

Public Works (1395) Department.

RAILWAY BRANCH.

G.O., No. 199-200R,

DATED 23rd March

[Despatch Abstract.]

Madras Railway. — The note by the chief auditor on the Capital & Revenue accounts of the — for the second half of 1894, ordered to be forwarded to the Govt of India and to the Secretary of State.

Forwarding copy of Pros. embodying a note by the chief auditor on the Capital & Revenue accounts of the Madras Ry. for the 2nd half of 1894.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

23RD MARCH 1895, No. 199 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway..

Read the following paper :—

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

CAPITAL.

Statement No. V.—The capital expenditure for the half-year, after crediting a sum of Rs. 11,115-7-9, amounted to Rs. 1,44,184-15-0 and was incurred chiefly on additions and alterations at stations. The credit of Rs. 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.

2. *Statement No. VI.*—The total capital outlay, including suspense from the commencement of operations to the end of the half-year under review, was Rupees 12,05,29,863 and the expenditure, excluding suspense, Rs. 11,77,41,334, which gives an average of Rs. 1,40,298 per mile open.

3. 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-Bewdara Railway.
- (b) Survey for a line from Calicut to Cannanore.
- (c) Survey for a line from Shoranur to Cochin.

REVENUE.

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

	Half-year ending December 1893.	Half-year ending December 1894.	Difference.	
Mean mileage worked	MILES. 830.22	MILES. 839.22	MILES. ..	PBA CENY. ..
Train mileage	1,342,258	1,234,088	- 108,170	- " 8.06
Average number of trains over the whole line daily in both directions	NO. 8.69	NO. 7.99	- .70	- " 8.06
Gross earnings	RS. 52,18,323	RS. 51,47,050	- 71,243	- " 1.27
Working expenses	26,37,889	26,41,656	+ 3,968	+ " 2.06
Net earnings	25,80,434	24,65,394	- 1,25,040	- " 4.85
Percentage of working expenses to gross earnings	50.54	51.29	+ 1.75	..
Percentage of net earnings to capital outlay including suspense	2.14	2.04	- .10	..

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.
Coaching	Rs. 19,52,189	Rs. 20,99,202	+ 1,47,013	+ 7.53
Goods	31,45,103	29,78,904	- 1,66,199	- 5.38
Electric Telegraph	9,518	8,885	- 633	- 6.66
Steam boat	1,11,513	63,069	- 48,444	- 43.42
Sandries				
Total	62,18,323	61,47,080	- 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.
Second half of 1893	10,174	Rs. 81,894	31,176	1,06,449	4,709,556	14,93,055	4,762,906	16,84,398
Do. of 1894	10,220	89,445	28,307	1,05,120	5,078,533	16,06,363	5,127,360	18,00,928
Increase	46	4,551	4,631	1,329	369,976	1,13,308	274,664	1,16,530
Decrease								

10. The increases and decreases of the various descriptions of passenger traffic are shown in the detail statement of abstract II—*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 4,631 $\frac{1}{2}$ 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 369,976 $\frac{1}{2}$ 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. 634, 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.
Merchandise, general	Tons. 348,592	Rs. 28,43,369	Tons. 269,677	Rs. 27,10,428
Military stores	820	32,335	913	33,393
Railway materials for construction	9,415	16,870	14,158	7,958
Coal (including Locomotive revenue)	54,108	1,47,423	60,676	1,66,806
Revenue stores (excluding Locomotive coal)	100,232	62,394	96,297	39,337
Other goods traffic		22,712		17,984
Less—Outstandings irrecoverable or not recovered				
Total	553,577	31,45,103	541,721	29,78,904

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.
Cotton—	Tons.	Rs.	Tons.	Rs.
Raw	15,608	2,16,815	10,796	1,66,988
Cotton, manufactured—				
Piece-goods, Indian	3,393	47,190	3,819	52,143
Dyes and tans—				
Others	6,084	51,093	8,143	80,763
Grain and pulse—				
Rice in the husk	18,061	1,33,040	16,860	1,16,029
Rice not in the husk	24,981	1,24,041	32,285	1,77,297
Jawar and bajra	16,813	1,10,458	2,944	20,141
Gram and pulse	22,042	1,46,345	13,678	80,201
Others	60,311	3,21,698	27,422	1,85,865
Hides and skins—				
Skins of sheep, &c.—				
(a) Tanned or tanned	2,293	36,831	4,354	67,328
(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.

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	6,07,875	11.65	5,89,190	11.45	— 18,685	— 3.07
Locomotive	9,94,260	19.13	9,68,520	18.81	— 25,730	— 2.98
Carriage and wagon ..	2,58,266	4.95	2,41,076	6.63	+ 82,811	+ 32.06
Traffic	4,67,902	8.77	4,23,468	8.22	— 44,434	— 7.62
General	2,76,387	5.28	2,79,363	5.43	+ 3,976	+ 1.44
Steam-boat	Nil.		Nil.			
Special and miscellaneous ..	29,949	7.6	89,038	1.75	+ 49,999	+ 126.13
Total	26,37,588	60.54	26,91,556	62.29	+ 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. 3,607 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. 1,037 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 were 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 $\frac{106}{25}$ 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 91,288 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. 5,750 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	1,425
" " 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 horse 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. 34,431.

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. 11,820 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 tennage 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. 563,577	TONS. 641,721	TONS. 78,144	PER CENT. + 13.8
Ton-mileage of goods	TON-MILES. 73,067,267	TON-MILES. 87,006,133	TON-MILES. 13,938,866	+ 19.1
Station staff	RS. 1,87,580	RS. 1,90,277	RS. 2,697	+ 1.44
Train staff	RS. 49,260	RS. 49,813	RS. 553	+ 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. 4,791 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. 40,028.—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	17,263	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	8	2,429	1	1
Palghat	11,208	0	11			
Tirutani	8,653	13	7			
Arkonam	9,255	0	7			
Jalapa	8,989	10	10			
Gooty	8,456	11	6			
Olavakkot	3,037	12	8			
Disanatham	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			
Malagaralli	1,405	3	6			
Perambur	1,385	8	0			
Vinnamangalam	1,381	4	0			
Nandalur	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 $\frac{108}{2.3}$ mile, North-west line	2,455	1	1			
Side drain and raising at $\frac{320}{10.14}$ 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.	68	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
	39,88,374	12	9
Deduct Issues—			
Capital account	63,004	3	4
Revenue	8,87,978	0	0
Sales	1,09,960	5	9
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	13,84,817	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	20,441	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				225,089	15	1
INTEREST AS FOLLOWS:—						
£337,500 @ 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.		
		£	£	s.	d.	£	s.	d.
Average for five years 1871-75	846	10,280,682	236,549	1	0	2	6	0
" 1876-80	848	10,526,673	224,439	17	6	2	2	9
" 1881-85	850	10,648,228	245,448	10	6	2	6	1
" 1886-90	842	10,697,630	227,908	6	9	3	1	3
The year 1891	810	10,857,630	258,098	11	0	3	6	0
" 1892	810	11,057,630	393,415	10	2	3	11	2
" 1893	810	11,057,630	456,993	1	3	4	9	11
" 1894	810	11,057,630	453,654	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. 2,08,026, 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	16,762	7	5
" Goods	45,469	5	1
" Electric telegraph	131	4	0
" Sundries	1e8	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	85,460 6 3	7,394 14 10	....
Periodical	1,608 0 0	1,273 0 0	....	335 0 0
Second class	80,626 10 3	92,411 0 7	11,785 6 4	....
Periodical	2,017 0 0	1,422 0 0	....	594 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	3,721 8 6	....	2,499 5 6
" 2nd "	23,806 6 2	11,286 14 0	....	12,519 7 3
" 3rd "	33,281 10 4	27,763 1 2	....	7,518 9 2
Passengers' luggage	48,926 12 8	60,477 5 6	1,550 9 3	....
Carriages	4,488 12 0	8,537 8 6	2,448 7 6	....
Horses	24,539 6 4	28,809 9 3	4,270 2 11	....
Dogs	2,544 0 8	2,739 3 10	246 2 2	....
Parcels	1,49,422 7 5	1,67,066 9 8	17,633 3 3	....
Do. for revenue	1,973 14 0	1,764 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
Maintenance and hire of Post office vans	14,340 1 10	26,955 6 6	12,615 3 7	....
Military.				
Military baggage	10,880 0 0	6,833 3 6	....	4,046 12 6
Carriages	....	....	....	....
Horses	2,013 7 0	2,322 3 4	....	....
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	11,47,698	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	16,61,024	2	10
December 1888	17,13,097	12	10
June 1889	17,81,789	6	8
December 1889	17,76,541	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	18,52,970	14	10
June 1892	17,24,126	14	10
December 1892	18,03,769	5	4
June 1893	19,49,058	4	11
December 1893	18,72,898	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 coolie class.	Total 3rd and 4th classes.
Half-year ending June 1873	Rs. A. P. 8,54,760 15 9	Rs. A. P. 93,440 13 0	Rs. A. P. 9,48,200 12 9
December 1873	8,41,613 1 4	1,08,073 9 0	9,49,726 10 4
June 1874	7,89,366 1 11	1,13,226 13 0	9,02,593 0 11
December 1874	8,31,653 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	6,72,466 4 6	1,73,676 13 0	8,46,142 1 6
June 1876	7,16,531 11 6	2,04,373 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 3 8	8,80,800 16 2
December 1877	6,79,633 13 10	1,20,088 11 0	8,00,722 8 10
June 1878	9,01,376 1 3	67,642 11 0	9,69,018 12 3
December 1878	8,04,743 8 2	1,14,829 12 0	9,19,573 4 2
June 1879	6,35,114 10 2	2,66,729 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 13 9	..	9,43,731 12 9
June 1882	9,72,568 4 7	..	9,72,568 4 7
December 1882	10,05,113 6 3	..	10,05,113 6 3
June 1883	10,10,789 4 7	..	10,10,789 4 7
December 1883	9,61,666 0 1	..	9,61,666 0 1
June 1884	10,68,699 12 8	..	10,68,699 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 6	..	11,65,264 9 6
June 1886	11,59,988 9 10	..	11,59,988 9 10
December 1886	11,84,466 6 3	..	11,84,466 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	13,67,252 6 7	..	13,67,252 6 7
December 1889	13,92,223 13 3	..	13,92,223 13 3
June 1890	13,69,221 6 1	..	13,69,221 6 1
December 1890	14,48,927 4 1	..	14,48,927 4 1
June 1891	14,00,164 9 11	..	14,00,164 9 11
December 1891	12,73,641 14 9	..	12,73,641 14 9
June 1892	13,63,452 15 6	..	13,63,452 15 6
December 1892	14,11,625 15 6	..	14,11,625 15 6
June 1893	15,37,298 5 4	..	15,37,298 5 4
December 1893	14,67,772 11 4	..	14,67,772 11 4
June 1894	15,09,593 15 2	..	15,09,593 15 2
December 1894	15,78,699 10 11	..	15,78,699 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.
Half-year ending December 1879	1,774,690	76,638,899	Rs. A. P. 9,29,071 10 9
June 1880	1,964,346	79,706,402	(b) 9,04,920 9 4
December 1880	1,943,146	86,424,275	9,96,463 1 1
June 1881	2,111,075	91,844,076	9,52,306 12 1
December 1881	2,067,218	90,818,781	9,43,731 12 9
June 1882	2,189,409	93,761,182	9,72,568 4 7
December 1882	2,046,457	96,896,425	10,05,113 6 3
June 1883	2,195,218	97,623,796	10,10,789 4 7
December 1883	2,150,306	97,681,832	(c) 9,61,666 0 1
June 1884	2,503,543	108,370,674	10,68,699 12 8
December 1884	2,488,817	108,124,439	10,47,457 10 4
June 1885	2,630,473	112,060,077	10,95,135 7 6
December 1885	2,795,666	121,224,209	11,65,264 9 6
June 1886	2,928,490	120,622,792	11,59,988 9 10
December 1886	3,288,643	135,980,143	(d) 11,84,466 6 3

Note.—(a) Half-year ending 1879, 2 pice for ordinary trains from 1st July 1879 and 4 pice for mail trains.

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

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

(d) One and half pice for single journey passengers for ordinary trains and 2 pice for mail trains, but to and from stations between Pōdanur and Mēttupālaiyam and Pōdanur and Bīppore, 1½ pice rate charged by mail trains.

Period.	Number.	Mileage.	Earnings.
Half-year ending June 1887	3,543,684	140,170,209	Rs. A. P. 19,00,917 9 0
December 1887	3,372,135	133,848,628	18,01,859 8 10
June 1888	3,724,290	142,696,239	(e) 12,48,832 15 11
December 1888	3,551,633	141,690,598	13,34,289 7 9
June 1889	4,198,943	165,414,335	13,57,252 6 7
December 1889	4,213,179	159,361,636	13,92,223 13 3
June 1890	4,184,208	166,902,111	(f) 13,69,221 6 1
December 1890	4,133,756	162,833,627	(g) 14,48,927 4 1
June 1891	4,206,099	166,004,790	14,00,164 9 11
December 1891	3,918,473	148,726,896	(A) 12,73,641 14 9
June 1892	4,259,953	167,064,622	13,63,452 15 6
December 1892	4,487,133	166,641,362	14,11,625 15 6
June 1893	4,998,677	180,292,338	15,37,298 5 4
December 1893	4,675,724	170,719,662	14,67,772 11 4
June 1894	4,954,351	177,048,939	15,09,593 15 2
December 1894	5,048,743	185,288,655	15,78,699 10 11

(e) Half-year ending June 1888, on and after 6th March 1888, 2 pice are charged for passengers booked to and from stations west of Pōdanur by mail trains except that for stations on the Nilgiri and Palghat branches, the fares by mail trains are 1½ pice per mile.

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

(g) From 1st October 1890, the fares by mail trains throughout the line are 2 pice per mile.

(A) From 1st August 1891, the fares by mail trains are 2½ pice per mile except that for stations between Pōdanur and Calicut and Palghat branches the fares by mail trains are 1½ pice 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.	88,992 5 9	1,07,520 9 0	88,999 5 11	1,00,021 9 5	99,437 10 6	1,10,502 0 8	1,13,351 13 6	1,22,872 15 4	1,14,325 6 2	1,22,051 4 4
June 1885	..	..	..	..	..	..	..	..	..	..
December 1885	..	..	..	..	..	..	..	..	..	..
June 1886	..	..	..	..	..	..	..	..	..	..
December 1886	..	..	..	..	..	..	..	..	..	..
June 1887	..	..	..	..	..	..	..	..	..	..
December 1887	..	..	..	..	..	..	..	..	..	..
June 1888	..	..	..	..	..	..	..	..	..	..
December 1888	..	..	..	..	..	..	..	..	..	..
June 1889	..	..	..	..	..	..	..	..	..	..
December 1889	..	..	..	..	..	..	..	..	..	..
June 1890	..	..	..	..	..	..	..	..	..	..
December 1890	..	..	..	..	..	..	..	..	..	..
June 1891	..	..	..	..	..	..	..	..	..	..
December 1891	..	..	..	..	..	..	..	..	..	..
June 1892	..	..	..	..	..	..	..	..	..	..
December 1892	..	..	..	..	..	..	..	..	..	..
June 1893	..	..	..	..	..	..	..	..	..	..
December 1893	..	..	..	..	..	..	..	..	..	..
June 1894	..	..	..	..	..	..	..	..	..	..
December 1894	..	..	..	..	..	..	..	..	..	..

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.
1. Merchandise, general	Rs. A. P. 28,43,369 1 3	27,10,427 12 8	..	..
2. Military stores	32,334 12 0	34,393 8 0	1,058 13 0	1,42,941 6 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	62,393 14 0	39,336 14 11	..	13,056 15 1
6. Live stock	9,640 4 3	8,787 6 9	..	852 14 6
7. Military live stock	6,866 10 0	1,728 3 0	..	4,137 7 0
8. Hents and demurrage	4,497 7 8	4,806 4 3	307 12 7	..
9. Interest on outstanding bills	2,708 9 3	2,663 6 8	..	45 2 7
10. Miscellaneous	..	..	..	..
Total	31,41,103 2 6	29,78,904 6 9	1,666 8 7	1,70,565 6 2
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. 1893.	June 1894.	Dec. 1894.	June 1895.	Dec. 1895.	June 1896.	Dec. 1896.	June 1897.	Dec. 1897.	June 1898.	Dec. 1898.	June 1899.	Dec. 1899.	June 1900.	Dec. 1900.	June 1901.	Dec. 1901.	June 1902.	Dec. 1902.	June 1903.	Dec. 1903.	June 1904.	Dec. 1904.
Total earnings per train-mile ..	3478	3419	3280	3483	3339	3753	3459	3587	3418	3584	3382	3778	3908	3077	3767	3802	3612	3911	3878	4064	3888	4031	4171
Total working expenses per train-mile ..	3119	1953	1993	2004	1928	2036	2129	2267	2289	2093	2057	2128	2405	2109	1948	2220	2094	2147	2086	1860	1968	2059	2161
Total net earnings per train-mile ..	1359	1466	1287	1479	1463	1617	1330	1320	1129	1491	1325	1650	1503	1868	1809	1582	1518	1764	1782	2104	1923	1972	1990
COACHING TRAFFIC.																							
Average sum received for carrying a unit one mile.																							
First-class ..	1244	1430	1868	1490	1309	1895	1181	1829	1060	1364	1096	1467	937	1166	1016	1174	973	1032	1032	1018	994	1165	1042
Second-class ..	679	693	808	696	685	866	597	603	641	610	586	651	621	633	482	548	616	629	636	618	697	628	619
Lowest class ..	194	188	186	187	185	186	186	167	170	170	170	168	168	168	173	173	166	163	164	164	164	164	164
Average for all classes ..	319	313	309	311	305	306	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186
Average cost of hauling a Coaching unit one mile.																							
For passenger unit ..	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109
Average profit per passenger ..	110	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Average sum received for other coaching traffic per ton per mile ..	3286	3235	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696	3696
Average cost of hauling other coaching traffic per ton per mile ..	1008	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947	1947
Average profit per ton ..	2278	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908
COACH TRAFFIC.																							
Average sum received for carrying a ton one mile ..	880	775	769	793	793	793	776	769	775	783	783	779	790	760	763	749	742	716	833	827	812	826	857
Average cost of hauling a goods unit, via, one ton one mile ..	608	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839	839
Average profit on working a goods unit (via, one ton), one mile ..	272	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946	946

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 ..	8,639,071	8,57,827	2,574,989	6,91,691
Miscellaneous articles for domestic consumption ..	2,010,505	6,76,514	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 ..	1,622,636	2,60,166	1,895,202	2,82,216
Cloths, piece-goods and twist (Indian) ..	135,636	72,102	178,493	82,153
Sundries ..	850,212	3,43,987	852,238	3,26,213
Total ..	9,052,218	22,46,965	8,510,236	20,80,667
<i>Foreign trade.</i>				
Exports of Colonial produce ..	1,219,197	5,45,942	1,257,746	5,66,539
Imports, cloths, piece-goods and twist (European) ..	82,136	42,944	85,496	45,351
European stores for consumption in India ..	112,432	43,241	121,669	48,115
Coal and coke for the public ..	1,140,790	1,56,720	1,071,319	1,60,218
Do. for the company ..	332,167	10,703	640,441	16,588
Railway materials, &c. ..	801,127	23,482	898,640	11,205
Total ..	3,288,839	8,23,032	3,616,211	8,38,016
Grand Total ..	12,341,057	30,69,997	12,126,447	29,18,683

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.
	Weight.	Amount.	Weight.	Amount.						
	MDA.	RS.	MDA.	RS.	MDA.	RS.	MDA.	RS.	MDA.	RS.
December 1876	6,448,865	15,09,576	8,276,612	17,24,504	1,961,616	10,20,858	31,521	4,791	16,718,613	42,69,720
" 1877	20,037,672	47,11,730	6,826,306	17,61,285	1,523,601	6,65,916	58,818	6,159	26,923,446	70,36,000
" 1878	6,066,324	13,59,187	6,897,239	16,83,704	1,808,633	6,72,107	38,036	4,646	14,612,261	36,19,726
" 1879	6,724,530	12,54,775	10,068,871	16,84,744	1,791,713	7,66,609	37,769	8,765	17,612,483	36,79,983
" 1880	8,653,664	6,68,632	11,107,668	17,94,168	1,876,213	7,99,608	51,461	8,686	16,688,404	32,61,373
" 1881	3,377,162	6,38,158	8,070,609	18,42,018	2,112,668	8,52,893	85,406	16,013	13,648,134	33,49,083
" 1882	3,340,180	6,44,323	7,131,930	20,64,320	2,670,042	10,36,624	2,723	1,367	13,190,895	37,34,696
" 1883	3,168,585	4,90,371	8,169,934	21,47,050	2,479,301	9,81,154	6,067	2,013	13,011,887	36,21,462
" 1884	4,767,712	7,03,571	8,628,133	22,07,339	2,044,239	7,83,619	718,631	9,81,658	17,736,868	41,33,821
" 1885	6,392,637	7,60,600	9,505,446	23,08,174	2,304,982	10,77,417	612,079	2,16,169	18,107,189	42,91,836
" 1886	4,919,219	7,42,809	9,605,466	22,65,441	3,070,406	10,77,268	977,616	2,80,148	19,810,093	44,60,507
" 1887	4,764,534	7,00,158	11,046,626	24,08,793	3,072,418	10,77,417	666,794	82,813	20,164,848	44,89,286
" 1888	6,902,788	11,08,772	11,610,810	25,09,684	2,796,360	12,13,106	1,336,291	1,96,809	22,198,163	50,31,232
" 1889	6,233,007	10,98,066	12,956,764	26,13,396	3,348,244	12,80,920	859,209	1,97,168	23,562,066	51,69,771
" 1890	3,147,023	6,82,662	8,659,419	13,06,791	1,939,938	6,04,704	763,918	1,39,574	11,810,303	26,34,631
Half-year ending Dec. 1891	6,609,761	8,32,337	6,469,522	12,78,449	1,949,104	6,68,607	240,934	40,835	11,296,463	27,28,614
" " " " " "	3,805,874	6,06,282	8,447,181	18,95,167	2,282,189	6,83,300	760,619	40,835	12,369,087	28,09,019
" " " " " "	3,444,841	7,14,126	6,844,054	13,92,872	2,474,610	6,84,600	645,352	18,522	12,471,808	30,91,577
" " " " " "	3,686,846	7,74,123	6,270,895	13,48,011	2,997,712	7,81,618	70,228	11,787	13,341,057	30,69,907
" " " " " "	3,639,071	6,67,827	6,413,147	13,80,138	2,987,712	7,99,610	201,127	23,482	11,778,679	24,39,768
" " " " " "	2,493,031	6,73,899	6,501,604	16,37,876	2,973,697	8,09,340	418,447	19,663	12,126,447	29,18,583
" " " " " "	2,574,969	6,91,691	6,936,267	14,88,876	2,216,671	8,26,811	598,640	11,206	12,126,447	29,18,583

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	62,021	34,686	1,31,073
II. Cotton, raw	347	4,641	384	6,363
III. Cotton, manufactured—	934	8,868	1,145	11,596
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				
2. Non-intoxicating	401	4,676	627	4,873
(a) Cinchona bark				
(b) Others	327	7,621	272	6,098
V. Dyestuffs and tannins—				
1. Indigo				
2. Myrabolans	694	3,716	803	5,383
3. Cutch				
4. Turmeric	3,131	26,982	4,130	46,992
5. Aniline dyes	1,668	12,670	1,334	11,458
6. Others				
VI. Grain and pulses—				
1. Wheat	10,898	85,638	5,423	40,079
2. Rice in the husk	3,362	17,931	5,312	34,621
3. Rice not in the husk	13,450	96,479	1,876	11,197
4. Jawar and Bajra	5,403	63,898	4,308	23,393
5. Gram and pulses	23,819	1,66,068	10,916	77,620
6. Others				
VII. Hides and skins—				
1. Hides of Cattle—				
(a) Dressed or tanned	109	1,462	1,061	17,614
(b) Raw	908	18,417	1,760	30,861
2. Skins of sheep, &c.—	4,847	84,428	6,208	97,873
(a) Dressed or tanned			61	689
(b) Raw				
VIII. Horns				
IX. Jute—				
1. Raw	1,824	16,334	1,252	12,021
2. Gunny bags and cloth				
X. Lac—				
1. Stick	35	1,018	29	840
2. Shell				
XI. Leather, manufactured—				
1. Deer	664	11,457	1,002	15,202
2. Spirits	918	4,982	847	4,796
3. Wines	39	729	61	783
XII. Metals—				
1. Copper, unwrought				
2. Brass, unwrought	237	3,187	171	2,514
3. Copper, wrought	2,206	25,407	1,733	20,649
4. Brass, wrought	87	1,001	106	1,568
5. Iron				
6. Others	962	10,190	931	12,770
XIII. Oils—				
1. Kerosine	417	936	339	904
2. Castor	84	936	107	989
3. Coconut	466	2,340	1,368	8,074
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		167	1,370	233	2,048
2. Rape and mustard		3,221	22,741	6,125	44,683
3. Til or jinjili		976	2,795	844	6,130
4. Poppy		387	2,468	3,107	21,746
5. Earthnuts		3,320	18,493	1,968	10,260
6. Castor		47	794	45	730
7. Others		..	..	..	..
XVI. Opium		..	..	..	..
XVII. Paper and pasteboard		..	..	..	..
XVIII. Provisions—					
1. Ghre		332	4,218	400	4,569
2. Dried fruits and nuts		634	6,086	468	3,150
3. Others		9,063	67,350	8,369	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		76	672	61	842
(c) Other sorts		1,424	8,187	1,616	7,746
XX. Salt		..	..	..	..
XXI. Saltpetre, &c.—					
1. Saltpetre		..	..	..	..
2. Other saline substances		..	..	..	..
XXII. Silk, Raw—					
1. Foreign		42	916	44	848
2. Indian		..	..	..	..
XXIII. Silk, Piece-goods—					
1. Foreign		..	..	..	..
2. Indian		..	..	..	..
XXIV. Spices—					
1. Hotel-nuts		3,428	27,324	2,445	31,309
2. Pepper		247	2,871	265	3,163
3. Ginger		67	868	151	1,270
4. Chillies		856	14,187	508	6,476
5. Cardamoms		..	..	..	..
6. Others		301	1,737	297	2,219
XXV. Stone and lime		786	4,474	1,438	6,158
XXVI. Sugar—					
1. Refined or crystallized including sugarcandy		897	6,725	792	6,913
2. Unrefined, viz., molasses and jaggery or gur and other saccharine produce		2,876	26,888	2,376	22,319
XXVII. Tea—					
1. Foreign		39	1,387	61	2,177
2. Indian		3,482	19,929	13,708	49,624
XXVIII. Timber		..	..	..	..
XXIX. Tobacco—					
1. Unmanufactured		1,050	9,117	930	9,656
2. Manufactured		..	..	..	..
(a) Cigars		212	3,439	240	3,852
(b) Other sorts		226	2,269	445	6,073
XXX. Wool, raw		..	..	71	702
XXXI. Wool, Manufactured—					
1. Piece-goods, European		35	697	35	770
2. Do. Indian		219	2,515	169	1,581
3. Shawls		..	..	..	..
XXXII. All other articles of merchandise		8,048	98,958	8,782	1,30,316
Total		134,917	11,14,735	160,889	11,65,001

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. 26,805 10 11	2,744	Rs. 33,540 9 2
" 2nd "	4,894	26,260 15 0	6,395	34,862 6 2
" 3rd "	212,433	2,26,773 7 6	818,943	2,64,325 0 3
Soldiers, 1st "	358	4,407 3 0	380	4,304 14 0
" 2nd "	3,199	20,299 13 7	3,229	9,436 6 9
" 3rd "	20,464	20,661 3 9	16,179	21,317 4 6
Return fares, 1st "	78	1,291 11 0	130	1,130 3 0
" 2nd "	82	618 4 0	143	1,294 15 0
" 3rd "	1,588	137 3 6	143	129 11 0
Excurs., 1st "		616 4 0		867 16 0
" 2nd "		148 11 6		303 2 6
" 3rd "		226 5 9		259 0 3
Total	245,407	Rs. 3,40,135 12 6	347,235	Rs. 3,69,816 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 department.	Cost.	Per cent. of revenue.	Work of department.	Cost.	Per cent. of revenue.
	Ms. Ch. Ft.	Rs. A. P.		Ms. Ch. Ft.	Rs. A. P.	
Abstract A.						
Maintenance of way-works and stations.	1,013 71 1	6,07,834 16 6	11-65	1,016 79 3	6,89,190 7 11	11-48
Abstract B.						
Locomotive expenses	Gross mileage of engines, 1,570,409. Number of engines under repair at any one time, 41.	9,98,250 6 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.	2,53,265 0 7	4-95	Number of vehicles under repair at any one time, 188. Number constructed and renewed 99.	2,41,076 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	2,75,367 3 6	5-28	Miles 840	2,79,362 12 3	5-43
Abstract F.						
Special and miscellaneous expenditure	.....	39,949 9 3	-76	.....	89,938 4 1	1-76
Total		26,87,688 16 7	60-64		26,91,655 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	98-60	(a) 3,016 11 1	693 8 0	2,323 3 1
Jalarpet	62	41-83	1,089 1 10	328 7 7	760 3 3
Raichur	34	26-33	837 6 6	190 9 8	646 6 8
Raichur	100	84-00	1,790 2 8	859 4 11	1,930 7 7
Podanur	19	14-50	550 2 2	104 10 7	445 11 5
Itanigunta	60	37-68	903 11 8	234 12 4	668 15 4
Itanigunta	31	23-95	1,072 6 9	617 13 10	454 11 11
Itanigunta			60 0 0		60 0 0
Total	416	224-79	5,298 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	...	...	...	...	...	55,070
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.

Govt. 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 of Madras Railway for the half-
year ended the 31st December 1894.

I have to forward herewith the Capital and Revenue Accounts of the
Madras Railway Company 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 commencement of operations to the end of the half-year under review was Rupees 12,05,20,868 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 shows the general results of working:—

	Half-year ending December, 1893.	Half-year ending December, 1894.	DIFFERENCE.	
	Miles.	Miles.	Miles.	Per Cent.
Mean Mileage worked ...	810.22	810.22	—	806
Train-Mileage ...	1,312,258	1,244,084	— 68,170	—
	No.	No.	No.	
Average number of trains over the whole line daily in both directions.	8.69	7.99	— .70	— 806
	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 shows 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	20,00,202	+ 47,013	+ 2.31
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	84,494	34,178	1,06,419	4,708,553	14,03,055	4,752,906	16,94,399
Second half of 1894.	10,220	89,445	34,807	1,05,130	5,078,553	16,06,363	5,127,543	18,00,928
Increase ...	46	4,951	4,631	...	369,976	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 para 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 4,631 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 369,976 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 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, Dec., 1893.		HALF-YEAR ENDING, Dec., 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, general ...	385,592	28,53,369	369,677	27,10,429
Military stores ...	8.0	32,345	913	33,293
Railway materials for construction ...	9,425	16,870	14,154	7,556
Coal (including Locomotive Revenue) ...	54,108	1,67,424	60,476	1,68,406
Revenue stores (excluding Locomotive Coal) ...	100,232	52,394	96,297	39,337
Other goods traffic ...	...	22,712	...	17,944
Less—Outstandings irrecoverable or not recovered ...	553,577	31,45,103	541,721	29,75,904
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 6,563 and decrease Rs. 617. The quantity of Coal used by the Loco. 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 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 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 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	1,33,090	16,860	1,16,029
Rice not in the husk	24,981	1,21,041	32,245	1,77,597
Jawar and Bajra	16,513	1,19,458	2,944	20,141
Gram and Pulse	22,042	1,46,345	13,576	80,501
Others	50,311	3,21,598	27,422	1,85,865
HIDES AND SKINS— Skins of Sheep, &c.— (a). Dressed or tanned	9,944	34,871	4,354	67,316
(b). Raw	7,822	1,12,161	9,430	1,21,332
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	7,700	54,589
Castor	1,494	9,063	8,612	63,591
Others	6,849	43,273	6,459	37,674
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	34,759	2,260	27,165
Stones and Lime	16,034	28,362	16,670	34,553
SUGAR— Unrefined viz., Molasses and Jaggery or Gur and other Saccharine produce	10,687	71,351	8,326	52,753
TEA	35,998	1,38,205	46,573	1,76,004
TOBACCO— Unmanufactured	4,291	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 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 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 shows 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 received at Salt Cotaura 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. 68,144. 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 Jalapet and Salem. A large decrease is recorded in traffic received from foreign lines via Raichur and Guntakal.

31. Grain and Pulse—Others.—Decrease tons 22,899 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 Cloth.—Decrease tons 154 and Rs. 1,617.

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 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 Jalarpur 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. 19,598. 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. 7,595.

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.
	Rs.		Rs.		Rs.	
Maintenance	6,07,835	11.65	6,40,190	11.45	32,355	- 2.07
Locomotive	9,94,250	19.13	9,64,520	18.81	29,730	+ 2.32
Carriage and Wagon	2,58,295	4.95	2,41,078	4.63	17,217	+ 7.52
Traffic	4,57,002	8.77	4,23,408	8.22	33,594	+ 7.44
General	2,75,387	5.28	2,79,303	5.43	3,916	- 1.44
Steam-bent	Nil.		Nil.			
Special and Miscellaneous	39,949	7.6	89,934	1.75	49,985	+ 125.13
Total	26,37,894	50.54	26,91,555	52.20	53,661	+ 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. Buscariet 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 employees 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 ^{1.6}/_{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 94,238 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:—

	Renewals.	Repairs.
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 horse 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 Wagon" 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	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. 4,359.

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 ...	653,577	641,721	— 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 ...	1,87,560	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. 1,739 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...	63,604	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 show 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			
Tirunelveli	8,653	13	7			
Arkonam	9,255	6	7			
Jaiarpet	8,969	10	10			
Gooty	6,456	11	6			
Olavakkott	3,057	12	8			
Bisanatham	2,918	11	3			
Vepagunta	2,490	8	5			
Central Station	2,385	12	10			
Feroke	1,936	5	8			
Raichur	1,622	15	1			
Malagavalli	1,405	3	6			
Perambur	1,395	8	0			
Vinnamangalam	1,384	4	0			
Nandalore	1,322	6	3			
Erode	1,262	14	6			
Church at Perambur	1,071	0	11			
Edakulam	1,014	1	8			
Other Stations including New Minor Works	10,652	2	6	1,05,751	4	2

Raising line and increasing Water way at 106 Mile N. W. Line	2,453	1	1			
Side drain and raising at 320 Mile S. W. Line	1,348	14	1			
Extension of Block System	661	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.	A.	P.	Rs.	A.	P.
	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
				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.
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 Transit	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. 31,432
New boilers held for Locomotive Department 30,922

102. The Locomotive Store and Workshop account balance has increased by Rs. 11,297, 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. 66,433 of which Rs. 31,432 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. 75,294 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. 21,55,521-9-3 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	10,250,682	235,549	1	0	2
" 1876-80	853	10,326,673	224,839	17	6	2
" 1881-85	860	10,638,253	245,449	10	6	2
" 1886-90	842	10,697,630	327,998	6	9	3
The year 1891	849	10,857,630	358,098	11	0	3
" 1892	840	11,057,630	383,415	10	3	3
" 1893	840	11,057,630	436,993	1	3	4
" 1894	840	11,057,630	453,554	1	7	4

108. The amount charged to Revenue for loss by Exchange on the cost of Revenue stores and Home expenditure was Rs. 2,09,028 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	183 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
	38,313 1 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 II, Coaching Traffic, Form No. X of the accounts, presents the following results when compared with the corresponding half-year :—

	Rs.	A.	P.
Abstract II, December, 1893	19,52,188	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	11,288	14	0	...	...	...	12,519	7	2
3rd Class.	35,281	10	4	27,763	1	2	...	...	...	7,518	9	2
Passengers' Luggage	48,928	12	3	50,477	5	6	1,550	9	3	...	...	...
Carriages	6,488	12	0	8,517	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	598	0	0	2,079	0	0	1,481	0	0	...	...	...
Miscellaneous	4,974	9	10	563	8	8	...	...	...	4,411	1	2
Haulage and hire of Post Office Vans	14,310	1	10	26,955	6	5	12,615	3	7	...	...	...
MILITARY.												
Military Baggage	10,950	0	0	6,833	3	6	...	...	...	4,046	12	6
Carriages	3,013	7	0	2,322	3	4	...	...	...	691	...	8
Horses	89	13	10	97	2	5	7	4	7	...	...	...
Dogs, &c.												
	19,52,198	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 1890	11,37,893	1	5
June 1891	12,54,404	1	5
December 1891	12,18,181	7	10
June 1892	12,78,447	11	0
December 1892	13,02,002	4	1
June 1893	12,97,015	15	6
December 1893	12,73,014	2	7
June 1894	14,10,745	4	7
December 1894	13,95,847	11	7
June 1895	14,64,321	5	7
December 1895	15,29,401	15	10
June 1896	15,02,895	3	6
December 1896	15,49,747	3	4
June 1897	15,84,759	3	3
December 1897	15,31,357	3	9
June 1898	16,61,024	2	10
December 1898	17,13,097	12	10
June 1899	17,81,789	6	8
December 1899	17,75,541	7	2
June 1900	17,64,039	8	10
December 1900	18,19,560	1	1
June 1901	17,68,118	0	7
December 1901	16,52,970	14	10
June 1902	17,24,126	14	10
December 1902	18,03,769	5	4
June 1903	19,49,056	4	11
December 1903	18,72,896	13	4
June 1904	19,27,016	3	8
December 1904	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	7,89,368	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	1,63,858	13	0	9,01,109	12	8
December 1875	6,72,465	4	6	1,73,678	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	6,79,633	13	10	1,20,068	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	8,98,483	1	1	...	...	...	8,98,483	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	13	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	11,94,455	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	13,53,453	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	76,638,889	(a) 9,29,071	10	9
June 1880	1,964,346	79,706,402	(b) 9,04,920	9	4
December 1880	1,913,145	86,424,275	8,96,463	1	1
June 1881	2,111,075	91,844,076	9,52,306	12	1
December 1881	2,067,218	90,814,781	9,43,731	12	9
June 1882	2,189,409	93,761,162	9,72,568	4	7
December 1882	2,046,457	96,805,425	10,05,113	6	2
June 1883	2,195,218	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	108,470,673	10,58,699	12	8
December 1884	2,498,817	108,124,439	10,47,457	10	4
June 1885	2,639,473	112,860,077	10,95,135	7	6
December 1885	2,798,558	121,224,909	11,65,264	9	5
June 1886	2,928,490	120,522,393	11,59,988	9	10
December 1886	3,284,543	135,980,143	(d) 11,94,455	6	3
June 1887	3,543,681	140,170,209	12,20,247	9	0
December 1887	3,372,135	133,849,628	11,61,859	8	10
June 1888	3,724,290	142,695,239	(e) 12,48,832	15	11
December 1888	3,951,553	151,690,598	13,34,289	7	9
June 1889	4,198,943	155,414,345	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	4,134,756	162,833,527	(g) 14,48,927	4	1
June 1891	4,206,099	156,001,790	14,00,154	9	11
December 1891	3,919,473	148,726,896	(h) 12,73,641	14	9
June 1892	4,259,953	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	5,018,743	185,268,555	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 Mottupalaiyam and Podanur and Deyyore, 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	...	...	...	1,07,320	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	4	2
December	1889	...	...	...	1,22,051	4	4
June	1890	...	...	...	1,06,372	12	1
December	1890	...	...	...	1,23,187	6	8
June	1891	...	...	...	1,04,545	8	4
December	1891	...	...	...	1,18,642	12	8
June	1892	...	...	...	1,01,956	9	11
December	1892	...	...	...	1,34,095	5	1
June	1893	...	...	...	1,15,148	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 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	33,394	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	32,593	14	0	39,336	14	11	...	...	...	13,056	15	1
6. Live Stock	8,640	4	3	8,747	5	9	...	...	...	852	14	6
7. Military Live Stock	5,865	10	0	1,724	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	6	...	...	...	45	2	7
Total...	31,45,103	2	5	29,75,004	5	9	1,366	8	7	1,70,565	5	3
Deduct Increase											1,366	8
Net Decrease											1,69,198	12

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 ..	3478	3419	3280	3483	3389	3553	3439	3587	3448	3584	3552	3778	3757	3977	3757	3802	3612	3811	3638	4064	3888	4031	4171
" Working expenses per train-mile ..	2119	1953	1993	2004	1926	2056	2129	2267	2269	2093	2097	2128	2109	2109	2220	2091	2147	2086	1880	1965	2089	2181	
Total net earnings per train-mile.	1359	1466	1287	1479	1463	1517	1350	1320	1159	1491	1455	1650	1648	1868	1569	1518	1664	1545	2184	1923	1942	1990	
COACHING TRAFFIC.																							
Average sum received for carrying a unit one mile.																							
First class ..	1246	1430	1365	1490	1308	1395	1151	1529	1050	1354	1095	1467	937	1166	1016	1125	973	1032	1032	994	1165	1042	
Second class ..	579	593	608	596	585	558	597	603	531	610	558	551	521	533	432	548	516	539	534	518	492	519	
Lowest class ..	191	188	186	187	185	165	168	166	167	170	170	168	168	168	172	175	165	161	164	164	164	164	
Average for all classes...	219	213	209	211	205	206	198	186	186	192	187	187	187	184	186	190	181	178	179	179	180	178	
Average cost of hauling a Coaching unit one mile.	109	89	95	98	93	96	98	110	121	103	101	99	107	90	91	109	103	104	103	82	92	89	
Per passenger unit ..	110	124	114	113	112	110	90	76	65	89	86	98	74	94	95	81	78	74	76	96	88	89	
Average profit per passenger ..																							
Average sum received for other coaching traffic per ton per mile.	3263	3889	3695	3446	3535	3501	3653	3627	3627	3559	3730	3923	3531	3860	3760	3977	3734	3792	3688	3907	3221	3766	
Average cost of hauling other coaching traffic per ton per mile.	1008	1347	1308	1521	1416	1525	1568	1537	1680	1349	1346	1406	1439	1217	1181	1400	1252	1329	1181	1116	931	1196	
Average profit per ton ..	3234	1908	1583	2174	2030	2010	1933	2096	1947	2210	2384	2519	2092	2843	2578	2577	2482	2462	2507	2791	2290	2570	
GOODS TRAFFIC.																							
Average sum received for carrying a ton one mile ..	860	775	769	793	765	776	759	773	773	783	779	790	780	783	749	742	716	833	927	812	825	857	
Average cost of hauling a goods unit, viz., one ton one mile ..	608	529	557	516	500	500	525	523	538	491	502	473	488	413	405	446	425	462	441	376	430	458	
Average profit on working a goods unit (viz., one ton), one mile ..	252	246	212	277	265	276	234	250	237	292	277	317	272	370	344	298	291	370	386	430	399	385	

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.	
	Maunds.	Rupees.	Maunds.	Rupees.
COUNTRY TRADE.				
Food Grains	3,619,071	8,57,827	2,571,969	5,91,691
Miscellaneous articles for Domestic Consumption	2,010,505	5,78,514	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	1,695,202	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...	9,032,218	22,46,265	8,510,236	20,80,567
FOREIGN TRADE.				
Exports or Colonial Produce	1,319,197	5,45,912	1,357,746	5,66,339
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	308,640	11,205
Total...	3,288,839	8,23,052	3,615,211	8,38,016
Grand Total...	12,321,057	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.	Weight.	Amount.	Weight.	Amount.
	Maunds.	Rupees.	Maunds.	Rupees.	Maunds.	Rupees.	Maunds.	Rupees.	Maunds.	Rupees.
December, 1876	6,419,865	15,09,576	8,276,612	17,24,504	1,961,615	10,20,858	31,521	4,791	16,718,613	41,29,729
Do. 1877	20,057,072	47,11,730	5,526,394	17,51,985	1,333,801	5,65,916	36,818	6,159	26,933,885	70,55,680
Do. 1878	6,698,324	12,59,187	6,897,239	15,83,708	1,508,633	6,72,187	58,655	4,616	14,512,251	35,19,726
Do. 1879	5,724,550	12,24,775	10,064,871	16,84,144	1,791,713	7,06,609	27,769	3,755	17,612,683	36,79,863
Do. 1880	3,553,664	6,54,832	11,107,066	17,94,168	1,876,213	7,99,608	51,461	4,685	16,588,404	32,61,373
Do. 1881	3,377,162	6,38,158	8,070,249	18,42,019	2,112,659	8,52,893	85,865	16,913	13,646,134	32,19,083
Do. 1882	3,380,180	6,14,323	7,131,950	20,54,920	2,678,042	10,35,824	2,733	524	13,180,895	37,11,695
Do. 1883	3,158,245	4,90,571	8,168,931	21,47,050	2,679,301	9,82,154	5,067	1,347	14,011,867	36,21,462
Do. 1884	4,757,712	7,03,707	8,624,131	22,07,239	3,041,239	9,05,763	29,133	2,816	18,672,434	41,31,851
Do. 1885	4,919,219	7,80,500	9,320,436	23,04,174	3,070,405	10,77,417	716,531	2,816	18,107,189	42,91,536
Do. 1886	5,392,637	7,42,949	9,205,446	22,55,141	3,022,418	10,77,268	612,079	2,816	19,810,093	44,66,367
Do. 1887	4,764,574	7,60,159	11,114,384	24,06,793	2,796,380	10,41,747	558,791	4,213	20,164,846	44,89,296
Do. 1888	5,397,284	8,55,082	11,610,840	25,13,376	3,349,214	12,11,195	1,355,291	1,95,869	23,198,161	50,51,232
Do. 1889	5,903,784	11,06,772	12,856,764	25,85,619	3,532,546	12,80,920	829,949	1,97,166	23,882,636	51,59,771
Do. 1890	6,233,007	10,96,066	5,938,419	13,06,791	1,939,938	6,04,704	763,953	1,49,574	11,810,303	26,31,651
Half-year ending June, 1891	3,147,023	5,83,562	5,938,419	12,78,849	1,999,704	5,68,707	210,934	49,263	12,376,551	27,28,528
Do. Dec., 1891	4,609,761	8,32,337	5,469,552	13,95,167	2,292,189	6,83,330	760,619	40,855	11,995,865	27,25,814
Do. June, 1892	2,805,874	6,06,282	5,447,181	13,93,872	2,424,640	6,82,500	64,332	15,322	12,353,087	24,09,019
Do. Dec., 1892	3,414,841	7,14,125	5,814,054	15,48,031	2,573,859	7,57,636	70,234	11,787	12,471,804	30,91,577
Do. June, 1893	3,556,848	6,270,895	6,270,895	15,48,031	2,987,712	7,99,550	391,127	23,482	12,341,057	30,69,997
Do. Dec., 1893	3,639,071	8,57,827	5,413,147	13,89,138	2,987,712	8,08,340	418,547	19,653	11,778,679	29,19,765
Do. June, 1894	2,495,031	5,73,849	5,991,504	13,37,876	2,873,597	8,26,811	398,640	11,205	12,125,447	29,18,583
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
Total	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.	4,179	52,021	31,585	1,31,073
II. COTTON RAW	...	...	3,054	41,760
III. COTTON MANUFACTURED—				
1. Twist and Yarn, European	347	4,581	584	5,363
2. Do. Indian	954	4,668	1,145	11,594
3. Piece Goods, European	416	7,221	442	8,307
4. Do. Indian	1,857	24,752	1,985	24,821
IV. DRUGS AND CHEMICALS—				
1. Intoxicating, other than Opium	...	...	...	...
2. Non-intoxicating—				
(a). Cinchona bark	...	...	527	4,873
(b). Others	401	4,678	...	...
V. DYES AND TANS—				
1. Indigo	327	7,621	272	5,098
2. Myrabolans	...	...	158	1,085
3. Cutch	...	...	802	5,383
4. Turmeric	...	...	...	...
5. Aniline dyes	...	...	4,130	46,999
6. Others	3,121	28,982	...	...
VI. GRAIN AND PULSE—				
1. Wheat	1,658	12,670	1,534	11,453
2. Rice in the husk	10,598	85,536	5,423	40,079
3. Rice not in the husk	3,262	17,931	3,312	34,621
4. Jawar and Bajra	13,450	94,479	1,576	11,197
5. Gram and Pulse	9,402	63,896	4,306	23,192
6. Others	28,819	1,66,066	10,916	77,630
VII. HIDES AND SKINS—				
1. Hides of Cattle—				
(a). Dressed or tanned	109	1,462	1,061	17,614
(b). Raw	...	...	...	...
2. Skins of Sheep, &c.—				
(a). Dressed or tanned	908	18,417	1,750	30,861
(b). Raw	4,947	84,428	6,306	97,872
VIII. HORNS	...	...	51	689
IX. JUTE—				
1. Raw	...	...	1,252	12,021
2. Gunny bags and Cloth	1,624	15,334	...	...
X. LAC—				
1. Stick	...	...	...	...
2. Shell	...	...	...	...
XI. LEATHER MANUFACTURED	35	1,013	29	840
XII. LIQUORS—				
1. Beer	604	11,457	1,002	15,202
2. Spirits	915	4,982	847	4,794
3. Wines	30	729	61	783
XIII. METALS—				
1. Copper, unwrought	...	...	...	...
2. Brass, unwrought	...	...	...	...
3. Copper, wrought	...	...	171	2,514
4. Brass, wrought	217	3,187	1,731	20,548
5. Iron	2,205	25,407	106	1,568
6. Others	87	1,001	...	...
XIV. OILS—				
1. Kerosine	962	10,190	931	12,770
2. Castor	417	945	339	904
3. Coconut	84	938	107	989
4. Others	465	2,340	1,258	8,074
Carried forward...	93,493	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...	93,493	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	1,969	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	5,045	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	...	...	1,616	7,756
XX. SALT	1,422	8,157	...	...
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	217	2,871	265	3,362
3. Ginger	57	569	151	1,270
4. Chillies	856	14,187	506	6,576
5. Cardamoms	301	1,737	297	2,319
6. Others	...	...	...	...
XXV. STONE AND LIME	786	4,474	1,438	5,158
XXVI. SUGAR—				
1. Refined or crystallised including Sugarcandy	697	6,725	792	6,953
2. Unrefined, viz., Molasses and Jaggery or gur and other Saccharine produce	2,675	26,868	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	3,419	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...	1,876	26,805	10 11	2,744	31,340	9 3
"	2nd Class...	4,894	28,260	15 0	6,395	32,482	6 2
"	3rd Class...	212,431	2,26,773	7 5	315,963	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	9,436	5 9
"	2nd Class...	20,465	30,651	3 9	16,179	21,357	4 5
"	3rd Class...	1,291	11 0	130	1,130	3 0	15 0
"	...	78	618	4 0	163	1,298	15 0
Return Fares ...	1st Class...	82	137	3 0	2,070	129	11 0
"	2nd Class...	1,986	515	4 0	...	567	15 0
"	3rd Class...	...	148	11 6	...	359	0 3
Excess ...	...	...	226	5 9	...	...	...
"	...	...	...	...	...	...	...
"	...	...	...	...	...	...	...
TOTAL...		215,407	3,40,135	12 5	317,231	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.
ABSTRACT A. Maintenance of Way, Works and Stations ...	No. ch. ft. 1,013 71 11	Rs. A. P. 6,07,434 15 6	11 65	No. ch. ft. 1,016 79 31	Rs. A. P. 5,80,190 7 11	11 45
ABSTRACT B. Locomotive Expenses ...	Gross Mileage of Engines, 1,570,400 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.	9,68,619 15 2	18 61
ABSTRACT C. Carriage and Wagon Expenses ...	Number of Vehicles under repair at any one time, 144. Number constructed and renewed 43.	2,64,265 0 7	4 05	Number of Vehicles under repair at any one time, 148. Number constructed, and renewed 90.	3,41,075 14 6	6 63
ABSTRACT D. Traffic Expenses ...	Profitable Train Mileage, 1,312,234 Number of Stations, 142.	4,67,001 14 8	8 77	Profitable Train Mileage, 1,234,000 Number of Stations, 144.	4,23,464 2 3	8 32
ABSTRACT E. General Charges ...	Miles 840.	2,75,387 2 0	5 28	Miles 840.	2,79,302 12 3	5 43
ABSTRACT G. Special and Miscellaneous Expenditure ...	...	30,019 9 3	76	...	60,034 4 1	1 75
TOTAL...		20,37,044 15 7	61 54	TOTAL...	20,31,655 8 2	62 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 Registered.	Average attendance.	Expenditure.			Receipts.			Net Cost.		
			Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Perambur ...	130	96 50	8,016	11	1	693	8	0	2,323	3	1
Jalarpet ...	82	41 43	1,064	1	10	323	7	7	744	10	3
Salem ...	84	26 33	837	5	5	190	9	8	646	11	9
Podanur ...	100	84 00	1,790	8	8	509	4	11	1,190	14	9
Menigutta ...	19	14 50	650	2	2	104	10	7	445	7	7
Gooty ...	60	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 ...	3,168	3,115
Voluntary ...	93	90
TOTAL...	3,259	3,205

Amount at credit at 31st December, 1894.

	Rs.	A.	P.
Obligatory ...	4,08,845	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.

The following Securities were purchased during the half-year.

Bombay Port Trust Debentures...	Rs. 37,000 0 0
" Municipal Sanitary Works Debentures ...	" 65,000 0 0
Madras Municipal Debentures ...	" 5,000 0 0

Staff

127. The only change in the Official Staff of the Audit office during the half-year ending 31st December, 1891 was the appointment on the 20th July, 1891 of Mr. T. H. Woodliffe, to be 4th Assistant Auditor in the place of Mr. W. J. Parr, who left the service on the 6th March, 1891.

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

T. WAKE,

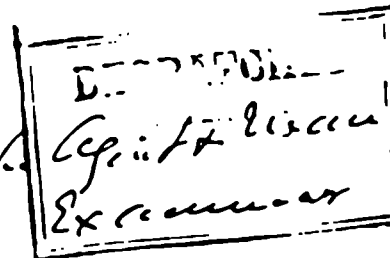
Ag. Chief Auditor.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

*Order by the Chief Auditor in Capital
and Revenue Accounts M. R. of the
25-
2nd half of 1894.*

*Ordered that the list
by the Chief Auditor
on the Capital and
Revenue Accounts M. R.
for the 2nd half of 1894, be
forwarded to the Govt of
India and to the Govt
of State for India in contin-
uation of No. 44. R. 1894.*



*M. R. of State for India in contin-
uation of No. 44. R. 1894.
H. R. N. 200. R. 23rd March 1895*

Forwarded

H. R. N. 199. R. 23rd March 1895

*In continuation of
No. 44. R. 1894.
1895. We have the honor
to forward herewith
M. R. N. 199. R. 23rd March 1895
and by*

including a note by
the Chief Clerk on
the Capital and Rev-
enue accounts M.R. for
the 2nd half of 1894.

2048
20/2/95

DR

No 199 R. dated 23.3.95-
200