

Public Works (1895-) Department.

G.O., No. 157 R

DATED 12th Sept

[Despatch Abstract.]

Division of the E. C. Ry. for
working purposes.

Letter to the Govt of India for working
in protest by the Chamber of Commerce
against the — at Vizianagaram
between the Madras and the
Bengal - Nagpur Railways

2105
18

Encls 1
Recd: 18.3.95

No. 34 Statistics.

Simla, the 15th February 1895.

NOTE BY THE DIRECTOR GENERAL OF RAILWAYS.

Kolar Gold-fields railway.

Revenue Account for the half-year ended the 30th June 1894.

The above account and the note thereon have been examined and the following points are noticed:

Account. With the exception of the abstract revenue account, abstracts H.I, and K, and the statements of open mileage, train-mileage, interest, net Revenue Account and abstract of principal commodities, no other statements have been furnished, and those that are furnished are generally incomplete, out of place and not in accordance with the standard forms circulated under Public Works Department Circular No. XX Railway of 1893. Under clauses 2 and 13 (c) of the Agreement between the Government of His Highness the Maharajah of Mysore and the Madras Railway Company for the maintenance and working of the Kolar Gold-fields railway, a full statement of accounts should have been furnished by the Madras Railway Company.

Enclosed from file 192
Special Instructions

To the
Inspector of
Railways

2. Accounts, Statement No. 7 The total expenditure should apparently have been shown as Rs. 26,89,118-6-10 instead of as Rs. 26,89,118-5-6, dependent figures change accordingly.

3. Accounts, Abstract H. Season tickets The actual number issued should have been shown instead of their equivalents, the latter being given in footnotes.

Note by the Consulting Engineer for Railways.

Paragraph 2- The actual length of mileage open (10) has been shown instead of the mean mileage worked during the

half

half-year (1.66).

On 9.1
2105/95

A.R.

Note by Government Examiner Railway Accounts
Madras, on Government of India's No. 59 R. Stat,
dated 7th March 1895 enclosing a note by the
Director General of Railways regarding the
accounts of the Kolar Gold Fields Railway.

1. The points brought to notice in the Director
General's note on the accounts of the Kolar Gold
Fields Railway have been discussed with the Auditor
of the Madras Railway with the following results:-

(a) The Auditor, while expressing every desire
to meet the wishes of Government in the matter,
pointed out that the agreement provides for the
submission of a Complete account to the Mysore
Government and not for the publication of any
set form of half yearly account to the Govern-
ment of India and that the account published
was prepared more for the information of
the other Contracting party than to comply with
the requirements of the Government of India.

(b) The Auditor, however, stated that he was
quite willing to submit Complete Capital and
Revenue accounts in State Railway form if such
a course should be considered necessary and
provided that all necessary information re-
garding capital outlay be duly furnished to him
from time to time by the Mysore Government.

2. (a). In Course of the discussion the questions also arose whether, as in terms of the Contract the State Line practically forms an integral part of the Madras Railway, any separate published account was necessary or whether the balance payable to the Mysore State should not be shown as a charge on the Madras Railway net revenues under the Head of Rent of Leased Lines as is done in similar cases on the Great Indian Peninsula Railway.

(b) The Company's present mode of procedure is to exclude the earnings of the State Line from its own revenue account and to deduct the agreed percentage for the working cost of the State Line from its own working charges.

(c) The Auditor pointed out that in adopting this course he followed the procedure obtaining on the Bombay Baroda & Central India and Southern Mahratta Railways, but stated that he is quite willing to deal with the question in any other manner required by Government in future.

3 (a) In addition to the foregoing points discussed with the Company's Auditor, a further point also requires settlement, viz the extent of the Local Government's Control.

(b) As Government Examiner, I was unable to

to certify the recently completed half yearly accounts of the State Line for the reasons that the Mysore State had no claim on my services and my certificate would have been practically a pledge by the Government of India that its Examiner had thoroughly checked the whole of the State Railway income and certified that it had been dealt with strictly in terms of the working agreement.

(c) If such an examination be contemplated, I would venture to point out that it would necessitate additions to my establishment and the special allocation ^(of the cost of such additions) thereof as well as of a portion of the cost of my own salary and office expenses against the working expenses of the State Line.

(d) I would further beg to point out that the agreement makes no provision, as in the case of the South Indian Railway and other Lines, for the State Line being charged a fixed rate per mile for ordinary Government Control.

4. Under the foregoing circumstances, it seems necessary to ask for the definite orders of the Government of India on the following points: -

(a) How are the earnings and expenditure of the State Line to be dealt with in the accounts

of

of the Madras Railway.

(b) Is a separate half yearly account necessary for the State Line and, if so, should it not more properly be furnished by the Mysore State in State Railway forms, containing only details regarding Capital, and net revenue compared with interest charges.

(c) Is a separate analysis of working necessary or should the whole transactions be treated as pertaining to the Madras Railway.

(d) To what extent is the Local Government responsible in respect of Control over the State Line.

(i) It may probably be assumed that the Control of this Government covers all executive questions relating to Railway working and to public safety.

(ii) As regards financial questions it is, however, doubtful whether the Local Government is concerned in anything but the watch of Imperial Interest through the medium of the Madras Guaranteed Railway Company.

(e) What amount, if any, is to be levied in respect of Government Control.

(f) If any charge is to be levied for Government Control will it be payable out of the State Railway net revenue or paid by the Madras

Railway

Railway and included in its percentage for working expenditure.

22.3.95

L. S. M. / m

CR
H

Simla
Works Calcutta

N^o 208. R. dated 26th March 1895

Sir,

With reference to the note by the Director General of Railways on the Revenue Account of the Kotah Gold Fields Railway for the half-year ended 20th June 1894, received with your letter No 59. R. Stat dated

7th March 1895 I am directed to forward the accompanying note by CGR and to submit orders on the following points raised therein.

- (1) How are the earnings and expenditure of the Kotah Gold-Fields Railway to be dealt with in the accounts of the Madras Railway?
- (2) Is a separate half-yearly account necessary for the Kotah-Gold-Fields Railway, and if so should it not more properly be furnished by the Mysore State in State Railway form containing only details regarding Capital and net revenue compared with interest charges.
- (3) Is a separate analysis of working

necessary, or should the whole transactions be treated as pertaining to the Madras Railway.

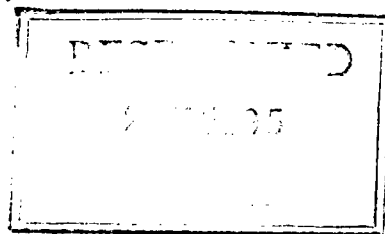
(4) To what extent is the Madras Government responsible in respect of control over the state line?

(5) What amount, if any, is to be levied in respect of Government Control

(6) If any charge is to be levied for Government Control will it be payable out of the Kotar Gold field Railway net revenue, or should it be paid by the Madras Railway and included in its percentage for working expenditure -

2. It is understood that the Madras Railway are willing to submit the accounts in question in any manner that may be desired by the Government of India, and that until its orders on the subject are received the present practice will be continued -

MSL
24/3/95



17/5

P.W.C. No. 2105

No. 1172 of 5 April 1895

Copy forwarded
to A.M. with reference to
his letter No. $\frac{C-29}{325}$ of 3-4-95

(2) A.S.S.

Consent by E.R.
but not indicated
30/4

Madras Railway Company

No. 21

(A. & M. L.)

Es

No. R29
425

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 2nd May 1895

From

The Agent and Manager. M. R. C.

To

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to your
indorsement No. 1172 of the 5th ultimo
on copy of a communication from the
Government of India regarding the
Revenue account of the Polar Cold
Fields Railway for the half year ending
30th June 1894, I have the honor to
forward herewith for your information
copy of a letter addressed to me by
the Acting Chief Auditor on the subject.
I shall be glad if you will advise me
what action you wish to be taken
on the question relating to Season
tickets raised in the closing para of
the Acting Chief Auditor's letter.

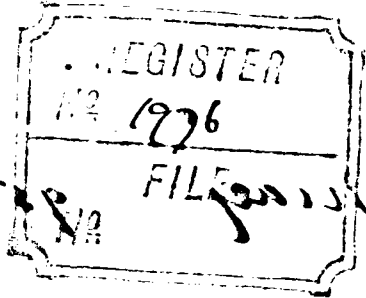
I have the honor to be,

Sir,
Your most obed^t. Servant

[Signature]
Agent & Manager

[Signature]

DIR
C. E. R.



227
-24

29.11.18

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212

... ..

With reference to your
letter of the 11th inst. in
reference to the accounts of the
Madrass Railway Company for the
year 1894-95, I have the honor to
inform you that the accounts
of the Madras Railway Company
for the year 1894-95, which
were forwarded to me by
the Acting Chief Quarter Master
General, are now being
examined by the
Commissioner of the Madras
Railways, and I shall be glad
to advise you when they are
ready for your perusal.

Yours faithfully,
J. S. ...

Madrass Railway Company
Chief Auditor's Office,
Madrass, 29 April 1895.
The Agent and Manager
Madrass Railway Company

Dear Sir
Your Endorsement No. R 29th dated 6th instant
on copy of letter from Government of India
Public Works Dept. No. 59 R dated 7th March 1895

I beg to acknowledge receipt of the note
No. 34 by the Director General of Railways dated 15th
February 1895 on the Palur Gold Fields Railway Co
Revenue account for June 1894 which accompanied
the above.

The desire of the Government of India
that the accounts may be prepared in accordance
with the State Railway forms shall be complied
with in future.

The difference of 1-4 mentioned by the
Director General is noted; it did not affect
the accounts of the H. G. R. Railway.

Season Tickets. The equivalents instead of the
actual number of season tickets issued are shown
in the body of Abstract H in accordance with
para. 59 of the note by the Director General of
Railways No. 351 Statistics dated 23rd August 1894
on the Capital and Revenue accounts of the Madras
Railway forwarded with Madras G. O. No. 2241 R dated
16 September 1892, and I shall be glad if you will
ascertain whether it is now decided that our former
practice should be reverted to.

Yours faithfully,
J. S. ...
J. S. ...

2234
491

Recd
from

1976-1975
LETTER NO. R29
415 2/5/95
FROM

(4)

of

(5)

(6)

No. 339 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Boty 13th May 1895.

SIR,

In continuation of
my letter No. 208 R, dated
26 March 1895. I am
directed to state, with
reference to the Director
General's remarks against
Abstract H, "Season tickets"
in his note no 34 Stat-
dated 15 Feb 1895 received
with Govt of India letter
No. 59 R Stat, dated 7th
March 1895, that the
equivalents instead of the
actual number of season
tickets issued are shown
in the body of Abstract
H in accordance with para
59 of the Note by the Dir-
General of Railways No.
357 Stat, dt 23rd Aug-1892.
on the Capital & Revenue
Accounts of the Madras
Railway forwarded with
Govt of India PWD letter
No. 403 R S, dt 30 Aug-1892.
I am therefore to enquire
which