 more than in the corresponding half-year of 1893.

72. Credit for Rs. 4,457 appears in this abstract for working the Kolar Gold Fields Railway.

73. The Carriage and Wagon Expenses per train mile were annas 4.42 against annas 3.08 and per 1,000 vehicle miles run by home vehicles Rs. 14.23 against Rs. 9.62 in the corresponding half of 1893.

74. **Abstract D.—Traffic Expenses.**—There is a net decrease of Rs. 34,434.

75. Under "Salaries and Wages" there is an increase of Rs. 2,535, due to Exchange Compensation Allowance which amounted to Rs. 5,231. On the other hand there were savings due to the Traffic Manager having been on leave without pay for 23 days in July, and to the Deputy Traffic Manager having proceeded on furlough in August 1894.—"Contingencies" have cost Rs. 3,506 in consequence of Rent not recoverable from Employes not now being chargeable to working expenses. There is an increase of Rs 2,697 in the cost of "Station Staff."

76. "Fuel, Lighting, Water and General Stores" Under this head there is a decrease of Rs. 30,632 which is fully explained by the following particulars:—

	1894	1893	Decrease
Value of Oil used	Rs. 33,042	45,059	12,017
Cost of Tarpaulin Materials	" 3,650	22,841	19,191

77. "Clothing" increased by Rs. 1,299.

78. "Printing, Stationery and Tickets" decreased by Rs. 1,121.

79. "Payments to other lines" decreased by Rs. 4,389.

80. "Loss by Exchange" shows an increase of Rs. 3,159 due to the further fall in exchange; there was a decrease of Rs. 11,830 in the value of English materials expended.

81. Credit for Rs. 5,533 appears in this abstract for working the Kolar Gold Fields Railway.

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

	2nd half of 1893.	2nd half of 1894.	Difference.	
	Tons.	Tons.	Tons.	Per Cent.
Tonnage of Goods	553,577	541,721	— 11,856	— 2.14
	Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of Goods	73,067,287	67,000,138	— 6,067,149	— 8.30
	Rs.	Rs.	Rs.	
Station Staff	1,87,580	1,90,277	+ 2,697	+ 1.44
Train Staff	49,260	49,843	+ 583	+ 1.18

83. The total cost of the department averaged annas 5.48 against annas 5.46 per train mile in the corresponding half-year of 1893.

84. **Abstract E.—General Charges.**—The net increase is Rs. 3,976.

85. "Home Expenditure" shows a decrease of Rs. 12,922.

86. "Salaries of Indian Management" An increase of Rs. 4,794 under this head is due to an increase of Rs. 1,500 in the salary drawn by the Agent and Manager, to an expenditure of Rs. 990 to clerks of the Audit Office engaged on overtime in the preparation of a special return of traffic required by the Board of Directors, and to exchange compensation allowance drawn by Officers of the Agent's, Audit, Stores and Medical Departments.

87. "Electric Telegraph" shows an increase of Rs. 14,015 and it is explained by the special credit of Rs 15,559 in December, 1893, half-year, for stores returned to stock. There is really a decrease of Rs. 2,063 in the ordinary maintenance charges of the Telegraph Department.

88. "Unclassified Expenditure." There is a decrease of Rs. 2,197 in the expenses connected with Fire Engines and an increase of Rs. 1,425 for loss by exchange.

89. Credit for Rs. 3,653 appears in this abstract for working the Kolar Gold Fields Railway.

90. **Abstract G.—Special and Miscellaneous.**—The net increase is Rs. 49,989.

91. "Law Charges" show an increase of Rs. 2,394.

92. "Compensation" charges are less by Rs. 1,738 but the recoveries from Fire Insurance Fund are also less by Rs. 1,790.

93. "Rates and Taxes" are higher by Rs. 8,385, caused by enhanced assessment by the Madras Municipality.

94. "Payments to other Lines" Increase Rs. 40,038. A sum of Rs. 11,793 was refunded to the Kolar Gold Fields Railway being portion of the amount charged to that Railway for hire of locomotives and vehicles during construction and previously included in Abstract "K" An increase of Rs. 5,612 occurs in "Mileage and Demurrage" charges. A net charge of Rs. 24,745 also appears for Rent of joint stations and this is explained by the estimates for rent of Guntakal Joint Station entered in Abstract "K" having hitherto been based upon our Chief Engineer's estimate of the capital cost of the joint works while it has now been

agreed to accept the figures of the Southern Mahratta Railway which are much higher. The charges have been in dispute since the opening of Guntakal station in May, 1887, but a settlement of accounts up to June, 1894, was effected in December last when it was found that the charges to be paid by this Company had been under-estimated by some Rs. 30,000.

95. Credit appears in this abstract for Rs. 1,176 for working the Kolar Gold Fields Railway.

96. **Statement of Train Mileage, No. XIV.**—As compared with the second half of 1893 there was a decrease in the Train-mileage of 90,348 miles or about 6.74 per cent.; the miscellaneous Engine-mileage was 17.91 per cent. of the Train-mileage run, against 17.00 per cent. in the corresponding half of the previous year.

SUPPLEMENTARY.

Capital.

97. The total Capital expenditure of the half-year has been as follows:—

	RS.	A.	P.
Cash	92,296	3	5
Stores...	63,004	3	4
	1,55,300	6	9
Less credit.—			
Amount recovered from the Kolar Gold Fields Railway towards the cost of the junction arrangements at Bowringpet	11,115	7	9
Net expenditure	Rs. 1,44,184	15	0

98. The following particulars shew in detail the Capital outlay of the half-year:—

	RS.	A.	P.	RS.	A.	P.
Bridges.						
Raichur Foot Bridge	1,294	1	9			
Bangalore City Foot Bridge	1,134	15	4	2,429	1	1

Alterations and Additions at Stations.

Bangalore City	42,120	4	9			
Less stores returned to stock	17,283	5	10	24,836	14	11
Bowringpet	13,546	6	4			
Less Amount recovered from Mysore Durbar	11,115	7	9	2,430	14	7
Carried over...	27,267	13	6	2,429	1	1

	RS.	A.	P.	RS.	A.	P.
Brought over...	27,267	13	6	2,429	1	1
Palghat	11,208	0	11			
Tirutani	8,653	13	7			
Arkonam	9,255	6	7			
Jaiarpet	8,989	10	10			
Gooty	6,456	11	6			
Olavakkot	3,057	12	8			
Bisanatham	2,918	11	3			
Vepagunta	2,480	8	5			
Central Station	2,385	12	10			
Feroke	1,936	5	8			
Raichur	1,622	15	1			
Malagavalli	1,405	3	6			
Perambur	1,385	8	0			
Vinnamangalam	1,384	4	0			
Nandalore	1,322	6	3			
Erode	1,262	14	6			
Church at Perambur	1,071	0	11			
Edakolam	1,034	1	8			
Other Stations including New Minor Works	10,652	2	6	1,05,751	4	2

Raising line and increasing Water way at $\frac{106}{2.3}$ Mile N. W. Line.	2,455	1	1			
Side drain and raising at $\frac{320}{10.13}$ Mile S. W. Line.	1,348	14	1			
Extension of Block System	861	3	8	4,665	2	10

Plant.

Locomotive shop Plant	2,066	0	7			
Engineering do	58	0	0	2,124	0	7

Rolling Stock.

1 Composite carriage	3,820	6	0			
5 3rd Class carriages	6,856	0	5			
2 Brake Vans	2,417	14	5			
1 15 Ton Travelling Crane	8,930	3	2			
1 Tank Wagon for Carrying Kerosine Oil	2,054	10	4			
3,230 Screw Couplings	4,116	0	0			
1,200 Centre Chains	1,020	4	0	29,215	6	4
Rupees ...				1,44,184	15	0

99. The following is a Summary of the operations on the Store Accounts during the half-year:—

Stores Balances at 30th June, 1894	Rs. 28,16,090	10	0
Add Receipts.—			
From England	2,15,460	0	8
Local purchases	8,56,824	2	1
	10,72,284	2	9
Deduct Issues.—			
Capital Account	63,004	3	4
Revenue	8,87,978	0	0
Sales	1,09,960	5	9
	10,60,942	9	1
Stores Balances at 31st December, 1894	28,27,432	3	8

100. The above figures show that the amount locked up in stores is Rs. 11,341 more than at 30th June 1894. The following particulars show the balances of the several Store Accounts at 30th June, and 31st December, 1894:—

	30th June, 1894.	31st December, 1894.
General Store Account	Rs. 4,05,777	Rs. 4,43,013
Loco. Store & Workshop Account	13,88,817	14,00,104
Engineers ditto.	9,58,584	8,92,149
Telegraph ditto.	41,936	47,247
Traffic Store Account	393	757
Stores in Transitu	20,461	44,139
Materials Lost Account	123	23
Totals.	28,16,091	28,27,432

101. The balance of General Store account has increased by Rs. 37,236, but if we exclude the following exceptional items it will be seen that the ordinary stores have been reduced by about Rs. 28,000 :—

Returned Stores transferred from Engineering Department Rs. 34,432
New boilers held for Locomotive Department 30,922

102. The Locomotive Store and Workshop account balance has increased by Rs. 11,237, but there were 21,700 tons of coal purchased during the half-year while only 13,855 tons were consumed. But for this abnormal outlay the balance would have shown a satisfactory decrease.

103. The Engineering Store and Workshop account balance has decreased by Rs. 66,435 of which Rs. 34,432 represents stores transferred to custody of General Storekeeper. But as new permanent way materials were brought on to stock in November and December to the value of Rs. 75,394 the decrease in the balance of this account must be considered satisfactory.

REVENUE.

104. The percentage of expenditure to gross receipts for the past three half-years has been as under :—

December 1893 50.54 per cent.
June 1894 51.83 "
December 1894 52.29 "

105. The net Revenue amounts to Rs. 24,55,524-9-3 as compared with Rs. 25,80,733-9-6 in the corresponding half of 1893. It gives at 1s. 10d. per Rupee, £ 225,089-15-1 equal to a dividend of £ 2-0-9 per cent. for the half-year on the capital bearing interest raised at the 31st December, 1894, viz., £ 11,057,630.

106. The net Earnings fall short of the Guaranteed Interest by £41,428-15-11, and after providing for interest on Debentures the balance is equivalent to a dividend at the rate of £ 4-2-10 per cent. per annum on the subscribed Capital of the Company as will be seen from the following figures :—

Total amount of net earnings ... £ 225,089-15-1
INTEREST AS FOLLOWS :—
£ 337,800 @ 3 per cent. per annum ... £ 5,067-0-0
462,200 @ 3½ " " " ... 7,510-15-0
12,577-15-0

Balance ... £ 212,512-0-1
equivalent to £ 4-2-10 per cent. per annum on £ 10,257,630.

107. The following results of our Traffic operations in the way of dividend are continued from the last report :—

PERIOD.	Miles Open.	Capital raised at 31st December.	NET REVENUE.			Average per cent. per annum for periods of 5 years, &c.		
		£	£	s.	d.	£	s.	d.
Average for 5 years 1871—75	845	10,280,682	235,549	1	0	2	6	0
" 1876—80	858	10,526,673	224,439	17	6	2	2	9
" 1881—85	860	10,638,253	245,448	10	6	2	6	1
" 1886—90	842	10,697,630	327,998	6	9	3	1	3
The year 1891	840	10,857,630	358,098	11	0	3	6	0
" 1892	840	11,057,630	393,415	10	3	3	11	2
" 1893	840	11,057,630	496,993	1	3	4	9	11
" 1894	840	11,057,630	453,554	1	7	4	2	0

108. The amount charged to Revenue for loss by Exchange on the cost of Revenue stores and Home expenditure was Rs. 2,03,028 being Rs. 59,300 more than in the corresponding period of 1893 notwithstanding a decrease of Rs. 35,000 in the expenditure upon which loss by exchange was chargeable. The rate of exchange was 13-226d. per rupee which is 2-199d. below the rate for the corresponding half of 1893.

109. The following particulars are taken from the accounts of the Kolar Gold Fields Railway :—

Receipts.

From Coaching traffic	Rs. 16,763	7	5
" Goods "	45,469	5	1
" Electric Telegraph	131	4	9
" Sundries	188	0	0
Total	Rs. 62,552	1	3

Expenses.

Madras Railway for cost of Working	Rs. 35,185	8	0
" " " use of Rolling Stock	3,127	9	8
Net Revenue	Rs. 24,238	15	7

equal to a return of nearly 7½ per cent per annum on the Capital outlay of the Mysore Durbar, which is stated at Rs. 6,56,175.

110. In the matter of the large sum referred to in paragraph 107 of my report for June, 1894 half-year as due by the Mysore Durbar for hire of Madras Railway engines and vehicles during the construction of the Kolar Gold Fields Railway, the company have met the Durbar in a very liberal spirit in agreeing to forego charges to the extent of Rs. 11,793.

111. The principal features presented by the accounts are the very satisfactory increases under every head of Coaching traffic except Military traffic and Miscellaneous; the serious decrease of more than two and a half lacs of rupees in the earnings from Grain traffic and of Rs. 60,000 from Raw cotton, to some extent compensated for by increased earnings from Dyes and Tans, Hides and Skins, Oil Seeds and Timber. In the expenses, the only increases of importance are in the Carriage and Wagon department and in Miscellaneous expenditure, the former being due to considerable renewals of Rolling stock and the latter being fully explained in para. 94 of this report.

Earnings.

112. (Abstract H, Coaching Traffic, Form No. X of the accounts, presents the following results when compared with the corresponding half-year :—

	Rs.	A.	P.
Abstract H, December, 1893	19,52,183	15	8
Do. " 1894	20,99,201	8	8
Increase	1,47,012	9	0

113. The details of the above Results are given in the following table :—

TRAFFIC.	Half-year ending December, 1893.			Half-year ending December, 1894.			Increase.			Decrease.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Ordinary Passgrs. 1st Class.	77,065	7	5	84,450	6	3	7,384	14	10	...	...	...
Periodical	1,608	0	0	1,273	0	0	...	...	...	335	0	0
2nd Class	80,625	10	3	92,411	0	7	11,785	6	4	...	...	...
Periodical	2,017	0	0	1,422	6	0	...	...	...	594	10	0
3rd Class	14,55,801	0	4	15,76,336	6	11	1,20,535	6	7	...	...	...
Periodical	1,971	11	0	2,263	4	0	291	9	0	...	...	...
Troops & Police, 1st Class.	6,220	14	0	3,721	8	6	...	...	...	2,499	5	6
2nd Class.	23,806	5	2	11,286	14	0	...	...	...	12,519	7	2
3rd Class.	35,281	10	4	27,763	1	2	...	...	...	7,518	9	2
Passengers' Luggage	48,926	12	3	50,477	5	6	1,550	9	3	...	...	...
Carriages	6,488	12	0	8,537	3	6	2,048	7	6	...	...	...
Horses	24,539	6	4	28,809	9	3	4,270	2	11	...	...	...
Dogs	2,544	0	8	2,789	2	10	245	2	2	...	...	...
Parcels	1,49,422	7	5	1,67,055	9	8	17,633	2	3	...	...	...
Do. for Revenue	1,975	14	0	1,754	3	2	...	...	...	221	10	10
Special Trains	596	0	0	2,079	0	0	1,483	0	0	...	...	...
Miscellaneous	4,974	9	10	563	8	8	...	...	...	4,411	1	2
Haulage and hire of Post Office Vans	14,340	1	10	26,955	5	5	12,615	3	7	...	...	...
MILITARY.												
Military Baggage	10,880	0	0	6,833	3	6	...	...	...	4,046	12	6
Carriages	3,013	7	0	2,322	3	4	...	...	...	691	3	8
Horses	89	13	10	97	2	5	...	...	...	...	...	...
Dogs, &c.	...	...	...	...	...	...	...	...	...	...	...	...
	19,52,188	15	8	20,99,201	8	8	1,79,850	5	0	32,837	12	0
							32,837	12	0			
							1,47,012	9	0			

114. The ordinary Coaching Traffic, ascertained by eliminating all Troops and Police, and Military items of traffic is continued from the last Report—

	RS.	A.	P.
December 1880	11,47,898	1	5
June 1881	12,54,404	1	5
December 1881	12,18,181	7	10
June 1882	12,78,447	11	0
December 1882	13,02,002	4	1
June 1883	12,97,015	15	6
December 1883	12,73,014	2	7
June 1884	14,10,745	4	7
December 1884	13,85,847	11	7
June 1885	14,63,321	5	7
December 1885	15,29,401	15	10
June 1886	15,02,855	3	6
December 1886	15,49,747	3	4
June 1887	15,84,759	3	3
December 1887	15,31,357	3	9
June 1888	16,61,024	2	10
December 1888	17,13,097	12	10
June 1889	17,81,789	6	8
December 1889	17,75,541	7	2
June 1890	17,64,039	8	10
December 1890	18,19,560	1	1
June 1891	17,68,118	0	7
December 1891	16,52,970	14	10
June 1892	17,24,126	14	10
December 1892	18,03,769	5	4
June 1893	19,49,056	4	11
December 1893	18,72,896	13	4
June 1894	19,27,016	3	8
December 1894	20,47,177	7	9

115. Statement showing 3rd and 4th-Class Receipts minus Troops and Police from 1873 to December, 1894.

PERIOD.	3rd-Class Single Journey, excess, Return Journey and Season Tickets.			4th or Cooly Class.			Total 3rd and 4th Classes.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Half-year ending June 1873	8,54,760	15	9	93,640	13	0	9,48,401	12	9
December 1873	8,41,653	1	4	1,08,073	9	0	9,49,726	10	4
June 1874	7,89,366	1	11	1,13,226	15	0	9,02,593	0	11
December 1874	8,21,655	4	7	1,18,789	11	0	9,50,444	15	7
June 1875	7,32,250	15	8	1,68,858	13	0	9,01,109	12	8
December 1875	6,73,465	4	6	1,73,676	13	0	8,46,142	1	6
June 1876	7,15,531	11	6	2,03,373	9	0	9,19,905	4	6
December 1876	7,41,657	1	7	2,19,170	13	0	9,60,827	14	7
June 1877	6,38,448	12	8	2,42,352	2	6	8,80,800	15	2
December 1877	8,79,633	13	10	1,20,088	11	0	9,99,722	8	10
June 1878	9,01,376	1	3	67,642	11	0	9,69,018	12	3
December 1878	8,04,743	8	3	1,14,829	12	0	9,19,573	4	3
June 1879	6,35,114	10	2	2,65,729	13	0	9,00,844	7	2
December 1879	9,29,071	10	9	...	...	...	9,29,071	10	9
June 1880	9,04,920	9	10	...	...	...	9,04,920	9	10
December 1880	8,96,463	1	1	...	...	...	8,96,463	1	1
June 1881	9,52,306	12	1	...	...	...	9,52,306	12	1
December 1881	9,43,731	12	9	...	...	...	9,43,731	12	9
June 1882	9,72,568	4	7	...	...	...	9,72,568	4	7
December 1882	10,05,113	6	2	...	...	...	10,05,113	6	2
June 1883	10,10,789	4	7	...	...	...	10,10,789	4	7
December 1883	9,61,665	0	1	...	...	...	9,61,665	0	1
June 1884	10,58,699	12	8	...	...	...	10,58,699	12	8
December 1884	10,47,457	10	4	...	...	...	10,47,457	10	4
June 1885	10,95,135	7	6	...	...	...	10,95,135	7	6
December 1885	11,65,264	9	5	...	...	...	11,65,264	9	5
June 1886	11,59,988	9	10	...	...	...	11,59,988	9	10
December 1886	11,84,455	6	3	...	...	...	11,84,455	6	3
June 1887	12,20,247	9	0	...	...	...	12,20,247	9	0
December 1887	11,61,859	8	10	...	...	...	11,61,859	8	10
June 1888	12,48,832	15	11	...	...	...	12,48,832	15	11
December 1888	13,34,289	7	9	...	...	...	13,34,289	7	9
June 1889	13,57,252	6	7	...	...	...	13,57,252	6	7
December 1889	13,92,223	13	3	...	...	...	13,92,223	13	3
June 1890	13,69,221	5	1	...	...	...	13,69,221	5	1
December 1890	14,48,927	4	1	...	...	...	14,48,927	4	1
June 1891	14,00,154	9	11	...	...	...	14,00,154	9	11
December 1891	12,73,641	14	9	...	...	...	12,73,641	14	9
June 1892	13,53,452	15	6	...	...	...	13,53,452	15	6
December 1892	14,11,625	15	5	...	...	...	14,11,625	15	5
June 1893	15,37,298	5	4	...	...	...	15,37,298	5	4
December 1893	14,57,772	11	4	...	...	...	14,57,772	11	4
June 1894	15,09,595	15	2	...	...	...	15,09,595	15	2
December 1894	15,78,599	10	11	...	...	...	15,78,599	10	11

116. The number, mileage and earnings of 3rd-Class Ordinary traffic, leaving out Troops and Police are as follows :—

PERIOD.	Number.	Mileage.	Earnings.		
			RS.	A.	P.
Half-year ending December 1879	1,774,690	76,638,889½	(a) 9,29,071	10	9
June 1880	1,964,346	79,706,402	(b) 9,04,920	9	4
December 1880	1,943,145	86,424,275	8,96,463	1	1
June 1881	2,111,075	91,844,076	9,52,306	12	1
December 1881	2,067,218½	90,818,781	9,43,731	12	9
June 1882	2,189,409	93,761,162	9,72,568	4	7
December 1882	2,046,457	96,895,425	10,05,113	6	2
June 1883	2,195,218½	97,623,795	10,10,789	4	7
December 1883	2,150,308	97,581,832	9,61,665	0	1
June 1884	2,593,543	108,370,675	10,58,699	12	8
December 1884	2,438,817	108,124,439	10,47,457	10	4
June 1885	2,639,473½	112,860,077	10,95,135	7	6
December 1885	2,798,556	121,224,909	11,65,264	9	5
June 1886	2,928,490	120,522,393	11,59,988	9	10
December 1886	3,238,543½	135,980,143	11,84,455	6	3
June 1887	3,543,684½	140,170,209	12,20,247	9	0
December 1887	3,372,135½	133,848,628	11,61,859	8	10
June 1888	3,724,290	142,695,239	12,48,832	15	11
December 1888	3,951,553½	151,690,598	13,34,289	7	9
June 1889	4,198,943	155,414,335	13,57,252	6	7
December 1889	4,218,179	159,361,635	13,92,223	13	3
June 1890	4,184,208	156,902,111	(f) 13,69,221	5	1
December 1890	4,133,756½	162,833,527	(g) 14,48,927	4	1
June 1891	4,206,099½	156,004,790	14,00,154	9	11
December 1891	3,919,473	148,726,896	(h) 12,73,641	14	9
June 1892	4,259,953½	159,063,622	13,53,452	15	6
December 1892	4,487,133	165,641,362	14,11,625	15	5
June 1893	4,998,677	180,292,338	15,37,298	5	4
December 1893	4,675,724	170,719,562	14,57,772	11	4
June 1894	4,954,351	177,046,939	15,09,595	15	2
December 1894	5,048,748	185,288,555	15,78,599	10	11

Note.—(a). Half-year ending 1879, 2 pies for Ordinary trains from 1st July, 1879, and 4 pies for Mail trains.

(b). Half-year ending June, 1880, 2 pies are charged for Ordinary trains and 4 pies for Mail trains for first four months, and 2 pies by all trains for the last 2 months, viz., from 1st May, 1880.

(c). Fare and half for Return tickets from 1st October, 1883.

(d). One and half pies for single journey passengers for Ordinary trains and 2 pies for Mail trains, but to and from stations between Podanur and Mettupalaiyam and Podanur and Beypore, 1½ pies rate charged by Mail trains.

(e). Half-year ending June, 1888, on and after 5th March, 1888, 2 pies are charged for passengers booked to and from stations west of Podanur by Mail trains except that for stations on the Nilgiri and Palghat branches, the fares by Mail trains are 1½ pies per mile.

(f). From 1st March, 1890, the fares by Mail trains throughout the Line are 2 pies per mile.

(g). From 1st October, 1890, the fares by Mail trains throughout the line are 3 pies per mile.

(h). From 1st August, 1891, the fares by Mail trains are 2½ pies per mile except that for stations between Podanur and Calicut and Palghat branches the fares by Mail trains are 1½ pies per mile.

117. The Receipts from Parcels traffic (Public) during the past ten years have been as follows:—

Half-year ending	June	1885	...	...	...	Rs.	A.	P.
"	December	1885	...	...	...	88,992	5	9
"	June	1886	...	...	...	1,07,520	9	0
"	December	1886	...	...	...	88,999	5	11
"	June	1887	...	...	...	1,00,021	9	5
"	December	1887	...	...	...	99,437	10	6
"	June	1888	...	...	...	1,10,502	0	8
"	December	1888	...	...	...	1,13,351	13	6
"	June	1889	...	...	...	1,22,872	15	4
"	December	1889	...	...	...	1,14,325	8	2
"	June	1890	...	...	...	1,22,051	4	4
"	December	1890	...	...	...	1,06,372	12	1
"	June	1891	...	...	...	1,23,187	6	8
"	December	1891	...	...	...	1,04,565	8	4
"	June	1892	...	...	...	1,18,642	12	8
"	December	1892	...	...	...	1,01,956	0	11
"	June	1893	...	...	...	1,34,095	5	1
"	December	1893	...	...	...	1,15,188	2	4
"	June	1894	...	...	...	1,49,422	7	5
"	December	1894	...	...	...	1,30,321	15	4
"	June	1894	...	...	...	1,67,055	9	8

118. It will be seen from a comparison of the several heads of Abstract I, that the following have been the fluctuations which have led to the net decrease of Rs. 1,69,198-12-8.

TRAFFIC.	Half-year ending Dec., 1893.			Half-year ending Dec., 1894.			Increase.			Decrease.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
1. Merchandise, General...	28,53,369	1	3	27,10,427	12	3	...	...	...	1,42,941	5	0
2. Military Stores	32,334	12	0	33,393	8	0	...	...	...	...	...	...
3. Railway Materials	16,870	2	0	7,955	8	11	...	...	...	8,914	9	1
4. Coal	1,67,423	6	0	1,66,806	6	0	...	...	...	617	0	0
5. Revenue Stores	52,393	14	0	39,336	14	11	...	...	...	13,056	15	1
6. Live Stock	9,640	4	3	8,787	5	9	...	...	...	852	14	6
7. Military Live Stock	5,865	10	0	1,728	3	0	...	...	...	4,137	7	0
8. Rents and Demurrage..	4,497	7	8	4,805	4	3	307	12	7	...	...	...
9. Interest on Outstanding Bills	...	...	...	...	...	...	...	...	...	...	...	...
10. Miscellaneous	2,708	9	3	2,663	6	8	...	...	...	45	2	7
TOTAL...	31,45,103	2	5	29,75,904	5	9	1,366	8	7	1,70,565	5	3
Deduct Increase										1,366	8	7
Net Decrease										1,69,198	12	8

119. The following table prepared from the Analysis will show the progress of our business and the economy observed in conducting it:—

TRAFFIC.	Dec. 1883.	June 1884.	Dec. 1884.	June 1885.	Dec. 1885.	June 1886.	Dec. 1886.	June 1887.	Dec. 1887.	June 1888.	Dec. 1888.	June 1889.	Dec. 1889.	June 1890.	Dec. 1890.	June 1891.	Dec. 1891.	June 1892.	Dec. 1892.	June 1893.	Dec. 1893.	June 1894.	Dec. 1894.
Total earnings per train-mile	Rs. 3,478	Rs. 3,419	Rs. 3,280	Rs. 3,483	Rs. 3,389	Rs. 3,553	Rs. 3,459	Rs. 3,587	Rs. 3,448	Rs. 3,584	Rs. 3,552	Rs. 3,778	Rs. 3,908	Rs. 3,977	Rs. 3,802	Rs. 3,612	Rs. 3,811	Rs. 3,828	Rs. 4,064	Rs. 3,888	Rs. 4,031	Rs. 4,171	Rs. 4,171
Working expenses per train-mile	Rs. 2,119	Rs. 1,953	Rs. 1,993	Rs. 2,004	Rs. 1,926	Rs. 2,036	Rs. 2,129	Rs. 2,267	Rs. 2,289	Rs. 2,093	Rs. 2,097	Rs. 2,128	Rs. 2,405	Rs. 2,109	Rs. 1,918	Rs. 2,220	Rs. 2,094	Rs. 2,147	Rs. 2,086	Rs. 1,965	Rs. 2,089	Rs. 2,181	Rs. 2,181
Total net earnings per train-mile.	Rs. 1,359	Rs. 1,466	Rs. 1,287	Rs. 1,479	Rs. 1,463	Rs. 1,517	Rs. 1,330	Rs. 1,320	Rs. 1,159	Rs. 1,491	Rs. 1,455	Rs. 1,650	Rs. 1,503	Rs. 1,868	Rs. 1,882	Rs. 1,392	Rs. 1,717	Rs. 1,682	Rs. 1,978	Rs. 1,923	Rs. 1,942	Rs. 1,990	Rs. 1,990
COACHING TRAFFIC.																							
Average sum received for carrying a unit one mile.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
First class	12,44	14,30	13,65	14,90	13,09	13,95	11,81	15,29	10,50	13,54	10,95	14,67	9,37	11,66	10,16	9,73	10,32	10,32	10,32	9,94	11,65	10,42	10,42
Second class	5,79	5,93	6,06	5,96	5,85	5,56	5,97	6,03	5,51	6,10	5,58	5,51	5,21	5,33	4,32	5,48	5,16	5,29	5,34	5,18	5,25	5,19	5,19
Lowest class	1,94	1,88	1,86	1,87	1,85	1,85	1,66	1,66	1,67	1,70	1,70	1,68	1,68	1,68	1,72	1,73	1,63	1,63	1,64	1,64	1,64	1,64	1,64
Average for all classes...	2,19	2,13	2,09	2,11	2,05	2,06	1,88	1,86	1,86	1,92	1,87	1,87	1,81	1,84	1,86	1,90	1,81	1,78	1,79	1,79	1,80	1,78	1,78
Average cost of hauling a Coaching unit one mile.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Per passenger unit	1,09	1,09	1,14	1,13	1,12	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,07	1,07	1,09	1,09	1,03	1,04	1,03	1,03	1,03	1,03	1,03
Average profit per passenger	1,10	1,24	1,14	1,13	1,12	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10
Average sum received for other coaching traffic per ton per mile.	32,66	32,55	28,89	36,95	34,46	35,35	35,01	36,53	36,27	35,59	37,30	39,25	35,31	38,60	37,60	39,77	37,34	37,92	36,88	39,07	37,66	31,32	31,32
Average cost of hauling other coaching traffic per ton per mile.	10,08	13,47	13,05	15,21	14,16	15,25	15,68	15,57	16,80	13,49	13,46	14,06	14,39	12,17	11,81	14,00	12,52	13,29	11,81	9,31	11,96	9,12	9,12
Average profit per ton	22,58	19,08	15,83	21,74	20,30	20,10	19,33	20,96	19,47	22,10	23,84	25,19	20,92	26,43	25,79	25,77	24,82	24,63	25,07	27,91	25,70	22,20	22,20
GOODS TRAFFIC.																							
Average sum received for carrying a ton one mile	8,60	7,75	7,60	7,93	7,65	7,76	7,59	7,73	7,75	7,83	7,79	7,90	7,60	7,83	7,49	7,42	7,16	8,33	8,27	8,12	8,25	8,57	8,57
Average cost of hauling a goods unit, viz., one ton one mile	6,08	5,29	5,57	5,16	5,00	5,00	5,25	5,23	5,38	4,91	5,02	4,73	4,88	4,13	4,05	4,46	4,25	4,63	4,41	3,76	4,30	4,58	4,58
Average profit on working a goods unit (viz., one ton), one mile	2,52	2,46	2,12	2,77	2,65	2,76	2,34	2,50	2,37	2,92	2,77	3,17	2,72	3,70	3,44	2,96	2,91	3,70	3,86	4,36	3,95	3,99	3,99

120. The following Classification of all Goods carried is designed to shew Country and Foreign Trade:—

DESCRIPTION.	Half-year ending December, 1893.		Half-year ending December, 1894.	
	Maunds.	Rupees.	Maunds.	Rupees.
COUNTRY TRADE.				
Food Grains	3,639,071	8,57,827	2,574,969	5,91,691
Miscellaneous articles for Domestic Consumption	2,010,505	5,76,514	2,300,135	6,63,007
Salt and Saltpetre	774,308	1,46,370	708,199	1,36,287
Materials used in Building, Construction and Manufacture	1,622,536	2,50,165	1,895,202	2,82,216
Cloths, Piece Goods and Twist, (Indian)	155,586	72,102	178,493	82,153
Sundries	850,212	3,43,987	853,238	3,25,213
Total...	9,052,218	22,46,965	8,510,236	20,80,567
FOREIGN TRADE.				
Exports or Colonial Produce	1,319,197	5,45,942	1,357,746	5,66,539
Imports, Cloths, Piece Goods and Twist, (European)	82,136	42,944	85,496	45,351
European Stores for consumption in India	113,422	43,241	121,569	48,115
Coal and Coke for the Public	1,140,790	1,56,720	1,071,319	1,50,218
Do. for the Company	332,167	10,703	580,441	16,588
Railway Materials, &c.	301,127	23,482	398,640	11,205
Total...	3,288,839	8,23,082	3,615,211	8,38,016
Grand Total...	12,341,057	30,69,997	12,125,447	29,18,583

121. The following Statement is framed to give a comparison of the Internal Trade (sub-divided into Food Grains and other Commodities) and the External or Foreign Trade (Exports or Imports) passing over the Railway for a series of years:—

PERIODS.	COUNTRY TRADE.				Foreign Trade, Exports or Imports.		Railway Stores.		TOTAL.	
	Food Grains.		Other Commodities.		Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
	Maunds.	Rupees.	Maunds.	Rupees.						
December, 1876	6,448,845	15,09,576	8,270,612	17,24,504	1,961,615	10,20,858	31,521	4,791	16,718,613	42,59,729
Do. 1877	20,037,072	47,11,730	5,526,394	17,51,285	1,323,601	5,65,916	36,818	6,159	26,923,885	70,35,090
Do. 1878	6,068,324	12,59,187	6,897,239	15,83,706	1,508,633	6,72,187	38,055	4,646	14,512,251	35,19,726
Do. 1879	5,724,530	12,24,775	10,068,871	16,84,744	1,791,713	7,66,609	27,769	3,755	17,612,883	36,79,883
Do. 1880	3,553,664	6,58,852	11,107,066	17,94,168	1,876,213	7,99,668	51,461	8,685	16,588,404	32,61,373
Do. 1881	3,377,162	6,38,158	8,070,509	18,42,019	2,112,658	8,52,893	85,805	16,013	13,646,134	33,49,083
Do. 1882	3,380,180	6,44,323	7,131,950	20,54,220	2,676,042	10,35,624	2,723	528	13,190,895	37,34,695
Do. 1883	3,158,585	4,90,871	8,168,934	21,47,050	2,679,301	9,82,154	5,067	1,387	14,011,887	36,21,462
Do. 1884	4,757,712	7,03,707	8,628,133	22,07,239	3,041,239	9,05,763	2,122,349	20,133	18,672,433	38,36,842
Do. 1885	5,392,637	7,60,500	9,320,806	23,08,174	2,306,882	7,83,519	716,531	2,81,658	17,736,856	41,33,851
Do. 1886	4,919,219	7,42,809	9,505,486	22,55,441	3,070,405	10,77,417	612,079	2,16,169	18,107,189	42,91,836
Do. 1887	4,764,534	7,09,153	11,045,625	24,08,793	3,022,418	10,77,268	977,516	2,50,148	19,810,093	44,66,367
Do. 1888	5,397,284	8,55,062	11,414,388	25,09,664	2,796,380	10,41,747	556,794	82,813	20,164,846	44,89,286
Do. 1889	5,903,788	11,08,772	11,610,840	25,13,396	3,343,244	12,13,195	1,335,291	1,95,869	23,198,163	50,31,232
Do. 1890	6,233,007	10,96,066	12,956,764	25,85,619	3,532,286	12,80,920	859,999	1,97,166	23,582,056	51,59,771
Half-year ending June, 1891	3,147,023	5,83,562	5,939,419	13,06,731	1,939,938	6,04,704	763,923	1,39,574	11,810,303	26,34,631
Do. Dec., 1891	4,669,761	8,32,337	5,469,552	12,78,849	1,999,304	5,68,507	240,934	49,263	12,376,551	27,28,956
Do. June, 1892	2,805,874	6,06,282	5,447,181	13,95,167	2,282,189	6,83,330	760,619	40,835	11,295,863	27,23,614
Do. Dec., 1892	3,441,841	7,14,125	5,844,054	13,93,872	2,424,640	6,82,500	645,552	18,522	12,359,087	28,09,019
Do. June, 1893	3,556,846	7,74,123	6,270,895	15,48,031	2,573,889	7,57,636	70,228	11,787	12,471,808	30,91,577
Do. Dec., 1893	3,639,071	8,57,827	5,413,147	13,89,138	2,987,712	7,99,550	301,127	23,482	12,341,057	30,69,997
Do. June, 1894	2,495,031	5,73,899	5,991,504	15,37,876	2,873,597	8,08,340	418,547	19,653	11,778,679	29,39,765
Do. Dec., 1894	2,574,969	5,91,691	5,935,267	14,88,876	3,216,571	8,26,811	398,640	11,205	12,125,447	29,18,583

The total in the foregoing for the past half-year, viz., Rupees 29,18,583 is made up from items in Abstract I. of the Revenue Account thus:—

1. Merchandise	...	Rs. 27,10,428
2. Military Stores	...	33,393
3. Railway Materials	...	7,956
4. Coal for the Public, &c.	...	1,66,806
		Rs. 29,18,583

122. The following are the chief Commodities interchanged with Foreign Railways working with the Madras Railway in the half-year under review, and the corresponding half-year in 1893:—This statement shows an increase in weight of 15,972 tons and in amount of Rs. 50,356 during the past half-year.

DESCRIPTION OF COMMODITY.	TO AND FROM FOREIGN RAILWAYS.			
	Half-year ending December, 1893.		Half-year ending December, 1894.	
	Tons.	Rs.	Tons.	Rs.
I. COAL AND COKE CARRIED FOR THE PUBLIC & FOREIGN RAILWAYS.	...	...	34,585	1,31,073
II. COTTON RAW	4,179	52,021	3,054	41,760
III. COTTON MANUFACTURED—				
1. Twist and Yarn, European	347	4,561	384	5,363
2. Do. Indian	954	8,868	1,145	11,594
3. Piece Goods, European	416	7,221	442	8,307
4. Do. Indian	1,857	24,732	1,985	24,821
IV. DRUGS AND CHEMICALS—				
1. Intoxicating, other than Opium	...	...	...	...
2. Non-intoxicating—				
(a). Cinchona bark	...	...	...	...
(b). Others	401	4,676	527	4,873
V. DYES AND TANS—				
1. Indigo	327	7,621	272	5,098
2. Myriobolams	...	...	158	1,085
3. Cutch	...	...	...	...
4. Turmeric	594	3,716	802	5,383
5. Aniline dyes	...	...	...	...
6. Others	3,121	26,982	4,130	46,999
VI. GRAIN AND PULSE—				
1. Wheat	1,658	12,670	1,334	11,453
2. Rice in the husk	10,898	85,536	5,423	40,079
3. Rice not in the husk	3,262	17,931	5,312	34,621
4. Jawar and Bajra	13,450	98,479	1,576	11,197
5. Gram and Pulse	9,402	63,896	4,306	23,392
6. Others	28,819	1,66,066	10,916	77,630
VII. HIDES AND SKINS—				
1. Hides of Cattle—				
(a). Dressed or tanned	...	...	...	...
(b). Raw	109	1,462	1,061	17,614
2. Skins of Sheep, &c.—				
(a). Dressed or tanned	908	18,417	1,750	30,861
(b). Raw	4,947	81,428	6,306	97,872
VIII. HORNS	...	...	51	689
IX. JUTE—				
1. Raw	...	...	...	...
2. Gunny bags and Cloth	1,624	15,334	1,252	12,021
X. LAC—				
1. Stick	...	...	...	...
2. Shell	...	...	...	...
XI. LEATHER MANUFACTURED	35	1,013	29	840
XII. LIQUORS—				
1. Beer	664	11,457	1,002	15,202
2. Spirits	915	4,982	847	4,796
3. Wines	39	729	61	783
XIII. METALS—				
1. Copper, unwrought	...	...	...	...
2. Brass, unwrought	...	...	...	...
3. Copper, wrought	...	...	...	...
4. Brass, wrought	237	3,187	171	2,514
5. Iron	2,205	25,407	1,733	20,548
6. Others	87	1,001	106	1,568
XIV. OILS—				
1. Kerosine	962	10,190	931	12,770
2. Castor	417	935	339	904
3. Coconut	84	936	107	989
4. Others	465	2,340	1,358	8,074
Carried forward...	93,483	7,66,794	93,455	7,12,773

DESCRIPTION OF COMMODITY.	TO AND FROM FOREIGN RAILWAYS.			
	Half-year ending Dec., 1893.		Half-year ending Dec., 1894.	
	Tons.	Rs.	Tons.	Rs.
Brought forward...	93,483	7,66,794	93,455	7,12,773
XV. OIL SEEDS—				
1. Linseed	167	1,370	233	2,048
2. Rape and Mustard	3,221	22,741	6,125	44,688
3. Til or Jinjili	...	...	...	...
4. Poppy	976	2,795	884	6,130
5. Earthnuts	387	2,468	3,107	21,745
6. Castor	3,320	18,493	1,963	10,260
7. Others	...	...	...	...
XVI. OPIUM	47	794	45	730
XVII. PAPER AND PASTE BOARD	...	...	...	...
XVIII. PROVISIONS—				
1. Ghee	332	4,116	400	4,569
2. Dried fruits and nuts	634	5,085	468	3,150
3. Others	9,053	57,350	8,569	65,472
XIX. RAILWAY PLANT & ROLLING STOCK carried for the Public and Foreign Railways.				
(1). Loco. Engines & Tenders and parts thereof	...	...	...	...
(2). Carriages and Truck and parts thereof	...	...	214	1,281
(3). Materials	...	...	...	...
(a). Steel Rails & fish plates	...	...	...	...
(b). Sleepers and keys of steel and cast iron	76	572	61	842
(c). Other sorts	1,422	8,157	1,616	7,756
XX. SALT	...	...	...	...
XXI. SALTPETRE, &c.—				
1. Saltpetre	...	...	...	...
2. Other Saline substances	...	...	...	...
XXII. SILK, RAW—				
1. Foreign	42	915	44	848
2. Indian	...	...	...	...
XXIII. SILK, PIECE GOODS—				
1. Foreign	...	...	...	...
2. Indian	...	...	...	...
XXIV. SPICES—				
1. Betel nuts	2,428	27,324	2,445	31,209
2. Pepper	247	2,871	265	3,362
3. Ginger	57	568	151	1,270
4. Chillies	856	14,187	506	6,576
5. Cardamoms	...	...	...	...
6. Others	301	1,737	297	2,319
XXV. STONE AND LIME	786	4,474	1,438	5,158
XXVI. SUGAR—				
1. Refined or crystalized including Sugarcandy	897	6,725	792	6,953
2. Unrefined, viz., Mollasses and Jaggery or gur and other Saccharine produce	2,875	26,888	3,375	22,312
XXVII. TEA—				
1. Foreign	39	1,387	51	2,177
2. Indian	3,482	19,929	13,708	49,624
XXVIII. TIMBER	...	...	...	...
XXIX. TOBACCO—				
1. Unmanufactured	1,050	9,117	930	9,555
2. Manufactured	...	...	...	...
(a). Cigars	212	3,439	240	3,852
(b). Other sorts	225	2,269	445	5,093
XXX. WOOL, RAW	...	...	...	...
XXXI. WOOL, MANUFACTURED—				
1. Piece Goods, European	35	697	35	770
2. Piece goods, Indian	219	2,515	169	1,551
3. Shawls	...	...	...	...
XXXII. ALL OTHER ARTICLES OF MERCHANDISE	8,048	98,958	8,782	1,30,316
Total...	134,917	11,14,735	150,889	11,65,091

123. The interchange of Passenger Traffic with the Railways that are connected with the Madras Railway is given in the following table, and shews an increase in numbers by 101,828 and in amount of Rupees 29,179-10-2 as compared with the corresponding half-year:-

PASSENGERS' TRAFFIC.		TO AND FROM FOREIGN RAILWAYS.							
		Half-year ending December, 1893.				Half-year ending December, 1894.			
		No.		Amount.		No.		Amount.	
				Rs.	A. P.			Rs.	A. P.
Passengers ...	1st Class...	1,878	26,805	10	11	2,744	33,340	9	3
"	2nd Class...	4,894	28,260	15	0	6,395	32,862	6	2
"	3rd Class...	212,433	2,26,773	7	5	315,943	2,64,225	0	3
"	"	388	4,407	2	0	380	4,304	14	0
Soldiers ...	1st Class...	3,199	20,299	13	7	3,229	21,357	4	5
"	2nd Class...	20,468	30,651	3	9	16,179	21,357	3	0
"	3rd Class...	78	1,291	11	0	130	1,130	15	0
Return Fares	1st Class...	82	618	4	0	163	1,298	11	0
"	2nd Class...	1,986	137	3	6	2,070	567	15	0
"	3rd Class...	"	515	4	0	"	303	2	6
Excess	1st Class...	"	148	11	6	"	359	0	3
"	2nd Class...	"	226	5	9	"	"	"	"
"	3rd Class...	"	"	"	"	"	"	"	"
TOTAL...		245,407	3,40,135	12	5	347,235	3,69,315	6	7

Expenditure.

124. The notes against each head of Expenditure in the following table shew, generally, in a comparative form, the work done in each department for each half-year:-

DEPARTMENTS.	HALF-YEAR ENDING DECEMBER, 1893.				HALF-YEAR ENDING DECEMBER, 1894.				
	Work of Departments.	Cost.		Per cent. of Revenue.	Work of Departments.	Cost.		Per cent. of Revenue.	
		Rs.	A. P.			Rs.	A. P.		
ABSTRACT A. Maintenance of Way, Works and Stations	Ms. ch. ft. 1,013 71 14	6,07,834	15 6	11-65	Ms. ch. ft. 1,016 79 34	5,89,190	7 11	11-45	
ABSTRACT B. Locomotive Expenses	Gross Mileage of Engines, 1,570,409 Number of Engines under repair at any one time, 41.	9,98,250	5 1	19-13	Gross Mileage of Engines, 1,456,574 Number of Engines under repair at any one time, 40.	9,68,519	15 2	18-81	
ABSTRACT C. Carriage and Wagon Expenses	Number of Vehicles under repair at any one time, 148. Number constructed and renewed 43.	2,58,265	0 7	4-05	Number of Vehicles under repair at any one time, 188. Number constructed, and renewed 99.	3,41,075	14 6	6-63	
ABSTRACT D. Traffic Expenses.	Profitable Train Mileage, 1,342,238 Number of Stations, 142.	4,57,901	14 8	8-77	Profitable Train Mileage, 1,234,088 Number of Stations, 144.	4,23,468	2 3	8-22	
ABSTRACT E. General Charges	Miles 840.	2,75,387	2 6	5-28	Miles 840.	2,79,362	12 3	5-43	
ABSTRACT G. Special and Miscellaneous Expenditure	.....	39,949	9 3	-76	.....	89,938	4 1	1-75	
TOTAL...		26,37,588	15 7	50-54	TOTAL...	26,91,655	8 2	52-29	

Railway Schools.

125. The particulars of the Attendance and Cost of all Railway Schools, during the half-year as under:-

NAME OF SCHOOL.	Number on Register.	Average attendance.	Expenditure.			Receipts.			Net Cost.		
			Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Perambur	130	96-50	3,016	11	1	693	8	0	2,323	3	1
Jalarpet	52	41-83	1,068	1	10	323	7	7	744	10	3
Salem	34	26-33	837	5	5	190	9	8	646	11	9
Podanur	100	84-00	1,790	3	8	599	4	11	1,190	14	9
Renigunta	19	14-50	550	2	2	104	10	7	445	7	7
Gooty	50	37-68	903	11	8	234	12	4	669	15	4
Raichur	31	23-95	1,072	5	9	627	12	10	444	8	11
Railway School Library	...	...	60	0	0	...	...	...	60	0	0
TOTAL	416	324-79	9,298	9	7	2,774	1	11	6,524	7	8

a. The expenditure on the Perambur School includes the cost of the Gymnastic Instructors.

Madras Railway Provident Institution.

126. The following details are given in continuation of those contained in my report for the half-year ending 30th June, 1894:-

Number of Subscribers.

	On 30th June, 1894.	On 31st December, 1894.
Obligatory	3,166	3,115
Voluntary	93	90
TOTAL	3,259	3,205

Amount at credit at 31st December, 1894.

	Rs.	A.	P.
Obligatory	4,08,545	0	5
Voluntary	42,049	6	2
Bonus	20,965	12	0
Profit and Loss account	1,614	8	7
Reserve Fund	8,870	9	11
Subscribers old Pro. Fund	1,755	0	0
TOTAL	4,83,800	5	1

The above bonus has been included in accounts of the half-year under review.

REVENUE ACCOUNT.

CAPITAL ACCOUNT.

ABSTRACT of the ESTIMATED CASH EXPENDITURE on the MADRAS RAILWAY for the official year 1895-96.

Particulars.	Actuals for 1893-94.	Budget estimate for 1894-95.	Revised estimate for 1894-95.	Budget estimate for 1895-96.
INDIAN.	RS.	RS.	RS.	RS.
CAPITAL OUTLAY.				
<i>Engineering Department.</i>				
Sanctioned works as per schedule A ...		1,59,281	1,76,969	89,573
Works to be sanctioned do. B ...		2,10,791	...	3,44,370
Emergent works do. D ...		...	...	...
<i>Locomotive Department.</i>				
Sanctioned works as per schedule A ...		...	100	650
Works to be sanctioned do. B ...	1,88,893	1,000	...	...
<i>Carriage and Wagon Department.</i>				
Sanctioned works as per schedule A ...		9,970	11,770	21,965
Works to be sanctioned do. B ...		22,912	...	34,705
<i>General.</i>				
Establishment ...		...	...	...
Stores as per schedule B ...	14,77,191	14,76,930	15,81,161	16,07,797
Miscellaneous ...	3,287	5,000	5,000	5,000
Suspense Miscellaneous ...	41,634	34,056	3,45,000	3,25,000
Increase or decrease of balance of Capital				
Advance Account ...	23,400	20,000	20,000	20,000
Total withdrawals on Capital Account ...	16,82,605	19,00,000	21,00,000	24,00,000
<i>Receipts to be credited to Capital Account.</i>				
Share capital paid in India ...		20,00,000	20,00,000	20,00,000
Refunds for stores sold to Revenue, &c. ...	19,14,267	20,00,000	20,00,000	20,00,000
Other refunds—				
Home expenditure, &c. ...	1,74,448	2,00,000	2,50,000	5,00,000
Total Payments on Capital Account ...	20,88,715	22,00,000	22,50,000	25,00,000
Net cash demand in India on Capital Account ...	4,03,110	3,00,000	1,50,000	1,00,000
ENGLAND.				
<i>Purchase of Stores.</i>				
Indents to be sent home during the year ...		9,69,670	7,31,821	5,27,191
Previous indents to be complied with ...		3,16,178	4,14,545	7,03,093
Total ...	...	12,85,848	11,46,366	12,30,284
Deduct for indents estimated to be complied with in the following year ...		4,78,939	7,03,093	2,87,284
Total Outlay for Stores ...	6,80,732	8,06,909	4,43,273	9,43,000
<i>Home Expenditure and Payments.</i>				
Home expenditure ...		70,909	74,182	86,182
Furlough and sick leave allowances ...	1,14,588	9,818	3,273	7,636
Family and sundry payments less receipts ...		28,364	27,272	26,182
Total, Home Expenditure and Payments ...	1,14,588	1,09,091	1,04,727	1,20,000
Total, Cash Demand in England ...	7,95,320	9,16,000	5,48,000	10,63,000

ABSTRACT of ESTIMATED REVENUE RECEIPTS and EXPENDITURE of the MADRAS RAILWAY for the official year 1895-96.

Particulars.	Actuals for 1893-94.	Budget estimate for 1894-95.	Revised estimate for 1894-95.	Budget estimate for 1895-96.
RECEIPTS AS PER SCHEDULE F.	RS.	RS.	RS.	RS.
Coaching traffic ...	39,41,622	40,00,000	43,20,000	45,00,000
Goods do. ...	61,81,691	65,00,000	60,00,000	60,00,000
Electric Telegraph earnings ...	19,003	20,000	20,000	20,000
Sundries ...	2,41,424	1,60,000	1,60,000	2,30,000
Total (1) ...	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Receipts on account of traffic appertaining to other lines ...	11,98,716	9,00,000	14,00,000	13,00,000
Receipts from Capital Account other than traffic earnings ...	...	...	...	...
Receipts from foreign lines other than traffic earnings ...	...	...	...	...
Other abnormal receipts in detail or as per schedule attached ...	...	...	...	...
Total Payments into Treasury on Revenue Account (2) ...	1,15,82,456	1,15,80,000	1,19,00,000	1,20,50,000
EXPENDITURE AS PER SCHEDULE G.				
Maintenance of way, works and stations ...	10,87,842	13,40,000	11,61,800	12,68,700
Locomotive expenses ...	20,07,382	19,25,000	19,42,700	19,51,200
Carriage and wagon expenses ...	5,57,165	6,40,000	7,25,200	6,92,300
Traffic expenses ...	8,98,382	8,76,500	8,77,400	8,33,600
General charges ...	5,60,288	5,89,500	5,79,900	5,99,000
Special and miscellaneous expenditure ...	82,739	1,29,000	1,60,000	1,05,200
Total (3) ...	51,93,798	55,00,000	54,50,000	54,50,000
Payments to other lines of their proportion of through traffic, &c. ...	10,83,629	9,00,000	13,60,000	13,00,000
Payments to Capital Account other than for stores, &c., included in the working expenses in schedule G ...	...	...	...	...
Other abnormal payments in detail or as per schedule attached ...	...	...	...	...
Total withdrawals from Treasury on Revenue Account (4) ...	62,77,427	64,00,000	68,10,000	67,50,000
Net earnings (1)—(3) ...	51,89,942	51,80,000	50,50,000	53,00,000
Net receipts (2)—(4) ...	53,05,029	51,80,000	50,90,000	53,00,000
Surplus profits ...	...	...	...	...

SCHEDULE A OR CONSTRUCTION
BUDGET ESTIMATE of SANCTIONED WORKS of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT.	RS.	RS.	RS.
			<i>Earthwork.</i>			
1	G.O., No. 347 R. M.O.M.	12th June 1894. 27th Mar. 1895.	Raising line and increasing water-way at 106, 2-3 miles, North-west line.	2,165	3,705	5,870
			STATIONS AND BUILDINGS.			
			<i>Ráyapuram.</i>			
2	G.O., No. 24 R. C.E. No. 548 ..	17th Jan. 1895. 14th Feb. 1895.	Ticket printing office at Ráyapuram ..	5,562	2,364	7,926
			<i>Washermanpet.</i>			
3	G.O., No. 23 R.	17th Jan. 1895.	Alterations, &c., at Washermanpet station and extension of Ennore branch to Ráyapuram.	9,959	12,501	22,460
			<i>Perambúr.</i>			
4	G.O., No. 129 R.	2nd Mar. 1894.	Church at Perambúr	5,931	1,609	7,540
			<i>Perambúr Works.</i>			
5	G.O., No. 2153 R.	18th Sept. 1891.	Bungalow for Assistant Locomotive Superintendent at Perambúr Works.	6,842	4,164	11,006
			<i>Arkonam.</i>			
6	G.O., No. 416 R. M.O.M.	3rd Aug. 1894. 27th Mar. 1895.	Extension of siding at the west end of Arkonam.	3,140	2,468	5,608
7	G.O., No. 470 R.	6th Sept. 1894.	Four bungalows for upper subordinates at Arkonam.	9,368	4,368	13,736
			<i>Jálárpét.</i>			
8	G.O., No. 2191 R. M.O.M.	12th Dec. 1892. 26th July 1894.	Third line goods shed lay-by, goods godown and loading bank at Jálárpét.	7,151	7,696	14,847
9	G.O., No. 1056 R. M.O.M.	27th July 1893. 30th Jan. 1895.	Two double bungalows for guards at Jálárpét.	5,854	2,406	8,260
10	G.O., No. 1025 R.	20th July 1893.	Twenty houses for native firemen at Jálárpét.	4,527	1,517	6,044
11	G.O., No. 45 R.	20th Jan. 1894.	Alterations and additions to station-house at Jálárpét.	10,786	6,517	17,303
			<i>Bowringpet.</i>			
12	G.O., No. 436 R. C.E. No. 199. G.I. No. 719 R.C.	15th Aug. 1894. 19th Jan. 1895. 31st July 1894.	Alterations and additions consequent on junction of Kolar Gold Field Railway with the Madras Railway at Bowringpet.	36,793	41,513	78,311
			<i>Bangalore City.</i>			
13	G.O., No. 1147 R.	26th Aug. 1893.	Thirty houses for subordinate staff at Bangalore City.	5,172	2,364	7,536
14	G.O., No. 51 R. G.I., No. 94 R.C.	6th Feb. 1894. 30th Jan. 1894.	Alterations and additions to station house, platform, &c., at Bangalore City.	83,891	59,439	1,43,330
			<i>Olavakkót.</i>			
15	G.O., No. 479 R.	12th Sept. 1894.	Additional siding and removing and re-building fuel shed at Olavakkót.	4,696	4,791	9,487
16	G.O., No. 134 R.	6th Mar. 1895.	Through siding, &c., at crossing station at 186½ miles, South-west line.	4,338	8,577	12,915
			<i>Palghat.</i>			
17	G.O., No. 120 R. M.O.M.	28th Feb. 1894. 27th " 1895.	Alterations and additions to sidings at Palghat.	8,682	7,242	15,924
18	G.O., No. 384 R.	10th July 1894.	Loading bank and extension of goods shed siding at Palghat.	3,954	1,659	5,613
			<i>Kallayi.</i>			
19	G.O., No. 414 R.	3rd Aug. 1894.	An additional siding at Kallayi ..	2,059	3,664	5,753
			<i>Mettupalaiyam.</i>			
20	G.O., No. 2675 R. C.E., No. 1062.	11th Nov. 1892. 5th Dec. "	Alterations and additions in connection with the junction of the Nilgiri Railway with the Madras Railway at Mettupalaiyam.	14,972	7,791	22,763

WORKS—PART I.

MADRAS RAILWAY for the official year 1895-96.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	2,165	3,705	5,870	..	..	..	..	
..	..	..	1,200	564	1,764	4,362	1,800	6,162	..	
..	..	..	7,000	12,501	19,501	2,959	..	2,959	..	
..	..	..	1,118	500	1,618	4,813	1,109	5,922	..	
1,171	3,878	5,049	4,059	100	4,159	1,612	186	1,798	..	
..	..	..	2,646	2,468	5,114	..	..	..	..	
..	..	..	7,000	3,000	10,000	2,368	1,368	3,736	..	
2,247	4,581	6,828	1,250	2,115	3,365	3,654	1,000	4,654	..	
2,447	1,977	4,424	3,154	428	3,582	..	..	..	..	
3,062	1,273	4,335	1,219	132	1,351	..	..	..	..	
..	..	..	8,800	5,000	13,800	1,986	1,517	3,503	..	
13,466	15,877	29,343	15,500	10,641	26,141	7,827	15,000	22,827	..	
42	260	302	3,530	1,504	5,034	1,600	600	2,200	..	
20,902	33,110	59,012	52,000	20,000	72,000	10,989	1,329	12,318	..	
..	..	..	4,708	4,000	8,708	..	3,791	3,791	..	
..	..	..	..	..	..	4,338	8,577	12,915	..	
329	422	751	8,353	6,701	15,054	..	..	..	..	
..	..	..	3,980	1,200	5,180	..	459	459	..	
..	..	..	2,089	3,664	5,753	..	..	..	..	
11,365	3,583	14,948	1,575	..	1,575	2,032	4,208	6,240	..	

Budget Estimate of Sanctioned Works of th

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			STATIONS AND BUILDINGS—cont.	RS.	RS.	RS.
			<i>Tiruttani.</i>			
21	G.O., No. 1444 R.	13th Dec. 1893.	Interlocking points and signals at Tiruttani.	64	9,804	9,868
			<i>Nagari.</i>			
22	G.O., No. 18 R.	10th Jan. 1894.	Interlocking points and signals at Nagari.	114	7,254	7,368
			<i>Vepagunta.</i>			
23	G.O., No. 1203 R. M.O.M. ..	13th Sept. 1893. 30th Jan. 1895.	Station-house, &c., at Vepagunta ..	4,178	1,498	5,676
			<i>Pudi.</i>			
24	G.O., No. 253 R. M.O.M. ..	25th Apr. 1894. 31st Oct. "	Complete interlocking of all points and signals and working the same by one man from the platform without pointman at Pudi.	1,356	4,639	5,995
			<i>Gooty.</i>			
25	G.O., No. 1456 R. M.O.M. ..	28th Dec. 1893. 27th Mar. 1895.	Double guards' bungalow at Gooty ..	4,533	783	5,316
26	G.O., No. 464 R.	30th Aug. 1894	Block of four houses for European and Eurasian fireman at Gooty.	4,492	1,458	5,950
27	G.O., No. 775 R. M.O.M. ..	26th Apr. 1893. 30th Aug. 1894.	Institute building at Gooty ..	8,209	6,517	14,726
28	G.O., No. 40 R.	24th Jan. 1895.	A double bungalow for European and East Indian drivers at Gooty.	4,565	1,437	6,002
			<i>Electric Telegraph.</i>			
29	G.O., No. 798 R. G.I., No. 649 R.C.	25th July 1889. 9th July "	Revised estimate for the extension of the block system and the introduction of starting semaphore signals on South-west and North-west lines including additional stations.	64,943	1,01,818	1,66,761
30	M.G.O., No. 111 R.	1st Feb. "	Single needle instruments, batteries, &c., for trial or additional stations.	4,122	3,588	7,710
31	G.O., No. 429 R.	15th Aug. 1894.	Lighting the Arkonam station and yard by electricity.	3,830	12,170	16,000
			Sanctioned minor works as per Schedule C.	58,761	44,974	1,03,735
			Total, Engineering Department ..	3,95,039	3,82,300	7,77,339
			LOCOMOTIVE DEPARTMENT.			
1	C.E., No. 4013.	21st Dec. 1894.	Six locomotive engines and tenders ..	..	7,028	7,028
2	G.I., No. 417 R.S. 11th "	3rd " "	Fitting automatic vacuum brake gear for engines.	750	12,270	13,020
	G.O., No. 682 R.		Total, Locomotive Department ..	750	19,298	20,048
			CARRIAGE AND WAGON DEPARTMENT.			
1	G.O., No. 3-A R.	8th Jan. 1894.	Fitting carriages with apparatus for gas lighting.	12,469	1,41,280	1,53,749
2	G.O., No. 118 R.	27th Feb. "	One composite carriage ..	2,220	4,626	6,846
3	G.O., No. 118 R.	27th " "	Five third-class carriages ..	3,200	15,800	19,000
4	G.O., No. 118 R.	27th " "	Two brake-vans ..	1,210	5,760	7,000
5	G.O., No. 143 R.	8th Mar. "	One fifteen-ton travelling crane ..	400	6,170	6,570
6	G.O., No. 565 R.	20th Oct. "	Two composite carriages, night ..	4,422	9,284	13,706
7	G.I., No. 417 R. G.O., No. 682 R.	3rd Dec. " 11th " "	Fitting automatic vacuum brake gear for carriages.	1,250	27,098	28,348
			<i>Furnishing additional screw couplings to vehicles.</i>			
8	G.O., No. 1515 R.	17th Oct. 1890.	Three thousand two hundred and thirty screw couplings.	15,376	23,384	38,760
9	G.O., No. 1515 R.	17th " "	One thousand two hundred centre chains.	1,050	6,900	7,950
			Sanctioned minor works as per schedule C.	41,627	2,40,302	2,81,929
			Total, Carriage and Wagon Department.	2,075	10,295	12,370
			Total, Schedule A ..	43,702	2,50,597	2,94,299
				4,39,491	6,52,195	10,91,686

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	878	8,990	9,868	..	..	..	..	
..	..	..	..	..	..	114	7,254	7,368	..	
854	811	1,665	3,324	354	3,678	..	..	..	..	
1,356	4,003	5,359	..	636	636	..	..	..	..	
157	465	622	4,375	819	4,694	..	..	..	..	
..	..	..	3,392	1,000	4,392	1,100	458	1,558	..	
8,004	6,117	14,121	205	125	330	..	..	..	..	
..	..	..	..	..	..	4,565	1,437	6,002	..	
59,027	95,612	1,54,639	2,125	1,763	3,888	3,791	4,443	8,234	..	
1,095	1,365	2,480	561	450	1,011	2,466	1,753	4,219	..	
..	..	..	1,360	..	1,360	2,470	12,170	14,640	..	
12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
1,37,544	1,84,525	3,22,069	1,76,969	1,16,917	2,93,886	80,573	78,891	1,59,464	..	
..	..	..	..	4,685	4,685	..	2,343	2,343	..	
..	..	..	100	1,500	1,600	650	10,770	11,420	..	
..	..	..	100	6,155	6,255	650	13,113	13,763	..	
..	..	..	1,100	15,000	16,100	11,369	1,26,280	1,37,649	..	
101	..	101	2,119	4,626	6,745	..	..	..	..	
1,061	3,702	4,763	2,139	12,098	14,237	..	..	..	..	
426	1,445	1,871	814	4,315	5,129	..	..	..	..	
..	..	..	520	8,430	8,950	..	..	..	..	
..	..	..	..	..	..	4,422	9,284	13,706	..	
..	..	..	..	..	..	1,250	27,098	28,348	..	
7,671	12,234	19,905	3,078	4,698	7,776	4,627	6,452	11,079	..	
888	5,176	6,064	110	1,215	1,325	52	509	561	..	
10,147	22,557	32,704	9,880	50,362	60,262	21,720	1,69,623	1,91,343	..	
..	..	..	1,890	9,790	11,680	185	505	690	..	
10,147	22,557	32,704	11,770	60,172	71,942	21,905	1,70,128	1,92,033	..	
1,47,691	2,07,082	3,54,773	1,88,839	1,83,274	3,72,113	1,03,128	2,62,132	3,65,260	..	

SCHEDULE B OR CONSTRUCTION
Budget Estimate of Unsanctioned Works of the

Number of items	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT. <i>Stations and Buildings.</i>	RS.	RS.	RS.
			Ráyapuram.			
1	..	..	Sheds for export and import traffic at Ráyapuram.	16,666	8,534	25,000
2	..	..	Madras Railway and South Indian Railway joint beach station and line from Ráyapuram.	37,841	83,820	1,21,661
			Washermanpet.			
3	..	..	Through siding at Washermanpet ..	3,879	7,191	11,070
			Veyasarpady.			
4	..	..	Houses for signallers and pointsmen at Veyasarpady.	5,000	1,956	6,956
			Perambúr Works.			
5	..	..	Upstairs accommodation for bungalows Nos. 6,1 to 6,8 at Perambúr works.	4,940	4,694	9,634
6	..	..	Line on north side of Smith's shop to be extended across the tank and carried out into the timber yard at Perambúr works.	4,953	3,386	8,339
7	..	..	Erecting shop to be extended towards the smithy by 65 feet at Perambúr works.	26,662	15,761	42,423
8	..	..	Billiard room to be provided at institute and room altered at Perambúr works.	4,821	6,251	11,072
9	..	..	New bungalow for Assistant Locomotive Superintendent at Perambúr works.	6,705	6,266	12,971
			Konnur.			
10	..	..	Sorting sidings at Konnur	7,644	4,037	11,681
			Arkonam.			
11	..	..	Improvement and additions to the station yard at Arkonam.	3,500	6,500	10,000
12	..	..	Twenty houses for artisans at Arkonam ..	3,895	1,665	5,560
			Thalangai.			
13	..	..	Platform, lay-by, loading bank, goods godown and new feeder road at Thalangai.	4,272	3,879	8,151
			Jálárpét.			
14	..	..	Houses for four European and East Indian drivers at Jálárpét.	6,322	2,758	9,080
15	..	..	Houses for five European and East Indian firemen at Jálárpét.	3,859	1,951	5,810
16	..	..	Bungalow for Assistant Traffic Manager on new site at Jálárpét.	6,803	6,266	13,069
17	..	..	Conversion of Assistant Traffic Manager's bungalow into institute at Jálárpét.	4,051	6,757	10,808
			Bisanattam.			
18	..	..	Through siding at Bisanattam	1,725	6,291	8,016
			Whitefield (Watering Station).			
19	..	..	Water from nullah at 203/14 miles ..	4,329	3,042	7,371
			Bangalore City.			
20	..	..	Carriage shed at Bangalore City	4,261	2,148	6,409
21	..	..	Supplementary estimate for alterations and additions to station-house at Bangalore City.	68,661	92,789	1,61,450
22	..	..	Institute at Bangalore City	10,372	9,720	20,092
23	..	..	Purchasing Southern Mahratta Railway office and Assistant Traffic Manager's bungalow at Bangalore City.	24,000	..	24,000
24	..	..	Lines for Native joint clerks at Bangalore City.	13,032	5,048	18,080
25	..	..	Bungalows for Eurasian traffic staff at Bangalore City.	8,658	3,354	12,012

WORKS—PART II.

Madras Railway for the official year 1895-96—*cont.*

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	..	..	..	..	..	..	25,000	
..	..	..	..	..	..	37,841	83,820	1,21,661	..	
..	..	..	..	..	..	3,879	7,191	11,070	..	
..	..	..	..	..	..	..	..	..	6,956	
..	..	..	..	..	..	..	..	..	9,634	
..	..	..	..	..	..	4,953	3,386	8,339	..	
..	..	..	..	..	..	26,662	15,761	42,423	..	
..	..	..	..	..	..	4,821	6,251	11,072	..	
..	..	..	..	..	..	6,705	6,266	12,971	..	
..	..	..	..	..	..	..	..	..	11,681	
..	..	..	..	..	..	3,500	6,500	10,000	..	
..	..	..	..	..	..	3,895	1,665	5,560	..	
..	..	..	..	..	..	4,272	3,879	8,151	..	
..	..	..	..	..	..	..	..	..	9,080	
..	..	..	..	..	..	3,859	1,951	5,810	..	
..	..	..	..	..	..	6,803	6,266	13,069	..	
..	..	..	..	..	..	4,051	6,757	10,808	..	
..	..	..	..	..	..	..	..	..	8,016	
..	..	..	..	..	..	..	..	..	7,371	
..	..	..	..	..	..	68,661	92,789	1,61,450	6,409	
..	..	..	..	..	..	10,372	9,720	20,092	..	
..	..	..	..	..	..	24,000	..	24,000	..	
..	..	..	..	..	..	13,032	5,048	18,080	..	
..	..	..	..	..	..	8,658	3,354	12,012	..	

Budget Estimate of Unsanctioned Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT—cont.	RS.	RS.	RS.
			Stations and Buildings—cont.			
			Pódanúr.			
26	..	..	Two double blocks of bungalows for European and Eurasian drivers at Pódanúr.	6,322	2,758	9,080
27	..	..	New booking office, 3rd-class waiting room, native latrine and re-arrangement of present rooms at Pódanúr.	13,687	9,144	22,831
28	..	..	Steam pump at Noyel river and water led into station by 6" piping at Pódanúr.	1,243	7,021	8,264
			Olavakkót.			
29	..	..	Extension of 2nd and 3rd lines, &c., to the west of station at Olavakkót.	3,683	5,682	9,365
			Palghat.			
30	..	..	Station-house at Palghat	25,000	15,000	40,000
			Kallayi.			
31	..	..	Additional dock at Kallayi	8,351	7,768	16,119
			Calicut.			
32	..	..	Siding proposed to be laid from Calicut station to the Beach.	7,533	17,929	25,462
			Nandalóru.			
33	..	..	One double bungalow for European Engine Drivers at Nandalóru.	4,465	1,408	5,873
34	..	..	Running driver's bungalow at Nandalóru.	5,678	1,515	7,193
35	..	..	Engine shed, turn-table, locomotive foreman's office and stores, ashpit, &c., at Nandalóru.	9,769	10,162	19,931
			Ballast and Permanent-way.			
36	..	..	Laying new permanent-way girder bridges.	20,022	45,978	75,000
			Miscellaneous.			
37	..	..	Six houses for native assistant station-masters.	3,414	2,502	5,916
38	..	..	Twenty-five houses for subordinate staff.	4,368	2,082	6,950
39	..	..	Two complete trial stations	9,236	6,374	15,610
40	..	..	Distant signals for six stations, South-west and North-west Lines.	1,320	5,016	6,336
..	..	..	Unsanctioned minor works as per Schedule C.	50,921	27,937	78,858
			Total, Engineering Department ..	4,71,363	4,62,140	9,33,503
			LOCOMOTIVE DEPARTMENT—Nil.			
			CARRIAGE AND WAGON DEPARTMENT.			
1	..	..	Two composite carriages, day	3,950	7,610	11,560
2	..	..	Twenty-five third-class carriages, day ..	16,000	79,000	95,000
3	..	..	Five second-class carriages, day	10,075	14,925	25,000
4	..	..	Four brake vans	2,480	11,520	14,000
5	..	..	Two tool vans	1,240	5,760	7,000
6	..	..	Two tank wagons for carrying kerosine oil, 15 tons.	900	6,584	7,484
			Unsanctioned Minor Works as per Schedule C.	34,645	1,25,399	1,60,044
			Total, Carriage and Wagon Department.	34,705	1,26,544	1,61,249
			Total, Schedule B ..	5,06,068	5,88,684	10,94,752

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	..	..	..	..	..	..	9,080	
..	..	..	..	..	..	..	..	..	22,831	
..	..	..	..	..	..	1,243	7,021	8,264	..	
..	..	..	..	..	..	3,683	5,682	9,365	..	
..	..	..	..	..	..	15,000	10,000	25,000	15,000	
..	..	..	..	..	..	..	..	..	16,119	
..	..	..	..	..	..	..	..	..	25,462	
..	..	..	..	..	..	4,465	1,408	5,873	..	
..	..	..	..	..	..	5,678	1,515	7,193	..	
..	..	..	..	..	..	9,769	10,162	19,931	..	
..	..	..	..	..	..	..	..	..	75,000	
..	..	..	..	..	..	3,414	2,502	5,916	..	
..	..	..	..	..	..	4,868	2,082	6,950	..	
..	..	..	..	..	..	9,236	6,374	15,610	..	
..	..	..	..	..	..	129	5,016	5,145	1,191	
..	..	..	..	..	..	50,921	27,937	78,858	..	
..	..	..	..	..	..	3,44,370	3,40,303	6,84,673	2,48,830	
..	..	..	..	..	..	3,950	7,610	11,560	..	
..	..	..	..	..	..	16,000	79,000	95,000	..	
..	..	..	..	..	..	10,075	14,925	25,000	..	
..	..	..	..	..	..	2,480	11,520	14,000	..	
..	..	..	..	..	..	1,240	5,760	7,000	..	
..	..	..	..	..	..	900	6,584	7,484	..	
..	..	..	..	..	..	34,645	1,25,399	1,60,044	..	
..	..	..	..	..	..	60	1,145	1,205	..	
..	..	..	..	..	..	34,705	1,26,544	1,61,249	..	
..	..	..	..	..	..	3,79,075	4,66,847	8,45,922	2,48,830	

SCHEDULE C OR CONSTRUCTION
BUDGET Estimate of Minor Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			SANCTIONED WORKS.	RS.	RS.	RS.
			ENGINEERING DEPARTMENT.			
			<i>Earthwork.</i>			
1	C.E. No. 833 ..	12th Mar. 1894.	Constructing a side drain for raising the line at 820, 10-13 miles, Nilgiri branch.	1,282	..	1,282
			<i>Stations and Buildings.</i>			
			<i>Ráyapuram.</i>			
2	C.E. No. 66 ..	9th Jan. 1895.	Supply of Red Hills water to engines at Ráyapuram.	842	2,255	2,597
			<i>Salt Cotaurs.</i>			
3	C.E. No. 126 ..	12th Jan. ..	House for Yard Inspector at Salt Cotaurs.	1,537	731	2,268
			<i>Central Station.</i>			
4	G.O. No. 3/A.R.	8th Jan. 1894.	Shed for making gas at Central Station ..	2,128	867	2,995
			<i>Perambúr Works.</i>			
5	C.E. No. 3838.	8th Dec. ..	School house to be extended at Perambúr Works.	2,298	1,107	3,405
			<i>Manur.</i>			
6	C.E. No. 1972..	22nd June ..	Platform at Manur	1,433	1,335	2,768
			<i>Arkonam.</i>			
7	C.E. No. 2940..	21st Sept. ..	Proposed institute at Arkonam ..	2,459	1,750	4,218
8	C.E. No. 1070..	27th Mar. 1895.	Well for supplying water to the station rooms and soda water manufactory at Arkonam.	987	969	1,956
			<i>Vinnamangalam.</i>			
9	C.E. No. 781 ..	5th Oct. 1893.	Platform at Vinnamangalam	1,741	1,335	3,076
			<i>Kátpádi.</i>			
10	C.E. No. 996 ..	21st Mar. 1895.	New auxiliary well at the west end of station at Kátpádi.	3,546	226	3,772
			<i>Bisanattam.</i>			
11	C.E. No. 75-O. G.O. No. 375-B	29th June 1894.	Station-house at Bisanattam	897	3,123	4,020
			<i>Bowringpet.</i>			
12	C.E. No. 137 ..	15th Jan. ..	Enlarging the Locomotive well at Bowringpet.	2,430	..	2,430
13	C.E. No. 764 ..	4th Mar. 1895.	Single twelve foot arch in lieu of single 8' culvert No. 70 at 180-14 miles, Bangalore branch.	3,134	..	3,134
			<i>Devankundi.</i>			
14	C.E. No. 88 ..	8th Jan. 1895 ..	Goods godown at Devankundi.	1,414	568	1,982
			<i>Kadiampatti.</i>			
15	C.E. No. 1551.. M.O.M. ..	16th May 1894. 30th Jan. 1895.	Goods godown at Kadiampatti	350	1,068	1,418
			<i>Sankaridrug.</i>			
16	C.E. No. 3132..	11th Oct. 1894.	Raising tank at Sankaridrug	967	48	1,015
			<i>Cauvery.</i>			
17	C.E. No. 689 ..	29th Aug. 1893.	Station-house, &c., at Cauvery ..	2,542	1,406	3,948
			<i>Erode.</i>			
18	C.E. No. 821 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	} New well at Erode	1,177	6	1,183
			<i>Uttukuli.</i>			
19	C.E. No. 820 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	} Raising and enlarging tank, &c., at Uttukuli.	652	848	1,500
20	C.E. No. 2061..	30th June ..	Stoney's patent point indicators to be fixed at eleven stations between Mulla-puram and Pódanúr.	230	900	1,130
			<i>Pódanúr.</i>			
21	C.E. No. 601 .. M.O.M. ..	21st July 1893. 30th Aug. 1894.	} Double bungalow for guards at Pódanúr.	2,084	1,238	4,242

WORKS, PART III.

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	1,281	..	1,281	..	..	..	..	
..	..	..	..	..	..	342	2,255	2,597	..	
..	..	..	300	400	700	1,237	331	1,568	..	
..	83	83	2,107	1,613	3,720	..	..	..	..	
..	..	..	1,100	607	1,707	1,198	500	1,698	..	
..	..	..	560	100	660	873	1,235	2,108	..	
..	..	..	2,568	1,759	4,327	987	969	1,956	..	
509	385	894	824	561	1,385	..	..	..	..	
..	..	..	..	..	..	3,546	226	3,772	..	
..	..	..	1,123	1,839	2,962	..	..	..	..	
755	..	755	245	..	245	1,430	..	1,430	..	
..	..	..	..	..	..	3,134	..	3,134	..	
..	..	..	200	300	500	1,214	268	1,482	..	
..	..	..	350	1,067	1,417	..	..	..	..	
..	..	..	480	373	853	162	..	162	..	
2,162	1,342	3,504	512	26	538	..	..	..	..	
439	..	439	661	5	666	..	..	..	..	
543	848	1,391	109	..	109	..	..	..	..	
..	..	..	230	229	459	..	..	..	..	
2,983	1,258	4,241	1	..	1	..	..	..	..	

Budget Estimate of Minor Works of the

Number of items	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT—cont.	RS.	RS.	RS.
			Stations and Buildings—cont.			
			Kuttiapuram.			
22	C.E. No. 3418..	2nd Nov. 1894.	Four houses for subordinate staff at Kuttipuram.	819	289	1,108
			Edakolam.			
23	C.E. No. 1552..	16th May "	Feeder road and removal of lay-bye at Edakolam.	1,904	660	2,564
			Feroek.			
24	C.E. No. 2449 ..	4th Aug. "	Two extra godowns at Feroek ..	1,901	1,010	2,911
			Ponpadi.			
25	C.E. No. 606 ..	22nd July 1893.	Platform at Ponpadi ..	1,235	1,124	2,359
	M.O.M. ..	27th Feb. 1895.	Puttur.			
26	C.E. No. 98 ..	11th Jan. 1894.	Interlocking points and signals at Puttur.	111	3,057	3,168
			Mamandur.			
27	C.E. No. 451 ..	29th May 1893.	Points to be worked and locked locally by pointsmen, signals to be worked and controlled by stationmaster, who also detects and locks points at Mamandur.	931	1,734	2,665
	C.E. No. 2133..	7th July 1894.	Kodur.			
28	C.E. No. 792 ..	7th Oct. 1893..	Four houses for subordinate staff for Traffic department at Kodur.	779	333	1,112
			Nandalur.			
29	C.E. No. 1822..	11th June 1894.	Extension of through siding and shifting main line to standard dimension at Nandalur.	1,199	598	1,797
			Cuddapah.			
30	C.E. No. 530 ..	21st June 1893.	Eight houses for subordinate staff for Traffic department at Cuddapah.	1,355	698	2,053
	M.O.M. ..	26th July 1894.	Yerragudipad.			
31	C.E. No. 822 ..	18th Oct. 1893..	Platform at Yerragudipad ..	985	1,090	2,075
	M.O.M. ..	27th Mar. 1895.	Gooty.			
32	C.E. No. 1439..	4th May 1894.	Enlargement of locomotive well at Gooty.	1,521	75	1,596
	M.O.M. ..	27th Mar. 1895.				
33	C.E. No. 4026..	21st Dec. 1894.	Additions to the station house at Gooty ..	848	1,035	1,883
34	C.E. No. 97 ..	11th Jan. 1895.	Extension of the store-room at Gooty ..	979	859	1,838
			Guntakal.			
35	C.E. No. 816 ..	17th Oct. 1893..	Native signallers' bungalow at Guntakal..	2,620	610	3,230
36	C.E. No. 3365.	30th Oct. 1894..	Three houses for subordinate staff for Traffic department at Guntakal.	786	242	1,028
			Molagavalli.			
37	C.E. No. 1154..	10th April 1894.	Loading bank and lay-bye at Molagavalli.	2,164	1,984	4,148
	M.O.M. ..	30th Jan 1895..	Raichur.			
38	C.E. No. 813 ..	9th Mar. 1894.	Engine turn-table, 50 feet diameter, in lieu of existing one at Raichur.	793	2,024	2,817
39	C.E. No. 1727..	4th June ..	Additional cross over road at Raichur ..	143	1,568	1,711
40	C.E. No. 2068..	2nd July ..	Removal of foot bridge at Raichur ..	420	968	1,388
41	C.E. No. 2389..	17th Sept. ..	Refreshment stall for 3rd-class passengers at Raichur.	778	280	1,058
42	C.E. No. 3848..	10th Dec. 1894.	Institute at Raichur ..	1,285	1,820	3,105
			Electric Telegraph.			
43	C.E. No. 581 ..	12th July 1893.	Estimate for the Soda-water manufactory at Arkonam.	441	851	1,292
	M.O.M. ..	31st Oct. 1894.	Telephone circuit between Rayapuram, Central station and Perambur.	234	1,256	1,490
44	C.E. No. 1423..	2nd May ..				
			Total, Engineering Department, carried to schedule A.	58,761	44,974	1,03,735
			CARRIAGE AND WAGON DEPARTMENT.			
1	C.E. No. 141-O.	19th Sept. 1894.	One tank wagon for carrying kerosine oil.	410	1,640	2,050
2	C.E. No. 2874.	14th Sept. "	Hydraulic jack and portable steam crane.	380	1,750	2,130
3	C.E. No. 3609.	19th Nov. "	One tank wagon for conveying oil, 10 tons.	420	2,900	3,320

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	235	200	435	584	89	673	..	
..	..	..	1,904	376	2,280	..	..	..	..	
..	..	..	2,091	1,111	3,202	..	..	..	..	
117	470	587	1,118	501	1,619	..	..	..	..	
..	..	..	25	1,057	1,082	86	2,000	2,086	..	
..	..	..	533	865	1,398	..	..	..	..	
785	722	1,507	..	..	..	..	..	..	..	
487	237	724	290	4	294	..	..	..	..	
..	..	..	1,222	494	1,716	..	..	..	..	
855	613	1,468	460	84	544	..	..	..	..	
312	..	312	673	930	1,603	..	..	..	..	
..	..	..	1,521	76	1,596	..	..	..	..	
..	..	..	248	535	783	600	500	1,100	..	
..	..	..	..	..	..	979	859	1,838	..	
2,072	213	2,285	544	88	632	170	..	170	..	
..	..	..	616	242	858	..	..	..	..	
..	..	..	2,164	1,099	3,263	..	..	..	..	
..	..	..	793	3,024	3,817	..	..	..	..	
..	..	..	143	1,568	1,711	..	..	..	..	
..	..	..	420	958	1,378	..	..	..	..	
..	..	..	778	280	1,058	..	..	..	..	
..	..	..	800	620	920	985	1,200	2,185	..	
1	..	1	440	851	1,291	..	..	..	..	
..	..	..	234	1,256	1,490	..	..	..	..	
12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
..	..	..	410	1,640	2,050	..	..	..	..	
..	..	..	380	1,750	2,130	..	..	..	..	
..	..	..	850	2,700	3,550	70	200	270	..	

Budget Estimate of Minor Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
				RS.	RS.	RS.
			CARRIAGE AND WAGON DEPARTMENT <i>—cont.</i>			
4	C.E. No. 3550..	13th Nov. 1894..	One tank wagon for conveying kerosine oil, 10 tons.	410	1,640	2,050
5	Do. ..	13th Nov. ..	One tank wagon for conveying kerosine oil, 15 tons.	455	2,365	2,820
			Total, Carriage and Wagon Department, carried to schedule A.	2,075	10,295	12,370
			Total, Sanctioned Minor works ..	60,836	55,269	1,16,105
			UNSANCTIONED WORKS.			
			ENGINEERING DEPARTMENT.			
			<i>Stations and Buildings.</i>			
			Ráyapuram.			
1	..	..	Alteration of sidings and signals and also grouping and interlocking points with signals at Ráyapuram.	826	2,725	3,551
			Perambur Works.			
2	..	..	Construction of a new shed at the west side of the present scantling shed at Perambur works.	360	2,576	2,936
			Mosur.			
3	..	..	Platform on the up line at Mosur ..	1,908	1,335	3,243
			Jalarpet.			
4	..	..	Ten huts for native firemen and artisans at Jalarpet.	2,264	758	3,022
5	..	..	One block of four houses for European firemen at Jalarpet.	3,023	1,553	4,576
6	..	..	One double bungalow for family guards at Jalarpet.	2,939	1,191	4,130
7	..	..	Travelling auditor's bungalow at Jalarpet.	1,731	669	2,400
			Mulanur.			
8	..	..	Booking office, 3rd-class waiting room and approach road at Mulanur.	1,366	661	2,027
			Gudupalli.			
9	..	..	Station-house, goods godown, &c., at Gudupalli.	2,768	1,093	3,861
			Bangalore City.			
10	..	..	Bungalow for East Indian Carriage Examiner at Bangalore City.	3,021	790	3,811
11	..	..	One double bungalow for ticket collector at Bangalore City.	3,655	1,319	4,974
12	..	..	One double bungalow for married guards at Bangalore City.	3,655	1,319	4,974
13	..	..	Store-room for Carriage Examiner at Bangalore City.	798	308	1,106
			Mangalam.			
14	..	..	Doubling goods shed in length at Mangalam.	948	1,121	2,069
			Podanur.			
15	..	..	Emergency stock shed and lay-bye at Podanur.	479	918	1,397

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	350	1,500	1,850	60	140	200	..	
..	..	..	400	2,200	2,600	55	165	220	..	
..	..	..	1,890	9,790	11,680	185	505	690	..	
12,020	6,171	18,191	31,293	34,847	66,140	17,712	10,937	28,649	..	
..	..	..	..	..	..	826	2,725	3,551	..	
..	..	..	..	..	..	360	2,576	2,936	..	
..	..	..	..	..	..	1,908	1,335	3,243	..	
..	..	..	..	..	..	2,264	758	3,022	..	
..	..	..	..	..	..	3,023	1,553	4,576	..	
..	..	..	..	..	..	2,939	1,191	4,130	..	
..	..	..	..	..	..	1,731	669	2,400	..	
..	..	..	..	..	..	1,366	661	2,027	..	
..	..	..	..	..	..	2,768	1,093	3,861	..	
..	..	..	..	..	..	3,021	790	3,811	..	
..	..	..	..	..	..	3,655	1,319	4,974	..	
..	..	..	..	..	..	3,655	1,319	4,974	..	
..	..	..	..	..	..	798	308	1,106	..	
..	..	..	..	..	..	948	1,121	2,069	..	
..	..	..	..	..	..	479	918	1,397	..	

SCHEDULE D OR CONSTRUCTION WORKS—PART IV.

BUDGET ESTIMATE of EMERGENT WORKS of the MADRAS RAILWAY for the official year 1895-96—Nil.

SCHEDULE E.

BUDGET ESTIMATE of EXPENDITURE for PURCHASE of STORES for the MADRAS RAILWAY during 1895-96.

Details.	ACTUAL PURCHASES DURING 1893-94.		PROBABLE PURCHASES DURING 1894-95.		ESTIMATED PURCHASES DURING 1895-96.	
	Quantity.	Amount.	Quantity.	Amount.	Quantity.	Amount.
<i>In India.</i>						
Firewood	Tons.	71,269	3,44,695	75,300	3,76,500	65,000
Oil of sorts	lb.	1,53,156	1,45,100	1,45,100	1,30,000	1,30,000
Cotton, waste, &c.	"	76,619	9,837	48,000	5,000	48,000
Timber of all kinds	"	2,45,241	2,34,020	2,34,020	2,66,350	2,66,350
Wooden sleepers	"	22,121	20,000	20,000	20,000	20,000
Do. keys	"	7,561	15,000	15,000	15,000	15,000
Materials for tarpaulins	"	8,987	9,000	9,000	9,000	9,000
Manufacture of stores	"	1,42,257	1,43,000	1,43,000	1,20,000	1,20,000
Freight and landing charges	"	64,320	50,000	50,000	50,000	50,000
Coal, Indian	Tons.	24,288	3,41,107	31,000	4,53,000	32,000
Tallow, country	lb.	12,471	1,936	1,600	320	1,450
Sundry stores	"	1,45,973	1,30,221	1,30,221	1,87,137	1,87,137
Total	"	14,77,191	15,81,161	15,81,161	16,07,797	16,07,797
<i>In England.</i>						
Coal, coke and patent fuel	Tons.	700	10,833	1,000	28,000	1,000
Brass and copper pipes, tubes, &c.	"	44	28,056	88,066	25,000	25,000
Iron and steel plates and bars	"	288	41,577	20,463	15,000	15,000
Materials for renewals of rolling-stock, chiefly iron works	"	44	14,523	38,408	30,000	30,000
Tyres, engine and carriages	No.	11,223	174	13,276	6,000	6,000
Machinery and tools	"	3,843	2,434	2,434	1,000	1,000
Axles, crank	"	4,200	450	17,829	25,000	25,000
Do. carriages	No.	10	2,06,831	50	30,227	1,36,200
Locomotives	"	2,842	50	30,227	1,23,007	1,23,007
Iron under frames for carriages	"	74,646	86,344	4,50,000	4,50,000	4,50,000
Apparatus for carriages for gas lightings	Sets.	4,983	2,61,291	20,872	5,000	5,000
Automatic vacuum brake fittings	"	20,253	2,702	47,045	21,847	21,847
Permanent-way materials	Tons.	4,983	2,61,291	20,872	5,000	5,000
Telegraph stores	"	20,253	2,702	47,045	21,847	21,847
Materials for tarpaulins	"	75,260	92,617	92,617	21,847	21,847
Axle engines and tenders	No.	6	47,045	21,847	21,847	21,847
Boilers	"	75,260	92,617	92,617	21,847	21,847
Sundry stores	"	75,260	92,617	92,617	21,847	21,847
Total	"	6,80,732	4,43,273	4,43,273	9,43,000	9,43,000
Total, Schedule E	"	21,57,923	20,24,434	20,24,434	25,50,797	25,50,797

MEMORANDUM.

Actual balance of stores on hand, 1st April 1894	...	...	RS.	29,21,106
Estimated purchases during 1894-95 as above	...	...	...	20,24,434
Estimated issues during 1894-95	...	...	Total	49,45,540
Estimated balances on 1st April 1895	...	...	...	27,62,266
Estimated purchases during 1895-96	...	...	...	25,50,797
Estimated issues during 1895-96	...	...	Total	53,13,063
Estimated balances on 1st April 1896	...	...	...	27,28,979
Estimated balances on 1st April 1896	...	...	...	25,84,084

ENGLISH TRANSACTIONS.

Indents to be sent home during the year	...	...	RS.	5,27,191
Add for indents of previous year expected to be complied with in official year	...	...	...	7,03,093
Add English establishment charges	...	...	...	1,20,000
Total	...	...	...	13,50,284
Deduct amount of orders not expected to be complied with until next year	...	...	...	2,87,284
Net Capital cash transactions in England	...	...	...	10,63,000

SCHEDULE F.

ESTIMATE of TRAFFIC RECEIPTS of the MADRAS RAILWAY, 1895-96.

Number of miles open for traffic on 1st April 1894	...	...	840
Expected to be opened during 1894-95	...	...	...
Total on 1st April 1895	...	...	840
Expected to be opened during 1895-96	...	...	...
Total likely to be opened at end of 1895-96	...	...	...
Average number of miles expected to be opened during the whole of 1895-96	...	...	840

	Actuals in 1893-94.	Sanctioned budget estimate, 1894-95.	Revised estimate, 1894-95.	Budget estimate, 1895-96.
	RS.	RS.	RS.	RS.
Coaching traffic	39,41,622	40,00,000	43,20,000	45,00,000
Goods do.	61,81,691	65,00,000	60,00,000	60,00,000
Electric telegraph earnings	19,003	20,000	20,000	20,000
Sundries	2,41,424	1,60,000	1,60,000	2,30,000
Total	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Train mileage	26,35,689	26,40,000	26,00,000	27,00,000

SCHEDULE G.

ESTIMATE OF REVENUE EXPENDITURE ON THE MADRAS RAILWAY FOR THE OFFICIAL YEAR 1895-96.

	Actuals in 1893-94.	Sanctioned budget estimate, 1894-95.	Revised estimate, 1894-95.	Budget estimate, 1895-96.
<i>Maintenance of Way, Works and Stations.</i>				
1. General superintendence ...	Rs. 2,81,655	Rs. 2,70,000	Rs. 2,80,000	Rs. 2,70,000
2. Maintenance and renewal of permanent way.	3,83,052	5,15,000	4,00,000	4,75,000
3. Repairs of bridges, &c., wages and materials.	93,066	1,50,000	1,00,000	1,35,000
3-A. Conservancy of rivers ...	...	...	...	...
4. Repairs of stations and buildings, wages and materials ...	1,64,232	1,80,000	1,65,000	1,73,700
5. Maintenance by contract ...	...	...	...	...
6. New minor works ...	21,368	25,000	25,000	25,000
7. Unclassified expenditure ...	1,44,491	2,00,000	2,06,400	2,00,000
Total ...	10,87,864	13,40,000	11,76,400	12,78,700
Deduct sum chargeable to Fire Insurance Fund ...	22	...	...	...
Deduct cost of working Kolar Gold Fields Railway ...	10,87,842	13,40,000	11,76,400	12,78,700
Total ...	...	...	11,600	10,000
Total ...	10,87,842	13,40,000	11,64,800	12,68,700
<i>Locomotive Expenses.</i>				
1. General superintendence ...	1,24,770	1,25,000	1,22,634	1,32,000
2. Running expenses (wages connected with the working of locomotive engines) ...	3,70,874	3,70,000	3,74,337	3,60,000
3. Fuel ...	7,39,366	7,15,000	7,52,598	7,40,000
4. Water (including wages and stores) ...	25,728	28,000	26,739	26,000
5. Oil, tallow and other stores, &c. (expended on engines in work) ...	42,742	45,000	41,971	41,000
6. Maintenance and renewals of locomotive engines ...	5,06,763	4,25,000	4,83,675	5,06,700
6-A. Maintenance and renewals of machinery, tools and plant ...	31,215	50,000	9,082	9,000
7. New minor works ...	1,999	2,000	1,750	2,500
8. Payments to other lines ...	...	...	...	...
9. Unclassified expenditure ...	1,63,925	1,65,000	1,44,815	1,64,000
Total ...	20,07,382	19,25,000	19,57,601	19,81,200
Deduct cost of working Kolar Gold Fields Railway ...	...	...	14,901	30,000
Total ...	20,07,382	19,25,000	19,42,700	19,51,200
<i>Carriage and Wagon Expenses.</i>				
1. General superintendence ...	38,002	37,000	52,558	44,000
2. Repairs and renewals of vehicles ...	3,93,327	4,30,000	5,49,282	5,26,000
2-A. Do. do. of machinery, tools and plant ...	19,026	60,000	7,830	8,000
3. Cleaning carriages and wagons and oiling.	63,552	62,000	63,516	62,000
4. New minor works ...	...	2,000	...	2,000
5. Unclassified expenditure ...	43,383	49,000	57,843	59,700
Total ...	5,57,290	6,40,000	7,31,029	7,01,700
Deduct sum chargeable to Fire Insurance Fund ...	125	...	3	...
Deduct cost of working Kolar Gold Fields Railway ...	5,57,165	6,40,000	7,31,026	7,01,700
Total ...	5,57,165	6,40,000	7,25,200	6,92,300

ESTIMATE OF REVENUE EXPENDITURE ON THE MADRAS RAILWAY FOR THE OFFICIAL YEAR 1895-96—cont.

	Actuals in 1893-94.	Sanctioned budget estimate, 1894-95.	Revised estimate, 1894-95.	Budget estimate, 1895-96.
<i>Traffic Expenses.</i>				
1. Salaries, wages, &c. ...	Rs. 6,14,276	Rs. 6,20,000	Rs. 6,27,000	Rs. 6,01,600
2. Fuel, lighting, water and general stores ...	1,33,392	1,22,000	1,25,400	1,10,000
3. Clothing ...	9,491	10,500	10,000	10,000
4. Printing, stationery and tickets ...	78,564	75,000	74,000	74,000
5. Charges for delivery and collection of goods, &c. ...	1,947	2,000	2,000	2,000
6. Miscellaneous expenses ...	6,501	6,000	5,000	5,000
7. Payments to other lines ...	12,091	10,000	9,000	9,000
8. Unclassified expenditure ...	42,219	31,000	37,000	37,000
Total ...	8,93,481	8,76,500	8,89,400	8,48,600
Deduct sum chargeable to Fire Insurance Fund ...	99	...	...	...
Deduct cost of working Kolar Gold Fields Railway ...	8,93,382	8,76,500	8,89,400	8,48,600
Total ...	...	...	12,000	15,000
Total ...	8,93,382	8,76,500	8,77,400	8,33,600
<i>General Charges.</i>				
1. Home expenditure ...	80,975	70,000	72,000	73,000
2. Salaries of Indian management including offices ...	2,64,196	2,71,260	2,68,400	2,77,000
3. Police ...	36,943	33,000	36,400	38,000
4. Advertising (all advertisements of all departments) ...	4,598	5,000	5,600	6,000
5. Electric telegraph ...	1,22,328	1,58,240	1,42,000	1,50,000
6. Clearing accounts with other lines ...	...	...	...	...
7. Unclassified expenditure ...	57,618	50,000	65,000	65,000
Total ...	5,66,658	5,93,500	5,89,400	6,09,000
Deduct sum chargeable to Fire Insurance Fund ...	6,370	4,000	4,000	4,000
Deduct cost of working Kolar Gold Fields Railway ...	5,60,288	5,89,500	5,85,400	6,05,000
Total ...	5,60,288	5,89,500	5,79,900	5,99,000
<i>Special and Miscellaneous Expenditure.</i>				
1. Law charges ...	1,387	3,000	6,000	2,500
2. Compensation ...	8,435	7,000	6,000	6,000
3. Rates and taxes (including municipal water rates) ...	13,373	22,000	34,000	25,000
4. Payments to other lines ...	2,597	30,000	48,000	8,000
5. Prizes for station gardens, &c. ...	667	1,000	1,000	1,000
6. Contributions to Railway Provident Institution ...	41,644	46,000	44,000	43,700
7. Miscellaneous ...	18,710	20,000	22,000	20,000
Total ...	86,813	1,29,000	1,61,000	1,06,200
Deduct sum chargeable to Fire Insurance Fund ...	4,074	...	...	...
Deduct cost of working Kolar Gold Fields Railway ...	82,739	1,29,000	1,61,000	1,06,200
Total ...	82,739	1,29,000	1,60,000	1,05,200

MADRAS,
April 1895.(Signed) L. S. MOSS,
Agent and Manager.

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated April, 23rd.

Recd.

Encl.

G.O., 23rd April 1895, No. 300 R.

APRIL.

FINAL ISSUE.

BUDGET ESTIMATE

OF THE

MADRAS RAILWAY

FOR THE YEAR

1895-96.

Madras Railway

Ordered that the final issue of the Capital and Revenue revised and budget estimates, —, for 1894-95 and 1895-96 be forwarded to the Government of India.

REVENUE ACCOUNT.

CAPITAL ACCOUNT.

ABSTRACT of the ESTIMATED CASH EXPENDITURE on the MADRAS RAILWAY for the official year 1895-96.

Particulars.	Actuals for 1893-94.	Budget estimate for 1894-95.	Revised estimate for 1894-95.	Budget estimate for 1895-96.
INDIAN.	RS.	RS.	RS.	RS.
CAPITAL OUTLAY.				
<i>Engineering Department.</i>				
Sanctioned works as per schedule A ...		1,59,281	1,76,969	80,573
Works to be sanctioned do. B ...		2,10,791	...	3,44,570
Emergent works do. D ...		...	...	...
<i>Locomotive Department.</i>				
Sanctioned works as per schedule A ...		...	100	650
Works to be sanctioned do. B ...	1,88,893	1,000	...	...
<i>Carriage and Wagon Department.</i>				
Sanctioned works as per schedule A ...		9,970	11,770	21,905
Works to be sanctioned do. B ...		22,912	...	34,705
<i>General.</i>				
Establishment ...		...	...	...
Stores as per schedule E ...	14,77,191	14,76,990	15,81,161	16,07,797
Miscellaneous ...	3,287	5,000	5,000	5,000
Suspense Miscellaneous ...	41,634	34,056	3,45,000	3,25,000
Increase or decrease of balance of Capital Advance Account ...	23,400	20,000	20,000	20,000
Total withdrawals on Capital Account ...	16,82,605	19,00,000	21,00,000	24,00,000
<i>Receipts to be credited to Capital Account.</i>				
Share capital paid in India ...		...	...	...
Refunds for stores sold to Revenue, &c. ...	19,14,267	20,00,000	20,00,000	20,00,000
Other refunds—				
Home expenditure, &c. ...	1,74,118	2,00,000	2,50,000	5,00,000
Total Payments on Capital Account ...	20,88,715	22,00,000	22,50,000	25,00,000
Net cash demand in India on Capital Account ...	4,03,110	3,00,000	1,50,000	1,00,000
ENGLAND.				
<i>Purchase of Stores.</i>				
Indents to be sent home during the year ...	...	9,69,670	7,31,821	5,27,191
Previous indents to be complied with ...	...	3,16,178	4,14,545	7,03,093
Total ...	...	12,85,848	11,46,366	12,30,284
Deduct for indents estimated to be complied with in the following year ...	...	4,78,939	7,03,093	2,87,284
Total Outlay for Stores ...	6,80,732	8,06,909	4,43,273	9,43,000
<i>Home Expenditure and Payments.</i>				
Home expenditure ...		70,909	74,182	86,182
Furlough and sick leave allowances ...	1,14,588	9,818	3,273	7,636
Family and sundry payments less receipts ...		28,364	27,272	26,182
Total, Home Expenditure and Payments ...	1,14,588	1,09,091	1,04,727	1,20,000
Total, Cash Demand in England ...	7,95,320	9,16,000	5,48,000	10,63,000

ABSTRACT of ESTIMATED REVENUE RECEIPTS and EXPENDITURE of the MADRAS RAILWAY for the official year 1895-96.

Particulars.	Actuals for 1893-94.	Budget estimate for 1894-95.	Revised estimate for 1894-95.	Budget estimate for 1895-96.
RECEIPTS AS PER SCHEDULE F.	RS.	RS.	RS.	RS.
Coaching traffic ...	39,41,622	40,00,000	43,20,000	45,00,000
Goods do. ...	61,81,691	65,00,000	60,00,000	60,00,000
Electric Telegraph earnings ...	19,003	20,000	20,000	20,000
Sundries ...	2,41,424	1,60,000	1,60,000	2,30,000
Total (1) ...	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Receipts on account of traffic appertaining to other lines ...	11,98,716	9,00,000	14,00,000	13,00,000
Receipts from Capital Account other than traffic earnings ...	...	...	...	...
Receipts from foreign lines other than traffic earnings ...	...	...	...	...
Other abnormal receipts in detail or as per schedule attached ...	...	...	...	...
Total Payments into Treasury on Revenue Account (2) ...	1,15,82,456	1,15,80,000	1,19,00,000	1,20,50,000
EXPENDITURE AS PER SCHEDULE G.				
Maintenance of way, works and stations ...	10,87,842	13,40,000	11,64,800	12,68,700
Locomotive expenses ...	20,07,382	19,25,000	19,42,700	19,51,200
Carriage and wagon expenses ...	5,57,165	6,40,000	7,25,200	6,92,300
Traffic expenses ...	8,98,382	8,76,500	8,77,400	8,33,600
General charges ...	5,60,288	5,89,500	5,79,900	5,99,000
Special and miscellaneous expenditure ...	82,739	1,29,000	1,60,000	1,05,200
Total (3) ...	51,93,798	55,00,000	54,50,000	54,50,000
Payments to other lines of their proportion of through traffic, &c. ...	10,83,629	9,00,000	13,60,000	13,00,000
Payments to Capital Account other than for stores, &c., included in the working expenses in schedule G ...	...	...	...	...
Other abnormal payments in detail or as per schedule attached ...	...	...	...	...
Total withdrawals from Treasury on Revenue Account (4) ...	62,77,427	64,00,000	68,10,000	67,50,000
Net earnings (1)—(3) ...	51,89,942	51,80,000	50,50,000	53,00,000
Net receipts (2)—(4) ...	53,05,029	51,80,000	50,90,000	51,00,000
Surplus profits ...	...	...	...	...

SCHEDULE A OR CONSTRUCTION
BUDGET ESTIMATE OF SANCTIONED WORKS of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT.	RS.	RS.	RS.
			<i>Earthwork.</i>			
1	G.O., No. 347 R. M.O.M.	12th June 1894. 27th Mar. 1895.	Raising line and increasing water-way at 106 1/2-3 miles, North-west line.	2,165	3,705	5,870
			STATIONS AND BUILDINGS.			
			<i>Ráyapuram.</i>			
2	G.O., No. 24 R. C.E. No. 548 ..	17th Jan. 1895. 14th Feb. 1895.	Ticket printing office at Ráyapuram ..	5,562	2,364	7,926
			<i>Washermanpet.</i>			
3	G.O., No. 23 R.	17th Jan. 1895.	Alterations, &c., at Washermanpet station and extension of Ennore branch to Ráyapuram.	9,959	12,501	22,460
			<i>Perambúr.</i>			
4	G.O., No. 129 R.	2nd Mar. 1894.	Church at Perambúr	5,931	1,609	7,540
			<i>Perambúr Works.</i>			
5	G.O., No. 2153 R.	18th Sept. 1891.	Bungalow for Assistant Locomotive Superintendent at Perambúr Works.	6,842	4,164	11,006
			<i>Arkonam.</i>			
6	G.O., No. 416 R. M.O.M. ..	3rd Aug. 1894. 27th Mar. 1895.	Extension of siding at the west end of Arkonam.	3,140	2,468	5,608
7	G.O., No. 470 R.	6th Sept. 1894.	Four bungalows for upper subordinates at Arkonam.	9,368	4,368	13,736
			<i>Jálárpét.</i>			
8	G.O., No. 2191 R. M.O.M. ..	12th Dec. 1892. 26th July 1894.	Third line goods shed lay-by, goods godown and loading bank at Jálárpét.	7,151	7,696	14,847
9	G.O., No. 1056 R. M.O.M. ..	27th July 1893. 30th Jan. 1895.	Two double bungalows for guards at Jálárpét.	5,854	2,406	8,260
10	G.O., No. 1025 R.	20th July 1893.	Twenty houses for native firemen at Jálárpét.	4,527	1,517	6,044
11	G.O., No. 45 R.	20th Jan. 1894.	Alterations and additions to station-house at Jálárpét.	10,786	6,517	17,303
			<i>Bowringpet.</i>			
12	G.O., No. 436 R. C.E. No. 199. G.I. No. 719 R.C.	15th Aug. 1894. 19th Jan. 1895. 31st July 1894.	Alterations and additions consequent on junction of Kolar Gold Field Railway with the Madras Railway at Bowringpet.	36,793	41,518	78,311
			<i>Bangalore City.</i>			
13	G.O., No. 1147 R.	26th Aug. 1893.	Thirty houses for subordinate staff at Bangalore City.	5,172	2,364	7,536
14	G.O., No. 81 R. G.I., No. 94 R.C.	6th Feb. 1894. 30th Jan. 1894.	Alterations and additions to station house, platform, &c., at Bangalore City.	83,891	59,439	1,43,330
			<i>Olavakkót.</i>			
15	G.O., No. 479 R.	12th Sept. 1894.	Additional siding and removing and re-building fuel shed at Olavakkót.	4,696	4,791	9,487
16	G.O., No. 134 R.	6th Mar. 1895.	Through siding, &c., at crossing station at 186 1/2 miles, South-west line.	4,338	8,577	12,915
			<i>Palghat.</i>			
17	G.O., No. 120 R. M.O.M. ..	28th Feb. 1894. 27th " 1895.	Alterations and additions to sidings at Palghat.	8,682	7,242	15,924
18	G.O., No. 384 R.	10th July 1894.	Loading bank and extension of goods shed siding at Palghat.	3,954	1,659	5,613
			<i>Kallayi.</i>			
19	G.O., No. 414 R.	3rd Aug. 1894.	An additional siding at Kallayi ..	2,089	3,664	5,753
			<i>Méttunálaiyam.</i>			
20	G.O., No. 2675 R. C.E., No. 1062.	11th Nov. 1892. 5th Dec. "	Alterations and additions in connection with the junction of the Nilgiri Railway with the Madras Railway at Méttunálaiyam.	14,972	7,791	22,763

WORKS—PART I.

MADRAS RAILWAY for the official year 1895-96.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	2,165	3,705	5,870	..	..	..	..	
..	..	..	1,200	564	1,764	4,362	1,800	6,162	..	
..	..	..	7,000	12,501	19,501	2,959	..	2,959	..	
..	..	..	1,118	500	1,618	4,813	1,109	5,922	..	
1,171	3,878	5,049	4,059	100	4,159	1,612	186	1,798	..	
..	..	..	2,646	2,468	5,114	..	..	..	..	
..	..	..	7,000	3,000	10,000	2,368	1,368	3,736	..	
2,247	4,581	6,828	1,250	2,115	3,365	3,654	1,000	4,654	..	
2,447	1,977	4,424	3,154	428	3,582	..	..	..	..	
3,062	1,273	4,335	1,219	132	1,351	..	..	..	..	
..	..	..	8,800	6,000	13,800	1,986	1,517	3,503	..	
13,466	15,877	29,343	15,500	10,641	26,141	7,827	15,000	22,827	..	
42	260	302	3,530	1,504	5,034	1,600	600	2,200	..	
20,902	38,110	59,012	52,000	20,000	72,000	10,989	1,329	12,318	..	
..	..	..	4,708	4,000	8,708	..	3,791	3,791	..	
..	..	..	..	..	..	4,338	8,577	12,915	..	
329	422	751	8,353	6,701	15,054	..	..	..	..	
..	..	..	3,930	1,200	5,130	..	459	459	..	
..	..	..	2,089	3,664	5,753	..	..	..	..	
11,365	3,583	14,948	1,575	..	1,575	2,032	4,208	6,240	..	

Budget Estimate of Sanctioned Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			STATIONS AND BUILDINGS—cont.	RS.	RS.	RS.
			<i>Tiruttani.</i>			
21	G.O., No. 1444 R.	13th Dec. 1893.	Interlocking points and signals at Tiruttani.	64	9,804	9,868
			<i>Nagari.</i>			
22	G.O., No. 18 R.	10th Jan. 1894.	Interlocking points and signals at Nagari.	114	7,254	7,368
			<i>Vapagunta.</i>			
23	G.O., No. 1203 R. M.O.M.	13th Sept. 1893. 30th Jan. 1895.	Station-house, &c., at Vapagunta	4,178	1,498	5,676
			<i>Pudi.</i>			
24	G.O., No. 253 R. M.O.M.	25th Apr. 1894. 31st Oct. "	Complete interlocking of all points and signals and working the same by one man from the platform without pointsman at Pudi.	1,356	4,639	5,995
			<i>Gooty.</i>			
25	G.O., No. 1456 R. M.O.M.	28th Dec. 1893. 27th Mar. 1895.	Double guards' bungalow at Gooty	4,533	783	5,316
26	G.O., No. 464 R.	30th Aug. 1894	Block of four houses for European and Eurasian fireman at Gooty.	4,492	1,458	5,950
27	G.O., No. 775 R. M.O.M.	26th Apr. 1893. 30th Aug. 1894.	Institute building at Gooty	8,209	6,517	14,726
28	G.O., No. 40 R.	24th Jan. 1895.	A double bungalow for European and East Indian drivers at Gooty.	4,565	1,437	6,002
			<i>Electric Telegraph.</i>			
29	G.O., No. 798 R. G.I., No. 649 R.C.	25th July 1889. 9th July "	Revised estimate for the extension of the block system and the introduction of starting semaphore signals on South-west and North-west lines including additional stations.	64,943	1,01,818	1,66,761
30	M.G.O., No. 111 R.	1st Feb. "	Single needle instruments, batteries, &c., for trial or additional stations.	4,122	3,588	7,710
31	G.O., No. 422 R.	15th Aug. 1894.	Lighting the Arkonam station and yard by electricity.	3,830	12,170	16,000
			Sanctioned minor works as per Schedule C.	58,761	44,974	1,03,735
			Total, Engineering Department	3,95,039	3,82,300	7,77,339
			LOCOMOTIVE DEPARTMENT.			
1	C.E., No. 4013.	21st Dec. 1894.	Six locomotive engines and tenders	750	7,028	7,028
2	G.I., No. 417 R.S.	3rd " "	Fitting automatic vacuum brake gear for engines.	750	12,270	13,020
	G.O., No. 682 R.	11th " "				
			Total, Locomotive Department	750	19,298	20,048
			CARRIAGE AND WAGON DEPARTMENT.			
1	G.O., No. 3-A R.	8th Jan. 1894.	Fitting carriages with apparatus for gas lighting.	12,469	1,41,280	1,53,749
2	G.O., No. 118 R.	27th Feb. "	One composite carriage	2,220	4,626	6,846
3	G.O., No. 118 R.	27th " "	Five third-class carriages	3,200	15,800	19,000
4	G.O., No. 118 R.	27th " "	Two brake-vans	1,240	5,760	7,000
5	G.O., No. 148 R.	8th Mar. "	One fifteen-ton travelling crane	400	6,170	6,570
6	G.O., No. 565 R.	20th Oct. "	Two composite carriages, night	4,422	9,284	13,706
7	G.I., No. 417 R. G.O., No. 682 R.	3rd Dec. " 11th " "	Fitting automatic vacuum brake gear for carriages.	1,250	27,098	28,348
			<i>Furnishing additional screw couplings to vehicles.</i>			
8	G.O., No. 1515 R.	17th Oct. 1890.	Three thousand two hundred and thirty screw couplings.	15,376	23,384	38,760
9	G.O., No. 1515 R.	17th " "	One thousand two hundred centre chains.	1,050	6,900	7,950
			Sanctioned minor works as per schedule C.	41,627	2,40,302	2,81,929
				2,075	10,295	12,370
			Total, Carriage and Wagon Department.	43,702	2,50,597	2,94,299
			Total, Schedule A	4,39,491	6,52,195	10,91,686

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	878	8,990	9,868	..	..	..	..	
..	..	..	..	..	..	114	7,254	7,368	..	
854	811	1,665	3,324	354	3,678	..	..	..	..	
1,356	4,003	5,359	..	636	636	..	..	..	..	
157	465	622	4,375	319	4,694	..	..	..	..	
..	..	..	3,392	1,000	4,392	1,100	458	1,558	..	
8,004	6,117	14,121	205	125	330	..	..	..	..	
..	..	..	..	..	..	4,565	1,437	6,002	..	
59,027	95,612	1,54,639	2,125	1,763	3,888	3,791	4,448	8,234	..	
1,095	1,385	2,480	561	450	1,011	2,466	1,753	4,219	..	
..	..	..	1,860	..	1,860	2,470	12,170	14,640	..	
12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
1,37,544	1,84,525	3,22,069	1,76,969	1,16,917	2,93,886	80,573	78,891	1,59,464	..	
..	..	..	..	4,685	4,685	..	2,343	2,343	..	
..	..	..	100	1,500	1,600	650	10,770	11,420	..	
..	..	..	100	6,155	6,255	650	13,113	13,763	..	
..	..	..	1,100	15,000	16,100	11,369	1,26,280	1,37,649	..	
101	..	101	2,119	4,626	6,745	..	..	..	..	
1,061	3,702	4,763	2,139	12,098	14,237	..	..	..	..	
426	1,445	1,871	814	4,315	5,129	..	..	..	..	
..	..	..	520	8,430	8,950	..	..	..	..	
..	..	..	..	..	..	4,422	9,284	13,706	..	
..	..	..	..	..	..	1,250	27,098	28,348	..	
7,671	12,234	19,905	3,078	4,698	7,776	4,627	6,452	11,079	..	
883	5,176	6,064	110	1,215	1,325	52	509	561	..	
10,147	22,557	32,704	9,880	50,382	60,262	21,720	1,69,623	1,91,343	..	
..	..	..	1,890	9,790	11,680	185	505	690	..	
10,147	22,557	32,704	11,770	60,172	71,942	21,905	1,70,128	1,92,033	..	
1,47,691	2,07,082	3,54,773	1,88,839	1,83,274	3,72,113	1,03,128	2,62,132	3,65,260	..	

SCHEDULE B OR CONSTRUCTION
Budget Estimate of Unsanctioned Works of the

Number of items	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT. Stations and Buildings.	RS.	RS.	RS.
			Ráyapuram.			
1	..	..	Sheds for export and import traffic at Ráyapuram.	16,666	8,534	25,000
2	..	..	Madras Railway and South Indian Railway joint beach station and line from Ráyapuram.	37,841	83,820	1,21,661
3	..	..	Washermanpet.			
3	..	..	Through siding at Washermanpet	3,879	7,191	11,070
			Veyasarpady.			
4	..	..	Houses for signallers and pointmen at Veyasarpady.	5,000	1,956	6,956
			Perambúr Works.			
6	..	..	Upstairs accommodation for bungalows Nos. 6,1 to 6,6 at Perambúr works.	4,940	4,694	9,634
6	..	..	Line on north side of Smith's shop to be extended across the tank and carried out into the timber yard at Perambúr works.	4,953	3,386	8,339
7	..	..	Erecting shop to be extended towards the smithy by 65 feet at Perambúr works.	26,662	15,761	42,423
8	..	..	Billiard room to be provided at institute and room altered at Perambúr works.	4,821	6,251	11,072
9	..	..	New bungalow for Assistant Locomotive Superintendent at Perambúr works.	6,705	6,266	12,971
			Konnur.			
10	..	..	Sorting sidings at Konnur	7,644	4,037	11,681
			Arkonam.			
11	..	..	Improvement and additions to the station yard at Arkonam.	3,500	6,500	10,000
12	..	..	Twenty houses for artisans at Arkonam	3,895	1,665	5,560
			Thalangai.			
13	..	..	Platform, lay-bye, loading bank, goods godown and new feeder road at Thalangai.	4,272	3,879	8,151
			Jálárpét.			
14	..	..	Houses for four European and East Indian drivers at Jálárpét.	6,322	2,758	9,080
15	..	..	Houses for five European and East Indian firemen at Jálárpét.	3,859	1,951	5,810
16	..	..	Bungalow for Assistant Traffic Manager on new site at Jálárpét.	6,803	6,266	13,069
17	..	..	Conversion of Assistant Traffic Manager's bungalow into institute at Jálárpét.	4,051	6,757	10,808
			Bisanattam.			
18	..	..	Through siding at Bisanattam	1,725	6,291	8,016
			Whitefield (Watering Station).			
19	..	..	Water from nullah at 203/14 miles	4,329	3,042	7,371
			Bangalore City.			
20	..	..	Carriage shed at Bangalore City	4,261	2,148	6,409
21	..	..	Supplementary estimate for alterations and additions to station-house at Bangalore City.	68,661	92,789	1,61,450
22	..	..	Institute at Bangalore City	10,372	9,720	20,092
23	..	..	Purchasing Southern Mahratta Railway office and Assistant Traffic Manager's bungalow at Bangalore City.	24,000	..	24,000
24	..	..	Lines for Native joint clerks at Bangalore City.	13,032	5,048	18,080
25	..	..	Bungalows for Eurasian traffic staff at Bangalore City.	8,658	3,354	12,012

WORKS—PART II.

Madras Railway for the official year 1895-96—*cont.*

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	..	..	..	..	..	..	25,000	
..	..	..	..	..	..	37,841	83,820	1,21,661	..	
..	..	..	..	..	..	3,879	7,191	11,070	..	
..	..	..	..	..	..	..	..	..	6,956	
..	..	..	..	..	..	..	..	..	9,634	
..	..	..	..	..	..	4,953	3,386	8,339	..	
..	..	..	..	..	..	26,662	15,761	42,423	..	
..	..	..	..	..	..	4,821	6,251	11,072	..	
..	..	..	..	..	..	6,705	6,266	12,971	..	
..	..	..	..	..	..	..	..	..	11,681	
..	..	..	..	..	..	3,500	6,500	10,000	..	
..	..	..	..	..	..	3,895	1,665	5,560	..	
..	..	..	..	..	..	4,272	3,879	8,151	..	
..	..	..	..	..	..	..	..	..	9,080	
..	..	..	..	..	..	3,859	1,951	5,810	..	
..	..	..	..	..	..	6,803	6,266	13,069	..	
..	..	..	..	..	..	4,051	6,757	10,808	..	
..	..	..	..	..	..	..	..	..	8,016	
..	..	..	..	..	..	..	..	..	7,371	
..	..	..	..	..	..	68,661	92,789	1,61,450	6,409	
..	..	..	..	..	..	10,372	9,720	20,092	..	
..	..	..	..	..	..	24,000	..	24,000	..	
..	..	..	..	..	..	13,032	5,048	18,080	..	
..	..	..	..	..	..	8,658	3,354	12,012	..	

Budget Estimate of Unsanctioned Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT—cont.	RS.	RS.	RS.
			Stations and Buildings—cont.			
			Pōdanūr.			
26	..	..	Two double blocks of bungalows for European and Eurasian drivers at Pōdanūr.	6,322	2,758	9,080
27	..	..	New booking office, 3rd-class waiting room, native latrine and re-arrangement of present rooms at Pōdanūr.	13,687	9,144	22,831
28	..	..	Steam pump at Noyel river and water led into station by 6" piping at Pōdanūr.	1,243	7,021	8,264
			Olavakkōt.			
29	..	..	Extension of 2nd and 3rd lines, &c., to the west of station at Olavakkōt.	3,683	5,682	9,365
			Palghat.			
30	..	..	Station-house at Palghat	25,000	15,000	40,000
			Kallayi.			
31	..	..	Additional dock at Kallayi	8,351	7,768	16,119
			Calicut.			
32	..	..	Siding proposed to be laid from Calicut station to the Beach.	7,533	17,929	25,462
			Nandalūru.			
33	..	..	One double bungalow for European Engine Drivers at Nandalūru.	4,465	1,408	5,873
34	..	..	Running driver's bungalow at Nandalūru.	5,678	1,515	7,193
35	..	..	Engine shed, turn-table, locomotive foreman's office and stores, ashpit, &c., at Nandalūru.	9,769	10,162	19,931
			Ballast and Permanent-way.			
36	..	..	Laying new permanent-way over girder bridges.	29,022	45,978	75,000
			Miscellaneous.			
37	..	..	Six houses for native assistant station-masters.	3,414	2,502	5,916
38	..	..	Twenty-five houses for subordinate staff.	4,868	2,082	6,950
39	..	..	Two complete trial stations	9,236	6,374	15,610
40	..	..	Distant signals for six stations, South-west and North-west Lines.	1,320	5,016	6,336
..	..	..	Unsanctioned minor works as per Schedule C.	50,921	27,937	78,858
			Total, Engineering Department ..	4,71,363	4,62,440	9,33,803
			LOCOMOTIVE DEPARTMENT—Nil.			
			CARRIAGE AND WAGON DEPARTMENT.			
1	..	..	Two composite carriages, day	3,950	7,610	11,560
2	..	..	Twenty-five third-class carriages, day ..	16,000	79,000	95,000
3	..	..	Five second-class carriages, day	10,075	14,925	25,000
4	..	..	Four brake vans	2,480	11,520	14,000
5	..	..	Two tool vans	1,240	5,760	7,000
6	..	..	Two tank wagons for carrying kerosine oil, 15 tons.	900	6,584	7,484
			Unsanctioned Minor Works as per Schedule C.	34,645	1,25,299	1,60,044
			Total, Carriage and Wagon Department.	60	1,145	1,205
			Total, Carriage and Wagon Department.	34,705	1,26,544	1,61,249
			Total, Schedule B ..	5,08,068	5,88,684	10,94,752

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	..	..	..	..	..	..	9,080	
..	..	..	..	..	..	..	..	..	22,831	
..	..	..	..	..	..	1,243	7,021	8,264	..	
..	..	..	..	..	..	3,683	5,682	9,365	..	
..	..	..	..	..	..	15,000	10,000	25,000	15,000	
..	..	..	..	..	..	..	..	..	16,119	
..	..	..	..	..	..	..	..	..	25,462	
..	..	..	..	..	..	4,465	1,408	5,873	..	
..	..	..	..	..	..	5,678	1,515	7,193	..	
..	..	..	..	..	..	9,769	10,162	19,931	..	
..	..	..	..	..	..	..	..	..	75,000	
..	..	..	..	..	..	3,414	2,502	5,916	..	
..	..	..	..	..	..	4,868	2,082	6,950	..	
..	..	..	..	..	..	9,236	6,374	15,610	..	
..	..	..	..	..	..	129	5,016	5,145	1,191	
..	..	..	..	..	..	50,921	27,937	78,858	..	
..	..	..	..	..	..	3,44,370	3,40,303	6,84,673	2,48,830	
..	..	..	..	..	..	3,950	7,610	11,560	..	
..	..	..	..	..	..	16,000	79,000	95,000	..	
..	..	..	..	..	..	10,075	14,925	25,000	..	
..	..	..	..	..	..	2,480	11,520	14,000	..	
..	..	..	..	..	..	1,240	5,760	7,000	..	
..	..	..	..	..	..	900	6,584	7,484	..	
..	..	..	..	..	..	34,645	1,25,299	1,60,044	..	
..	..	..	..	..	..	60	1,145	1,205	..	
..	..	..	..	..	..	34,705	1,26,544	1,61,249	..	
..	..	..	..	..	..	3,79,075	4,66,847	8,45,922	2,48,830	

SCHEDULE C OR CONSTRUCTION
BUDGET Estimate of Minor Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			SANCTIONED WORKS.	RS.	RS.	RS.
			ENGINEERING DEPARTMENT.			
			<i>Earthwork.</i>			
1	C.E. No. 833 ..	12th Mar. 1894.	Constructing a side drain for raising the line at 320, 10-13 miles, Nilgiri branch.	1,282	..	1,282
			<i>Stations and Buildings.</i>			
			<i>Ráyapuram.</i>			
2	C.E. No. 66 ..	9th Jan. 1895.	Supply of Red Hills water to engines at Ráyapuram.	342	2,255	2,597
			<i>Salt Cotaurs.</i>			
3	C.E. No. 126 ..	12th Jan. ..	House for Yard Inspector at Salt Cotaurs.	1,537	731	2,268
			<i>Central Station.</i>			
4	G.O. No. 3/A.R.	8th Jan. 1894.	Shed for making gas at Central Station ..	2,128	867	2,995
			<i>Perambúr Works.</i>			
5	C.E. No. 3838.	8th Dec. ..	School house to be extended at Perambúr Works.	2,298	1,107	3,405
			<i>Manur.</i>			
6	C.E. No. 1972..	22nd June ..	Platform at Manur	1,433	1,335	2,768
			<i>Arkonam.</i>			
7	C.E. No. 2940..	21st Sept. ..	Proposed institute at Arkonam ..	2,459	1,759	4,218
8	C.E. No. 1070..	27th Mar. 1895.	Well for supplying water to the station rooms and soda-water manufactory at Arkonam.	987	969	1,956
			<i>Vinnamangalam.</i>			
9	C.E. No. 781 ..	5th Oct. 1893.	Platform at Vinnamangalam	1,741	1,335	3,076
			<i>Kátpádi.</i>			
10	C.E. No. 996 ..	21st Mar. 1895.	New auxiliary well at the west end of station at Kátpádi.	3,546	226	3,772
			<i>Bisanattam.</i>			
11	C.E. No. 75-O. G.O. No. 375-B	29th June 1894.	Station-house at Bisanattam	897	3,123	4,020
			<i>Bowringpet.</i>			
12	C.E. No. 137 ..	15th Jan. ..	Enlarging the Locomotive well at Bowringpet.	2,430	..	2,430
13	C.E. No. 764 ..	4th Mar. 1895.	Single twelve feet arch in lieu of single & culvert No. 70 at 180-14 miles, Bangalore branch.	3,134	..	3,134
			<i>Devankundi.</i>			
14	C.E. No. 83 ..	8th Jan. 1895 ..	Goods godown at Devankundi.	1,414	568	1,982
			<i>Kadiampatti.</i>			
15	C.E. No. 1551.. M.O.M. ..	16th May 1894. 30th Jan. 1895.	Goods godown at Kadiampatti	350	1,068	1,418
			<i>Sankaridrug.</i>			
16	C.E. No. 3132..	11th Oct. 1894.	Raising tank at Sankaridrug	967	48	1,015
			<i>Cauvery.</i>			
17	C.E. No. 689 ..	29th Aug. 1893.	Station-house, &c., at Cauvery ..	2,542	1,406	3,948
			<i>Erode.</i>			
18	C.E. No. 821 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	New well at Erode	1,177	6	1,183
			<i>Uttukuli.</i>			
19	C.E. No. 820 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	Raising and enlarging tank, &c., at Uttukuli.	652	848	1,500
20	C.E. No. 2061..	30th June ..	Stoney's patent point indicators to be fixed at eleven stations between Mulla-puram and Pólanúr.	230	900	1,130
			<i>Pólanúr.</i>			
21	C.E. No. 601 .. M.O.M. ..	21st July 1893. 30th Aug. 1894.	Double bungalow for guards at Pólanúr.	2,984	1,258	4,242

WORKS, PART III.

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	1,281	..	1,281	..	..	..	..	
..	..	..	..	..	..	342	2,255	2,597	..	
..	..	..	300	400	700	1,237	331	1,568	..	
..	83	83	2,107	1,613	3,720	..	..	..	..	
..	..	..	1,100	607	1,707	1,198	500	1,698	..	
..	..	..	560	100	660	873	1,235	2,108	..	
..	..	..	2,568	1,759	4,327	..	..	..	..	
..	..	..	..	..	..	987	969	1,956	..	
509	385	894	824	561	1,385	..	..	..	..	
..	..	..	..	..	..	3,546	226	3,772	..	
..	..	..	1,123	1,839	2,962	..	..	..	..	
755	..	755	245	..	245	1,430	..	1,430	..	
..	..	..	..	..	..	3,134	..	3,134	..	
..	..	..	200	800	500	1,214	268	1,482	..	
..	..	..	350	1,067	1,417	..	..	..	..	
..	..	..	480	373	853	162	..	162	..	
2,162	1,842	3,504	512	26	538	..	..	..	..	
439	..	439	681	5	686	..	..	..	..	
543	848	1,391	109	..	109	..	..	..	..	
..	..	..	230	229	459	..	..	..	..	
2,983	1,258	4,241	1	..	1	..	..	..	..	

Budget Estimate of Minor Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT—cont.	RS.	RS.	RS.
			Stations and Buildings—cont.			
			Kuttipuram.			
22	C.E. No. 3418..	2nd Nov. 1894.	Four houses for subordinate staff at Kuttipuram.	819	289	1,108
			Edakolam.			
23	C.E. No. 1552..	16th May "	Feeder road and removal of lay-bye at Edakolam.	1,904	660	2,564
			Ferook.			
24	C.E. No. 2449 ..	4th Aug. "	Two extra godowns at Ferook	1,901	1,010	2,911
			Ponpadi.			
25	C.E. No. 606 ..	22nd July 1893.	Platform at Ponpadi	1,235	1,124	2,359
	M.O.M. ..	27th Feb. 1895.	Puttur.			
26	C.E. No. 98 ..	11th Jan. 1894.	Interlocking points and signals at Puttur.	111	3,057	3,168
			Mamandur.			
27	C.E. No. 451 ..	29th May 1893.	Points to be worked and locked locally by pointsmen, signals to be worked and controlled by stationmaster, who also detects and locks points at Mamandur.	931	1,734	2,665
	C.E. No. 2133..	7th July 1894.				
			Kodur.			
28	C.E. No. 792 ..	7th Oct. 1893..	Four houses for subordinate staff for Traffic department at Kodur.	779	333	1,112
			Nandalur.			
29	C.E. No. 1822..	11th June 1894.	Extension of through siding and shifting main line to standard dimension at Nandalur.	1,199	598	1,797
			Cuddapah.			
30	C.E. No. 530 ..	21st June 1893.	Eight houses for subordinate staff for Traffic department at Cuddapah.	1,355	698	2,053
	M.O.M. ..	26th July 1894.				
			Yerragudipad.			
31	C.E. No. 822 ..	18th Oct. 1893..	Platform at Yerragudipad	985	1,090	2,075
	M.O.M. ..	27th Mar. 1895.	Gooty.			
32	C.E. No. 1439..	4th May 1894.	Enlargement of locomotive well at Gooty.	1,521	75	1,596
	M.O.M. ..	27th Mar. 1895.				
33	C.E. No. 4026..	21st Dec. 1894.	Additions to the station house at Gooty ..	849	1,035	1,883
34	C.E. No. 97 ..	11th Jan. 1895.	Extension of the store-room at Gooty ..	979	859	1,838
			Guntakal.			
35	C.E. No. 816 ..	17th Oct. 1893..	Native signallers' bungalow at Guntakal..	2,620	610	3,230
36	C.E. No. 2365..	30th Oct. 1894..	Three houses for subordinate staff for Traffic department at Guntakal.	788	242	1,028
			Molagavalli.			
37	C.E. No. 1154..	10th April 1894.	Loading bank and lay-bye at Molagavalli.	2,164	1,984	4,148
	M.O.M. ..	30th Jan 1895..				
			Raichur.			
38	C.E. No. 813 ..	9th Mar. 1894.	Engine turn-table, 50 feet diameter, in lieu of existing one at Raichur.	793	3,024	3,817
39	C.E. No. 1727..	4th June	Additional cross over road at Raichur ..	143	1,568	1,711
40	C.E. No. 2063..	2nd July	Removal of foot bridge at Raichur ..	420	968	1,388
41	C.E. No. 2889..	17th Sept.	Refreshment stall for 3rd-class passengers at Raichur.	778	280	1,058
42	C.E. No. 3818..	10th Dec. 1894.	Institute at Raichur	1,285	1,820	3,105
			Electric Telegraph.			
43	C.E. No. 581 ..	12th July 1893.	Estimate for the Soda-water manufactory at Arkonam.	441	851	1,292
	M.O.M. ..	31st Oct. 1894.				
44	C.E. No. 1428..	2nd May	Telephone circuit between Rayapuram, Central station and Perambur.	234	1,256	1,490
			Total, Engineering Department, carried to schedule A.	53,761	44,974	1,03,735
			CARRIAGE AND WAGON DEPARTMENT.			
1	C.E. No. 141-O.	19th Sept. 1894.	One tank wagon for carrying kerosine oil.	410	1,640	2,050
2	C.E. No. 2874..	14th Sept. "	Hydraulic jack and portable steam crane.	380	1,750	2,130
3	C.E. No. 2609..	19th Nov. "	One tank wagon for conveying oil, 10 tons.	420	2,900	3,320

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	235	200	435	584	89	673	..	
..	..	..	1,904	376	2,280	..	..	..	..	
..	..	..	2,091	1,111	3,202	..	..	..	..	
117	470	587	1,118	501	1,619	..	..	..	..	
..	..	..	25	1,057	1,082	86	2,000	2,086	..	
785	722	1,507	533	865	1,398	..	..	..	..	
487	237	724	290	4	294	..	..	..	..	
..	..	..	1,222	494	1,716	..	..	..	..	
855	613	1,468	460	84	544	..	..	..	..	
312	..	312	673	930	1,603	..	..	..	..	
..	..	..	1,591	75	1,596	..	..	..	..	
..	..	..	248	535	783	600	500	1,100	..	
..	..	..	..	..	..	279	859	1,838	..	
2,072	213	2,285	544	38	582	..	..	..	..	
..	..	..	616	242	858	170	..	170	..	
..	..	..	2,164	1,099	3,263	..	..	..	..	
..	..	..	793	3,024	3,817	..	..	..	..	
..	..	..	143	1,568	1,711	..	..	..	..	
..	..	..	420	968	1,388	..	..	..	..	
..	..	..	778	280	1,058	..	..	..	..	
..	..	..	300	620	920	985	1,200	2,185	..	
1	..	1	440	851	1,291	..	..	..	..	
..	..	..	234	1,256	1,490	..	..	..	..	
12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
..	..	..	410	1,640	2,050	..	..	..	..	
..	..	..	380	1,750	2,130	..	..	..	..	
..	..	..	350	2,700	3,050	70	200	270	..	

Budget Estimate of Minor Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
				RS.	RS.	RS.
			CARRIAGE AND WAGON DEPARTMENT <i>—cont.</i>			
4	C.E. No. 3650..	13th Nov. 1894..	One tank wagon for conveying kerosine oil, 10 tons.	410	1,640	2,050
5	Do. ..	13th Nov. ..	One tank wagon for conveying kerosine oil, 15 tons.	455	2,365	2,820
			Total, Carriage and Wagon Department, carried to schedule A.	2,075	10,295	12,370
			Total, Sanctioned Minor works ..	60,836	55,269	1,16,105
			UNSANCTIONED WORKS.			
			ENGINEERING DEPARTMENT.			
			<i>Stations and Buildings.</i>			
			Ráyapuram.			
1	..	..	Alteration of sidings and signals and also grouping and interlocking points with signals at Ráyapuram.	826	2,725	3,551
			Perambur Works.			
2	..	..	Construction of a new shed at the west side of the present scantling shed at Perambur works.	360	2,576	2,936
			Mosur.			
3	..	..	Platform on the up line at Mosur ..	1,908	1,335	3,243
			Jalarpet.			
4	..	..	Ten huts for native firemen and artisans at Jalarpet.	2,264	758	3,022
5	..	..	One block of four houses for European firemen at Jalarpet.	3,023	1,553	4,576
6	..	..	One double bungalow for family guards at Jalarpet.	2,939	1,191	4,130
7	..	..	Travelling auditor's bungalow at Jalarpet.	1,731	669	2,400
			Mulanur.			
8	..	..	Booking office, 3rd-class waiting room and approach road at Mulanur.	1,366	661	2,027
			Gudupalli.			
9	..	..	Station-house, goods godown, &c., at Gudupalli.	2,768	1,093	3,861
			Bangalore City.			
10	..	..	Bungalow for East Indian Carriage Examiner at Bangalore City.	3,021	790	3,811
11	..	..	One double bungalow for ticket collector at Bangalore City.	3,655	1,319	4,974
12	..	..	One double bungalow for married guards at Bangalore City.	3,655	1,319	4,974
13	..	..	Store-room for Carriage Examiner at Bangalore City.	798	308	1,106
			Mangalam.			
14	..	..	Doubling goods shed in length at Mangalam.	948	1,121	2,069
			Podanur.			
15	..	..	Emergency stock shed and lay-bye at Podanur.	479	918	1,397

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	850	1,500	1,850	80	140	200	..	
..	..	..	400	2,200	2,600	55	165	220	..	
..	..	..	1,890	9,790	11,680	185	505	690	..	
12,020	6,171	18,191	31,293	34,847	66,140	17,712	10,937	28,649	..	
..	..	..	..	..	..	..	..	..	..	
..	..	..	..	..	..	826	2,725	3,551	..	
..	..	..	..	..	..	360	2,576	2,936	..	
..	..	..	..	..	..	1,908	1,335	3,243	..	
..	..	..	..	..	..	2,264	758	3,022	..	
..	..	..	..	..	..	3,023	1,553	4,576	..	
..	..	..	..	..	..	2,939	1,191	4,130	..	
..	..	..	..	..	..	1,731	669	2,400	..	
..	..	..	..	..	..	1,366	661	2,027	..	
..	..	..	..	..	..	2,768	1,093	3,861	..	
..	..	..	..	..	..	3,021	790	3,811	..	
..	..	..	..	..	..	3,655	1,319	4,974	..	
..	..	..	..	..	..	3,655	1,319	4,974	..	
..	..	..	..	..	..	798	308	1,106	..	
..	..	..	..	..	..	948	1,121	2,069	..	
..	..	..	..	..	..	479	918	1,397	..	

Budget Estimate of Minor Works of the

Number of items	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT—cont.	RS.	RS.	RS.
			Stations and Buildings—cont.			
			Rénigunta.			
16	..	..	Ten houses for native firemen at Réni-	2,720	580	3,300
17	..	..	gunta.			
18	..	..	Extension of transshipping shed at Réni-	784	1,928	2,712
			gunta.			
			Watering arrangements to be improved at	3,052	..	3,052
			Thocock at Réni-gunta.			
			Nandaluru.			
19	..	..	Five huts for native firemen, fitters, &c.,	1,308	445	1,751
20	..	..	at Nandaluru.			
21	..	..	One block of three houses for native drivers	2,150	1,037	3,187
22	..	..	at Nandaluru.			
			Chutram for native firemen at Nandaluru.	802	352	1,154
			Bungalow for Locomotive firemen at	3,055	1,657	4,712
			Nandaluru.			
			Gooty.			
23	..	..	Additions to school at Gooty	849	658	1,507
			Guntakal.			
24	..	..	Ash-pits to be provided near the water	986	640	1,626
			column, one at each side of the station			
			at Guntakal.			
			Raichur.			
25	..	..	Additions to goods shed at Raichur ..	2,802	210	3,012
26	..	..	Additions to Apothecary's quarters at	965	482	1,447
			Raichur.			
			Miscellaneous.			
27	..	..	Overbridge at Elephant gate crossing ..	709	1,612	2,321
28	..	..	Two trial stations	1,000	..	1,000
			Total, Engineering Department, car-	50,921	27,937	78,858
			ried to schedule B.			
			LOCOMOTIVE DEPARTMENT.—Nil.			
			CARRIAGE AND WAGON DEPARTMENT.			
1	..	..	One support wagon for 15-ton crane car-	60	1,145	1,205
			ried to schedule B.			
			Total, Unsanctioned Minor Works ..	50,981	29,082	80,063

Madras Railway for the official year 1895-96—cont.

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	..	..	..	2,720	580	3,300	..	
..	..	..	..	..	..	784	1,928	2,712	..	
..	..	..	..	..	..	3,052	..	3,052	..	
..	..	..	..	..	..	1,308	445	1,751	..	
..	..	..	..	..	..	2,150	1,037	3,187	..	
..	..	..	..	..	..	802	352	1,154	..	
..	..	..	..	..	..	3,055	1,657	4,712	..	
..	..	..	..	..	..	819	658	1,507	..	
..	..	..	..	..	..	986	640	1,626	..	
..	..	..	..	..	..	2,802	210	3,012	..	
..	..	..	..	..	..	965	482	1,447	..	
..	..	..	..	..	..	709	1,612	2,321	..	
..	..	..	..	..	..	1,000	..	1,000	..	
..	..	..	..	..	..	50,921	27,937	78,858	..	
..	..	..	..	..	..					
..	..	..	..	..	..	60	1,145	1,205	..	
..	..	..	..	..	..	50,981	29,082	80,063	..	

SCHEDULE D OR CONSTRUCTION WORKS—PART IV.
BUDGET ESTIMATE of EMERGENT WORKS of the MADRAS RAILWAY for the official year 1895-96—A.

SCHEDULE E.

BUDGET ESTIMATE of EXPENDITURE for PURCHASE of STORES for the MADRAS RAILWAY during 1895-96.

Details.	ACTUAL PURCHASES DURING 1893-94.		PROBABLE PURCHASES DURING 1894-95.		ESTIMATED PURCHASES DURING 1895-96.	
	Quantity.	Amount.	Quantity.	Amount.	Quantity.	Amount.
<i>In India.</i>						
Firewood	Tons.	Rs.		Rs.		Rs.
Oil of sorts	..	71,269	3,44,695	75,300	3,76,500	65,000
Cotton, waste, &c.	..	..	1,53,156	..	1,45,100	..
Timber of all kinds	..	76,619	9,837	48,000	5,000	1,30,000
Wooden sleepers	..	..	2,45,241	..	2,34,020	..
Do. keys	..	..	22,121	..	20,000	..
Materials for tarpaulins	..	..	7,561	..	15,000	..
Manufacture of stores	..	..	8,987	..	9,000	..
Freight and landing charges	..	..	1,42,257	..	1,43,000	..
Coal, Indian	..	..	54,320	..	50,000	..
Tallow, country	Tons.	24,288	8,41,107	31,000	4,53,000	32,000
Sundry stores	lb.	12,471	1,936	1,500	320	1,450
	..	..	1,45,973	..	1,30,221	..
Total	..	14,77,191	..	15,81,161	..	16,07,797
<i>In England.</i>						
Coal, coke and patent fuel	Tons.	700	10,838	1,000	28,000	1,000
Brass and copper pipes, tubes, &c.	..	44	28,056	..	38,066	..
Iron and steel plates and bars	..	288	41,577	..	20,463	..
Materials for renewals of rolling-stock, chiefly iron works	..	..	..	..	..	..
Tyres, engine and carriages	No.	44	14,523	..	38,408	..
Machinery and tools	..	..	11,223	174	13,278	..
Axles, crank	..	..	3,843	..	2,434	..
Do. carriages	..	..	4,200	..	..	..
Locomotives	No.	..	..	450	17,829	..
Iron under frames for carriages	..	10	2,06,831	..	..	..
Apparatus for carriages for gas lightings	..	..	2,842	50	30,227	..
Automatic vacuum brake fittings	Sets.	..	..	..	..	1,23,007
Permanent-way materials	..	..	..	..	..	74,648
Telegraph stores	Tons.	4,983	2,61,291	..	86,344	..
Materials for tarpaulins	..	..	..	..	20,872	..
Axle engines and tenders	No.	..	20,253	..	5,000	..
Boilers	..	..	..	4	2,702	..
Sundry stores	..	..	75,260	6	47,045	..
	..	..	..	..	92,617	..
Total	..	6,80,732	..	4,43,273	..	9,43,000
Total, Schedule E	..	21,57,923	..	20,24,434	..	25,50,797

MEMORANDUM.

Actual balance of stores on hand, 1st April 1894	..	..	RS.
Estimated purchases during 1894-95 as above	..	..	29,21,106
			20,24,434
Estimated issues during 1894-95	..	..	Total .. 49,45,540
			21,83,274
Estimated balances on 1st April 1895	..	..	..
Estimated purchases during 1895-96	..	..	27,62,266
			25,50,797
Estimated issues during 1895-96	..	..	Total .. 53,13,063
			27,28,979
Estimated balances on 1st April 1896	..	..	..
			25,84,084

ENGLISH TRANSACTIONS.

	1895-96.
	RS.
Indents to be sent home during the year	..
Add for indents of previous year expected to be complied with in official year	..
Add English establishment charges	..
	7,03,093
	1,20,000
	Total .. 13,50,284
Deduct amount of orders not expected to be complied with until next year	..
	2,87,284
Net Capital cash transactions in England	..
	10,63,000

SCHEDULE F.

ESTIMATE of TRAFFIC RECEIPTS of the MADRAS RAILWAY, 1895-96.

Number of miles open for traffic on 1st April 1894	..	..	840
Expected to be opened during 1894-95	..	..	..
			..
Total on 1st April 1895	..	..	840
Expected to be opened during 1895-96	..	..	..
Total likely to be opened at end of 1895-96	..	..	..
Average number of miles expected to be opened during the whole of 1895-96	..	..	840

	Actuals in 1893-94.	Sanctioned budget estimate, 1894-95.	Revised estimate, 1894-95.	Budget estimate, 1895-96.
	RS.	RS.	RS.	RS.
Coaching traffic	39,41,622	40,00,000	43,20,000	45,00,000
Goods do.	61,81,691	65,00,000	60,00,000	60,00,000
Electric telegraph earnings	19,003	20,000	20,000	20,000
Sundries	2,41,424	1,60,000	1,60,000	2,30,000
Total	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Train mileage	26,35,689	26,40,000	26,00,000	27,00,000

23RD APRIL 1895, No. 301 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

CAPTAIN A. D. G. SHELLEY, R.E.,
*Under Secretary to the Government of Madras,
Public Works Department,
Railway Branch.*

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

With reference to Government of India Public Works Department Resolution No. $\frac{3}{B.O.}$ A.R., dated the 21st March 1895, I am directed to forward herewith the final issue of the Capital and Revenue revised and budget estimates, Madras Railway, for the years 1894-95 and 1895-96 and to state that the estimates have been prepared for the amounts accepted by the Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

MADRAS,
23rd April 1895.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Gobt. of {1895} Madras.
PUBLIC WORKS.

Dated April, 23rd.

Recd.

Encl.

23rd April 1895, No. 301 R.

APRIL.

Madras Railway

Forwarding the final issue of the Capital
and Revenue revised and budget estimates,
—, for 1894-95 and 1895-96.

Madras
Budget

1895

Estimates

Number of
Expenditure

Expected to
Total like
Average
during the

Coaching
Goods
Electric
Sundries

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 23rd.

Recd.

Encl.

23rd April 1895, No. 301 R.

APRIL.

Madras Railway

Forwarding the final issue of the Capital
and Revenue revised and budget estimates,
—, for 1894-95 and 1895-96.

Madras Railway
Budget Estimate

1895-96

Handwritten notes:
...and in England
...and payable
...has received

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated April, 23rd.

Recd.

Encl.

23rd April 1895, No. 301 R.

APRIL.

Madras Railway

Forwarding the final issue of the Capital and Revenue revised and budget estimates, —, for 1894-95 and 1895-96.

Abstract of the

Particulars

Indian Capital
Engineering Department
Sanctioned Works
Works to be done
Emergent Works
Locomotive Department
Sanctioned Works
Works to be done
Carriage and Wagon
Sanctioned Works
Works to be done
General Establishment
Stores as per Schedule
Miscellaneous
Suspense. Miscellaneous
Increase or decrease of
Adm.
Total withdrawals on
Receipts to be credited
Share Capital
Refunds for
Other receipts
Home Expenditure
Total payments on
Net Cash demand
England
Purchase of
Stores
Indents to be
Previous Indents
Deduct for
Home Expenditure

Estimated
Expenditure
1894-95
1895-96
Remarks

Rs. Rs.
96558 84147

9080

22831

8264

1365

5000 15000

16119

25462

21

ature of the Madras
1895-96

Revised
Estimate
1894-95
Budget
Estimate for
1895-96

Rs. Rs.

4320000 4500000
6000000 6000000
20000 20000
160000 230000

10500000 10750000

1400000 1300000

1900000 12050000

164800 1268700
942700 1951200
725200 692300
877400 833600
79900 599000
60000 105200

150000 5450000
600000 1300000

10000 6750000

50000 5300000

10000 5400000

Railway

get Estimate

1895-96

Capital Account Estimated Cash Expenditure on the Madras Railway for the official year 1895-96.

Govt. P.	Actuals for 1893-94 Rs.	Budget Estimate for 1894-95 Rs.	Revised Estimate for 1894-95 Rs.	Budget Estimate for 1895-96 Rs.
Outlay as per Schedule A		159,281	176,969	80,573
Allocated do B		210,791		344,370
do D				
As per Schedule A			100	650
Allocated do B	188,893	1000		
Department				
As per Schedule A		9970	11,770	21,905
Allocated do B		22,912		34,703
As per Schedule E	14,77,191	14,76,990	15,81,161	16,07,797
As per Schedule E	3287	5000	5000	5000
As per Schedule E	14,16,34	34,056	34,500	32,500
Balance of Capital as accounted	28,400	20,000	20,000	20,000
Capital Account	16,82,605	19,00,000	21,00,000	24,00,000
to Capital Account and in India				
as sold to Revenue	17,14,267	20,00,000	20,00,000	20,00,000
As per Schedule	17,44,448	2,00,000	2,50,000	500,000
Capital Account	20,88,715	22,00,000	22,50,000	25,00,000
India on Capital Account	4,06,110	3,00,000	1,50,000	1,00,000
to be completed with		9,69,670	7,31,821	5,27,191
Total		3,16,178	4,14,545	7,03,093
Estimate to be in the following year		12,85,545	11,46,366	12,30,284
Outlay for the year		4,78,939	7,03,093	2,87,284
Payments	6,80,732	8,56,909	4,43,273	9,42,000
		7,09,091	7,41,821	8,61,821

Revenue Account Abstract of estimated Revenue Receipts and Expenditure Railway for the official year

Particulars	Actuals for 1893-94 Rs.	Budget Estimate for 1894-95 Rs.
<u>Receipts as per Schedule F.</u>		
Coaching Traffic	39,41,622	40,00,000
Goods Traffic	6,18,169	6,50,000
Electric Telegraph earnings	19,003	20,000
Sundries	24,14,24	16,000
Total (1)	10,38,374	10,68,000
Receipts on account of traffic appertaining to other lines		
Receipts from Capital Account other than traffic earnings	11,98,716	9,00,000
Receipts from Foreign Lines other than traffic earnings	"	"
Other abnormal receipts in detail as per schedule attached	"	"
Total payments into Treasury on Revenue Account (2)	11,58,245	11,58,000
<u>Expenditure as per Schedule G.</u>		
Maintenance of Way, Works and Stations	10,87,842	13,40,000
Locomotive Expenses	20,67,382	19,25,000
Carriage and Wagon Expenses	5,57,165	6,40,000
Traffic Expenses	8,98,382	8,76,500
General Charges	5,60,288	5,89,500
Special and Miscellaneous Expenditure	82,739	12,900
Total (3)	51,93,798	55,00,000
Payments to other funds of their proportion of through fares	10,83,629	9,00,000
Payments to Capital Account other than for stores included in the Working Expenses schedule	"	"
Other abnormal payments in detail or as per schedule attached	"	"
Total withdrawals from Treasury on Revenue Account (4)	62,77,427	64,00,000
Net Earnings (1) - (3)	51,89,942	51,80,000
N.L. Dividends (2) - (4)	5,30,500	5,18,000

Budget Estimate of Sanctioned Works of Capital

Schedule A of

Particulars	Amount of Estimate		
	Cash outlay in India	Value in Rupees	Total Expenditure
	Rs	Rs	Rs
<u>Engineering Department</u>			
<u>Earthwork</u>			
Raising line and increasing water way at $\frac{106}{2.3}$ miles North West Line	2165	3705	5870
<u>Stations and Buildings</u>			
<u>Kayapuram</u>			
Electrical printing office at Kayapuram	3562	2364	7926
<u>Washermanpet</u>			
Alterations at Washermanpet Station and Extension of Ennore Branch to Kayapuram	9951	12501	22460
<u>Perambur</u>			
Church at Perambur	5931	1609	7540
<u>Perambur Works</u>			
Bungalows for Assistant Locomotive Superintendents at Perambur Works	6845	4164	11006
<u>Arkonam</u>			
Extension of siding at the West end of Arkonam	3140	2468	5608
Bungalows for upper subordinates at Arkonam	9368	4368	13736

Construction Works - Part I

the Madras Railway for the Official year 1895-96

Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1895-96	
Cash outlay in India	Value in Rupees	Total	Cash outlay in India	Value in Rupees	Total	Cash outlay in India	Value in Rupees
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
"	"	"	2165	3705	5870	"	"
"	"	"	1200	564	1764	4362	1800
"	"	"	7000	12501	19501	2959	"
"	"	"	1118	500	1618	4813	1109
1171	3878	5049	4059	100	4159	1612	186
"	"	"	2646	2468	5114	"	"
"	"	"	7000	3000	10000	2368	1368

Capital Account
Schedule A of
Budget Estimate of Sanctioned Works of

Particulars	Amount of Estimate		
	Cash outlay in India	Value Stores	Total Expenditure
	Rs	Rs	Rs
<u>Engineering Department</u>			
<u>Earthwork</u>			
Raising line and increasing water way at $\frac{106}{2.3}$ miles North West Line	2165	3705	5870
<u>Stations and Buildings</u>			
<u>Ragapuram</u>			
Ticket printing office at Ragapuram	5562	2364	7926
<u>Washermanpet</u>			
Alterations to at Washermanpet Station and Extension of Ennore Branch to Ragapuram	9959	12501	22460
<u>Perambur</u>			
Church at Perambur	5931	1609	7540
<u>Perambur Works</u>			
Bungalows for Assistant Locomotive Superintendant at Perambur Works	6842	4164	11006
<u>Arkonam</u>			
Extension of siding at the west end of Arkonam	3140	2468	5608
4 Bungalows for upper subordinates at Arkonam	9368	4368	13736

Construction Works - Part I
The Madras Railway for the Official year 1895-96

Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1895-96	
Cash outlay in India	Value Stores	Total	Cash outlay in India	Value Stores	Total	Cash outlay in India	Value Stores
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
			2165	3705	5870		
			1200	564	1764	4362	1800
			7000	12501	19501	2959	
			1118	500	1618	4813	1109
1171	3878	5049	4059	100	4159	1612	186
			2646	2468	5114		
			7000	3000	10000	2368	1368

Schedule

(Continued)

Particulars	Amount of Estimate		
	Cash outlay in India	Value in Rupees	Total Expenditure
Brought over	Rs.	Rs.	Rs.
Stations and Buildings (con)	50118	38875	88993
Jalarpur (con)			
Two double bungalows for guards at Jalarpur	5854	2406	8260
Twenty honors for native firemen at Jalarpur	4527	1517	6044
Alterations and Additions to Station house at Jalarpur	10786	6517	17303
Bowringpet			
Alterations and Additions			
Consequent on the junction of Kolar Gold Field Ry. with the Madras Ry. at Bowringpet	36793	41518	78311
Bangalore City			
Thirty honors for subordinate staff at Bangalore City	5172	2364	7536
Alterations and Additions to Station house, platform &c at Bangalore City	83891	59439	143330
Olavakkote			
Additional siding and removing and rebuilding fuel shed at Olavakkote	4696	4791	9487

Actual Expenditure up to close of official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for official year 1894-95	
Cash outlay in India	Value in Rupees	Total	Cash outlay in India	Value in Rupees	Total	Cash outlay in India	Value in Rupees
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3418	8459	11877	26438	24963	51391	19768	546
2447	1977	4424	3154	428	3582	"	"
3062	1273	4335	1219	132	1351	"	"
.	.	.	8800	5000	13800	1986	1517
13466	15877	29343	15500	10641	26141	7827	15000
42	260	302	3530	1504	5034	1600	600
20902	38110	59012	52000	20000	72000	10989	1329
			4708	4000	8708		3791

Schedule

Particulars	Amount of Estimates		
	Cash outlay in India	Value of stores	Total expenditure
Brought over	R	R	R
Stations and Buildings (con)	206175	166004	372179
Palghat			
Alterations and Additions to sidings at Palghat	8682	7242	15924
Loading bank and Extension of goods shed siding at Palghat	3954	1657	5611
Kallayy			
In additional siding at Kallayy	2089	3664	5753
Mettupalaiyam			
Alterations and Additions in connection with the junction of the Nilgiri Railway with the Madras Ry. at Mettupalaiyam	14972	7771	22763
Tirutani			
Interlocking points and signals at Tirutani	64	9804	9868
Nagari			
Interlocking points and signals at Nagari	114	7254	7368
Vazhantur			

A (Continued)

Actual expenditure up to the end of official year 1893-94			Probable expenditure during 1894-95			Budget estimate for official year 1894-95	
Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores
R	R	R	R	R	R	R	R
42337	65956	109293	115349	66658	182007	46508	36277
379	422	751	8353	6701	15054	.	.
.	.	.	3980	1200	5180	.	459
.	.	.	2089	3664	5753	.	.
11365	3583	14948	1575	.	1575	2032	4208
.	.	.	878	8990	9868	.	.
.	.	.	.	.	.	114	7254

Schedule

6

Particulars

Amount of Estimate

Cash outlay in Rupees	Value in Stores	Total Expenditure
Rs	Rs	Rs

Brought over
Stations and Buildings / con /
Pudi

240228	204916	445144
--------	--------	--------

44 Complete interlocking of all points and
signals & working the same by one
man from the platform without
pointman at Pudi.

1356	4639	5995
------	------	------

Gooty

13 Double guards bungalow at Gooty

4533	783	5316
------	-----	------

44 Block of four houses for European and
European foreman at Gooty

4492	1458	5950
------	------	------

44 Institute Building at Gooty

8209	6517	14726
------	------	-------

44 A double bungalow for European & East-
Indian drivers at Gooty

4565	1437	6002
------	------	------

Electric Telegraph

189 Revised estimate for the extension of the
Block system and the introduction
of starting semaphore signals on
S.W. & N.W. lines including additional
stations

64943	101818	166761
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Single Needle Instruments, Batteries &c.
for trial or additional stations

4122	3588	7710
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Lighting the Arkham Station and
yard by Electricity

3830	12170	16000
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A (Continued)

Actual Expenditure up to close
of official year 1893-94

Probable Expenditure
during 1894-95

Budget Estimate
for official year

Cash outlay in Rupees	Value in Stores	Total	Cash outlay in Rupees	Value in Stores	Total	Cash outlay in Rupees	Value in Stores
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs

55885	70772	126657	135548	87567	223115	48654	48196
-------	-------	--------	--------	-------	--------	-------	-------

1356	4003	5359		636	636		
------	------	------	--	-----	-----	--	--

157	465	622	4375	319	4694		
-----	-----	-----	------	-----	------	--	--

8004	6117	14121	3392	1000	4392	1100	458
------	------	-------	------	------	------	------	-----

			205	125	330		
--	--	--	-----	-----	-----	--	--

59027	95612	154639	2125	1763	3888	3791	4443
-------	-------	--------	------	------	------	------	------

1095	1385	2480	561	450	1011	2466	1753
------	------	------	-----	-----	------	------	------

			1360		1360	2470	12170
--	--	--	------	--	------	------	-------

12020	6171	18191	29403	25057	54460	17527	10432
-------	------	-------	-------	-------	-------	-------	-------

Schedule

Particulars	Amount of Estimate		
	Cash outlay in India Rs.	Value of stores Rs.	Total Expenditure Rs.
<u>Locomotive Department.</u>			
6 Locomotive Engines and Tenders		7028	7028
Fitting automatic vacuum brake gear for Engines	750	12270	13020
<u>Total Locomotive Department</u>	750	19298	20048
<u>Carriage and Wagon Department.</u>			
4 Fitting Carriages with apparatus for Gas lighting	12469	141280	153749
4 1 Composite Carriage	2220	4626	6846
5 Third Class Carriages	3700	15800	19000
2 Brake Vans	1240	5760	7000
4 1 Fifteen ton travelling Crane	400	6170	6570
4 2 Composite Carriages night	4422	9284	13706
4 Fitting automatic vacuum brake gear for Carriages	1250	27098	28348
<u>Furnishing additional screw Couplings to Vehicles</u>			
1700 3230 Screw Couplings	15376	23384	38760
1200 Centre Chains	1050	6900	7950
<u>Sanctioned minor works as per Schedule C</u>	41627	240302	281929
	2075	10295	12370
<u>Total Carriage & Wagon Dept.</u>	43702	250597	294299
<u>Total Schedule A</u>	439491	652195	1091686

A (continued)

Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1894-95	
Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
.	.	.	.	4685	4685	.	2343
.	.	.	100	1500	1600	650	10770
.	.	.	100	6185	6285	650	13113
"	"	"	1100	15000	16100	11369	126286
101	.	101	2119	4676	6745	"	.
1061	3702	4763	2139	12078	14237	.	.
7426	14445	1871	814	4315	5129	"	"
.	.	.	520	8430	8950	.	.
.	.	.	.	.	.	4422	9284
.	.	.	.	.	.	1250	27098
7671	12234	19905	3078	4698	7776	4627	6452
888	5176	6064	110	1215	1325	52	509
10147	22557	32704	9880	50382	60262	21720	169623
.	.	.	1890	9790	11680	185	505
10147	22557	32704	11770	60172	71942	21905	170128
147691	207082	354773	188839	183274	372113	103129	262132

Schedule B
Budget Estimate of Unsanctioned Work

or Construction Works. Part II

Tanks of the Madras Ry. for the Official Year 1895-96

Particulars.	Amount of Estimate		
	Cash outlay on design	Value of stores	Total Expenditure
	R.	Rs	R.
<u>Engineering Department</u>			
<u>Stations and Buildings</u>			
<u>Rayapuram</u>			
Sheds for export and import traffic at Rayapuram—	16666	8334	25000
M. R. & S. I. Railway joint beach Station and line from Rayapuram—	37841	83820	121661
<u>Washermanpet</u>			
Through siding at Washermanpet—	3879	7191	11070
<u>Veyasaripady</u>			
Houses for signallers and pointmen at Veyasaripady—	5000	1956	6956
<u>Perambur Works</u>			
Upstairs accommodation for bungalows Nos 6 to 6 at Perambur Works—	4940	4694	9634
Line on North side of Smiths Shop to be extended across the bank and			

Actual Expenditure up to close of Official Year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official Year	
Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
	-						
"	.	.	"	'	.	.	.
"	.	.	"	.	.	37841	83820
"	.	.	"	.	.	3879	7191
"	.	.	"	.	.	"	"
"	.	.	"	.	.	"	"

Schedule

B (continued)

[illegible]

Schedule 2

B (continued)

Particulars	Amount of Estimate			Total
	Cash outlay in Rupees	Value of Stores	Total Expenditure	
Brought over	Rs. 137,100	Rs. 156,498	Rs. 293,598	160
Stations and Buildings (cont)				
Jalarpet (cont)				
Houses for five European and East Indian Firemen at Jalarpet	3859	1951	5810	23
Bungalow for Assistant Traffic Manager on new site at Jalarpet	6803	6266	13069	72
Conversion of Asstt. Traffic Manager's bungalow into institute at Jalarpet	4051	6757	10808	71
<u>Bisanattam</u>				
Through siding at Bisanattam	1725	6291	8016	
<u>Whitefield (Watering Station)</u>				
Water from nullah at $\frac{203}{14}$ miles	4329	3042	7371	
<u>Bangalore City</u>				
Carriage shed at Bangalore City	4261	2148	6409	
Supplementary estimate for alterations and additions to station house at Bangalore City	68661	92789	161450	
Institute at Bangalore City	10372	9720	20092	
Purchasing Southern Mahratta Ry. Office and Assistant Traffic Manager's bungalow at Bangalore City	24000		24000	
Lower 4th native Point Clerk at				

[illegible]

Schedule

Particulars	Amount of Estimate		
	Cash Outlay Rupees	Value Stores	Total Expenditure
Brought over	Rs 372582	Rs 372251	Rs 744833
Stations and Buildings / Ballast and Permanent Way			
Laying new permanent way over bridges	29022	45978	75000
<u>Miscellaneous</u>			
Six houses for Native assistant Station masters	3414	2502	5916
Twenty five houses for subordinate Staff	4868	2082	6950
Two Complete trial Stations	9236	6374	15610
Aistant Signals for Six Stations South West and North West Lines	1320	5016	6336
Unsanctioned minor work as per Schedule C	50921	27937	78858
<u>Total Engineering Department</u>	471363	462140	933503

W

B (continued)

Actual Expenditure up to close of official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate of Expenditure for official year 1894-95		
Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
						275802	296392	
"	"	"	"	"	"			
"	"	"	"	"	"			
"	"	"	"	"	"	3414	2502	
"	"	"	"	"	"	4868	2082	
"	"	"	"	"	"	9236	6374	
"	"	"	"	"	"	129	5016	
"	"	"	"	"	"	50921	27937	
"	"	"	"	"	"	344370	340303	68

Schedule

B (continued)

Particulars	Amount of Estimate		
	Cash outlay India	Value of store	Total Expenditure
<u>Locomotive Deptt.</u>	Rs	Rs	Rs
<u>Nil</u>			
<u>Carriage and Wagon Department</u>			
2. Composite Carriages 1st class	3,950	7,610	11,560
25. Third Class	16,000	79,000	95,000
5. Second Class	10,075	14,925	25,000
4. Brake Vans	2,480	11,520	14,000
2. Tool Vans	1,240	5,760	7,000
~~Fitting automatic vacuum brake gear for Carriages~~	~~1,250~~	~~27,095~~	~~28,345~~
2. Tank Wagons for Carrying kerosine oil 15 tons	900	6,584	7,484
	34,645	125,399	160,044
	3,587	15,247	18,834
Unsanctioned minor works as per Schedule C	60	1,145	1,205
<u>Total Carriage & Wagon Deptt.</u>	34,705	126,544	161,249
<u>Total Schedule B</u>	50,608	58,864	109,472

[illegible]

Madras Railway for the official year 1895

[illegible]

Schedule 6

Particulars	Amount of Estimate		
	Cash outlay in Rupees	Value of Stores	Total Expenditure
Brought over	18650	13707	32357
<u>Stations and Buildings /cont/</u>			
<u>Borwringpet</u>			
94 Enlarging the concrete well at Borwringpet	2430	.	2430
95 Single 12 ft arch in lieu of single 3' Culvert No 70 at 130/14 bridges Bangalore Branch	3134	.	3134
<u>Devankundi</u>			
95 Goods godown at Devankundi	1414	568	1982
<u>Kadiampatti</u>			
94 Goods godown at Kadiampatti	350	1068	1418
<u>Sankaridrug</u>			
94 Raising tank at Sankaridrug	967	48	1015
<u>Cauvery</u>			
93 Station house at Cauvery	2542	1406	3948
<u>Erode</u>			
93 } New well at Erode	1177	6	1183
<u>Uttukuli</u>			
93 } Raising and enlarging tank at Uttukuli	652	848	1500
94 } Stone's patent point indicators to be fixed at eleven stations between Malappuram and Podanur	230	900	1130
<u>Podanur</u>			
93 } Double language for guards at Podanur	2984	1258	4242

C (continued)

Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1894-95	
Cash outlay in Rupees	Value of Stores	Total	Cash outlay in Rupees	Value of Stores	Total	Cash outlay in Rupees	Value of Stores
1509	468	977	9863	6879	16742	8183	5516
755	"	755	245	"	245	1430	"
"	"	"	"	"	"	3134	"
"	"	"	200	300	500	1214	268
"	"	"	350	1067	1417	"	"
"	"	"	430	373	853	162	"
2162	1342	3504	512	26	538	"	"
439	"	439	661	5	666	"	"
543	848	1391	109	"	109	"	"
"	"	"	230	229	459	"	"
824	"	"	"	"	"	"	"
1258	"	1258	"	"	"	"	"
4241	"	4241	"	"	"	"	"
1150	"	1150	"	"	"	"	"
119742	"	119742	"	"	"	"	"

Schedule C. (continued)

(continued)

[illegible]

Schedule C

Particulars	Amount of Estimate		
	Cash outlay in India	Value of stores	Total Expenditure
	Rs.	Rs.	Rs.
Brought over	49097	32371	81468
Stations and Buildings/comp			
Gunatakul			
Native Signaller bungalows at Gunta Kul	2620	610	3230
Three houses for subordinate staff for Traffic Deptt. at Gunta Kul	786	242	1028
Molagaralli			
94 Loading bank and lay-by at Molagaralli	2164	1984	4148
Raichur			
94 Engine turn-table 50 feet diameter in lieu of existing one at Raichur	793	3024	3817
94 Additional cross over road at Raichur	143	1568	1711
94 Removal of foot bridge at Raichur	420	968	1388
94 Reft. stall for 3 rd class passengers at Raichur	778	280	1058
94 Institute at Raichur	1285	1820	3105
Electric Telegraph			
933 Estimate for the soda water manufactory at Ar. Roman	441	851	1292
94 Telephone circuit between Royapuram, Central Station & Serambur	234	1256	1490
Total Engineering Deptt. Carried to Schedule A	58761	44974	103735
Carriage and Wagon Department			
94 Tank wagon for carrying kerosine oil	410	1640	2050
Hydraulic jack and portable steam crane	380	1750	2130
94 Tank wagon for conveying oil 10 tons	420	2900	3320
94 Tank wagon for conveying kerosine oil 10 tons	410	1640	2050
15	455	2365	2820

(Continued)

Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1894-95	
Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
9947	5958	15905	22971	15111	38082	16372	920
2072	213	2285	544	38	582	.	.
.	.	.	616	242	858	170	.
.	.	.	2164	1079	3263	.	.
.	.	.	793	3024	3817	.	.
.	.	.	143	1568	1711	.	.
.	.	.	420	968	1388	.	.
.	.	.	778	280	1058	.	.
.	.	.	300	620	920	985	1200
.	.	.	440	851	1291	.	.
.	.	.	234	1256	1490	.	.
12020	6171	18191	29403	25057	54460	17527	10432
.	.	.	410	1640	2050	.	.
.	.	.	380	1750	2130	.	.
.	.	.	350	2700	3050	70	200
.	.	.	350	1500	1850	60	140
.	.	.	400	2200	2600	55	165
					112742	1150	

(continued)

Particulars	Amount of Estimate			Actual Expenditure up to			Probable Expenditure			Budget Estimate of Expenditure		
	Cash outlay in India	Value of Stocks	Total Expenditure	Close of year 1893-94	Close of year 1894-95	Total	Cash outlay in India	Value of Stocks	Total	Cash outlay in India	Value of Stocks	Total
Brought over	17185	12061	29746							17185	12061	
Stations and Buildings Genl												
Bangalore City												
Bungalows for East Indian Carriage Examines at Bangalore City	3021	790	3811							3021	790	
One double bungalow for Ticket Collector at Bangalore City	3655	1319	4974							3655	1319	
One do married guards do	3655	1319	4974							3655	1319	
Store room for Carriage Examines do	798	308	1106							798	308	
Mangalam												
Doubling goods shed in length at Mangalam	948	1121	2069							948	1121	
Podanur												
Emergency stock shed and lay-by at Podanur	479	918	1397							479	918	
Renigunta												
Ten houses for native firemen at Renigunta	2720	580	3300							2720	580	
Extension of transhipping shed at Renigunta	784	1928	2712							784	1928	
Watering arrangements to be improved at Thorock at	3052		3052							3052		

