

Public Works (1895) Depa.

RAILWAY BRANCH.

G.O., No. 452 R

DATED 18th January,

[Despatch Abstract.]

Bezwada-Madras Railway Survey:— Plans and estimates and a report on the —, ordered to be forwarded for the consideration and orders of the Govt of India.

Forwarding for consideration & orders plan & estimates & a report on the —.

[illegible]

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

1894-95.

MEMORANDUM.

The grant for expenditure on the Bezwada Extension Railway for 1894-95 is Rs. 5,000 appropriated as follows:—

Programme approved—

	Rs.
Cash outlay	5,000
Value of stores to be drawn from stock	...
Total	<u>5,000</u>

CAPITAL revised estimate of the Bezwada Extension Railway for 1894-95.
General Abstract.

Main heads of expenditure.	1	2	3		
	Actuals to end of 1893-94.	Budget grant, 1894-95.	Revised estimate, 1894-95.		
			Cash.	Stores.	Total.
<i>Works and Services.</i>					
I. Preliminary expenses	Rs. 15,319	Rs. ..	Rs. ..	Rs. ..	Rs. ..
II. Land	47,109	..	..	..	..
III. Formation	1,75,513	..	..	..	..
IV. Bridge work	1,05,999	2,723	2,723	..	2,723
V. Fencing	19,877	..	..	..	..
VI. Electric telegraph	6,15,385	..	..	..	..
VII. Ballast and permanent-way	8,02,682	7,277	2,277	..	2,277
VIII. Stations and buildings	..	..	..	..	..
Total, Construction Accounts	12,81,884	10,000	5,000	..	5,000
IX. Plant	9,463	..	..	..	..
X. Ferries, &c.	20,384	..	..	..	..
XI. Rolling-stock	1,17,275	..	..	..	..
XII. General charges as per schedule A	..	..	..	..	..
Total Expenditure on Final Heads	14,29,006	10,000	5,000	..	5,000
Purchase of line	..	..	..	..	..
Overdrawn capital	..	..	..	..	..
Loss by exchange	..	..	..	..	..
Miscellaneous advances	..	..	..	..	..
Total	14,29,006	10,000	5,000	..	5,000
Deduct—					
Receipts on Capital Account	2,471	..	..	..	..
Cash and stores taken over from Company on purchase of line	..	..	..	..	..
Grand Total, Works and Services	14,26,535	10,000	5,000	..	5,000

SECUNDERABAD,
10th April 1895,

(Signed) W. PENDLEBURY,
Agent and Manager,
H. H. the N. G. S. Rys. Co., Ltd.

CAPITAL AND REVENUE.

SCHEDULE A.—Revised estimates of general charges of the Bezwada Extension Railway for the year 1894-95.—Nil.

FINAL ISSUE.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS NOT CHARGED
AGAINST REVENUE.

48. STATE RAILWAYS—CONSTRUCTION.

REVISED ESTIMATE

OF

STORES TRANSACTIONS ON THE BEZWADA
EXTENSION RAILWAY

FOR

1894-95.

CAPITAL revised estimate of stores transactions on the Bezwada Extension Railway
for 1894-95.

General Abstract.

Suspense heads.	Actual balance at end of 1893-94.	Revised estimate, 1894-95.					Probable balance at end of 1894-95.
		Debits.			Credits.	Net debit or credit.	
		Cash.	Stores.	Total.			
	RS.						RS.
Purchases as per schedule A	..	..	..	..	..	..	..
London stores " B	..	..	..	..	..	..	..
Manufactures " C	..	..	..	..	..	..	..
Workshop " D	..	..	..	..	..	..	..
Stores in depôts " E	..	..	..	..	..	..	..
Sales " F	..	..	..	..	..	..	..
Total ..	..	..	..	..	..	..	..
<i>Deduct—</i>							
Debits to the Indian books by credits to expenditure in England for value of English stores received and other items charged off in England							
	3,09,848	..	..	..	..	..	3,09,848
Net Indian transactions	-3,09,848	..	..	..	..	..	-3,09,848

(Signed) W. PENDLEBURY,
Agent and Manager,
H. H. the N. G. S. Rys. Co., Ltd.

10th April 1895.

SCHEDULE A.—Detail of the estimated transactions under the head "Purchases."—Nil.

SCHEDULE B.—Details of the estimated transactions under the head "London Stores."—Nil.

SCHEDULE C.—Details of the estimated transactions under the head "Manufactures."—Nil.

SCHEDULE D.—Details of the estimated transactions under the head "Workshop Manufactures."—Nil.

SCHEDULE E.—Details of the estimated transactions under the head "Stores."—Nil.

SCHEDULE F.—Details of the estimated transactions under the head "Sales."—Nil.

SCHEDULE G.—Statement showing sum set aside for expenditure in England on the Bezwada Extension Railway during 1894-95.—Nil.

SECUNDERABAD,
10th April 1895.

(Signed) W. PENDLEBURY,
Agent and Manager,
H. H. the N. G. S. Rys. Co., Ltd.

17TH APRIL 1895, No. 268 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent and Manager, His Highness the Nizam's Guaranteed State Railway,
dated 10th April 1895, No. 495-A.

ABSTRACT.—Submitting final issue of the Capital revised estimate, Bezwada Extension
Railway, for the year 1894-95.

ORDER—dated 17th April 1895, No. 268 R., Public Works.

Ordered that the final issue of the Capital revised estimate, Bezwada Extension
Railway, for the year 1894-95 be forwarded to the Government of India.

[Here enter No. 269 R., dated 17th April 1895.]

(True Extract.)

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

To the Agent and Manager, Nizam's Guaranteed State Railway.
„ Examiner, East Coast Railway Accounts.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 17th.

Recd.

Encl.

G.O., 17th April 1895, No. 268 R.

APRIL.

Bezwada Extension Railway

Ordered that the final issue of the Capital revised estimate of the — for the year 1894-95 be forwarded to the Government of India.

FINAL ISSUE.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS NOT CHARGED
AGAINST REVENUE.

48. STATE RAILWAYS—CONSTRUCTION.

REVISED ESTIMATE

OF

CONSTRUCTION WORKS ON THE BEZWADA
EXTENSION RAILWAY.

FOR

1894-95.

MEMORANDUM.

The grant for expenditure on the Bezwada Extension Railway for 1894-95 is Rs. 5,000 appropriated as follows:—

Programme approved—

	rs.
Cash outlay	5,000
Value of stores to be drawn from stock	...
Total ...	<u>5,000</u>

CAPITAL revised estimate of the Bezwada Extension Railway for 1894-95.

General Abstract.

Main heads of expenditure.	1	2	3		
	Actuals to end of 1893-94.	Budget grant, 1894-95.	Revised estimate, 1894-95.		
			Cash.	Stores.	Total.
<i>Works and Services.</i>	Rs.	Rs.	Rs.	Rs.	Rs.
I. Preliminary expenses ..	15,319	..	..	..	..
II. Land ..	47,109	..	..	..	..
III. Formation ..	1,75,613	..	..	..	..
IV. Bridge work ..	1,05,999	2,723	2,723	..	2,723
V. Fencing ..	19,877	..	..	..	..
VI. Electric telegraph ..	6,15,385	..	..	..	..
VII. Ballast and permanent-way ..	8,02,682	7,277	2,277	..	2,277
VIII. Stations and buildings ..	..	..	..	..	..
Total, Construction Accounts ..	12,81,884	10,000	5,000	..	5,000
IX. Plant ..	9,463	..	..	..	..
X. Ferries, &c. ..	20,384	..	..	..	..
XI. Rolling-stock ..	1,17,275	..	..	..	..
XII. General charges as per schedule A. ..	..	..	..	..	..
Total Expenditure on Final Heads ..	14,29,006	10,000	5,000	..	5,000
Purchase of line ..	..	..	..	..	..
Overdrawn capital ..	..	..	..	..	..
Loss by exchange ..	..	..	..	..	..
Miscellaneous advances ..	..	..	..	..	..
Total ..	14,29,006	10,000	5,000	..	5,000
<i>Deduct—</i>					
Receipts on Capital Account ..	2,471	..	..	..	..
Cash and stores taken over from Company on purchase of line ..	..	..	..	..	..
Grand Total, Works and Services ..	14,26,535	10,000	5,000	..	5,000

SECUNDERABAD,
10th April 1895.

(Signed) W. PENDLEBURY,
Agent and Manager,
H. H. the N. G. S. Rys. Co., Ltd.

CAPITAL AND REVENUE.

SCHEDULE A.—Revised estimates of general charges of the Bezwada Extension Railway for the year 1894-95.—Nil,

FINAL ISSUE.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS NOT CHARGED
AGAINST REVENUE.

48. STATE RAILWAYS—CONSTRUCTION.

REVISED ESTIMATE

OF

STORES TRANSACTIONS ON THE BEZWADA
EXTENSION RAILWAY

FOR

1894-95.

CAPITAL revised estimate of stores transactions on the Bezwada Extension Railway
for 1894-95.

General Abstract.

Suspense heads.	Actual balance at end of 1893-94.	Revised estimate, 1894-95.					Probable balance at end of 1894-95.
		Debits.			Credits.	Net debit or credit.	
		Cash.	Stores.	Total.			
	RS.						RS.
Purchases as per schedule A	..	..	..	..	..	..	..
London stores " B	..	..	..	..	..	..	..
Manufactures " C	..	..	..	..	..	..	..
Workshop " D	..	..	..	..	..	..	..
Stores in depôts " E	..	..	..	..	..	..	..
Sales " F	..	..	..	..	..	..	..
Total ..	..	..	..	..	..	..	..
Deduct—							
Debits to the Indian books by credits to expen- diture in England for value of English stores received and other items charged off in England	3,09,848	..	..	..	..	..	3,09,848
Net Indian transactions	-3,09,848	..	..	..	..	..	-3,09,848

(Signed) W. PENDLEBURY,
Agent and Manager,
H. H. the N. G. S. Rys. Co., Ltd.

10th April 1895.

SCHEDULE A.—Detail of the estimated transactions under the head "Purchases."—Nil.

SCHEDULE B.—Details of the estimated transactions under the head "London Stores."—Nil.

SCHEDULE C.—Details of the estimated transactions under the head "Manufactures."—Nil.

SCHEDULE D.—Details of the estimated transactions under the head "Workshop Manufactures."—Nil.

SCHEDULE E.—Details of the estimated transactions under the head "Stores."—Nil.

SCHEDULE F.—Details of the estimated transactions under the head "Sales."—Nil.

SCHEDULE G.—Statement showing sum set aside for expenditure in England on the Bezwada Extension Railway during 1894-95.—Nil.

SECUNDERABAD,
10th April 1895.

(Signed) W. PENDLEBURY,
Agent and Manager,
H. H. the N. G. S. Rys. Co., Ltd.

17TH APRIL 1895, No. 269 R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

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

To

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

SIR,

With reference to Government of India Public Works Department Resolution No. ¹⁴/_{B.O.} A.R., dated 21st March 1895, I am directed to forward herewith the final issue of the Capital revised estimate of the Bezwada Extension Railway for the year 1894-95 and to state that the estimate has been prepared for the amounts accepted by the Government of India.

I have the honour to be,
Sir,

Your most obedient servant,

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

MADRAS,
17th April 1895.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.
Govt. of {1895} Madras.
PUBLIC WORKS.

Dated April, 17th.

Recd.

Encl.

17th April 1895, No. 269 R.

APRIL.

Bezwada Extension Railway

Forwarding the final issue of the Capital revised estimate of the — for the year 1894-95.

(File Government of India, P. W. D., Circular No. 1 R. of 1893.)

FINAL ISSUE. 3 — in red ink.

PUBLIC WORKS DEPARTMENT.

Capital Expenditure on Public Works not charged
against Revenue.

48.—STATE RAILWAYS—CONSTRUCTION.

REVISED ~~AND BUDGET~~ ESTIMATES

OF

CONSTRUCTION WORKS ON THE

BEZWADA EXTENSION RAILWAY

FOR

1894-95.

MEMORANDUM.

THE GRANT FOR EXPENDITURE ON THE BEZWADA EXTENSION RAILWAY FOR 1894-95 IS Rs.
5,000 APPROPRIATED AS FOLLOWS:—

PROGRAMME APPROVED:—

	Rs.
CASH OUTLAY	5,000
VALUE OF STORES TO BE DRAWN FROM STOCK ...	...
TOTAL	5,000

CAPITAL, REVISED AND ~~BUDGET~~ ESTIMATES
OF THE BEZVADA EXTENSION RAILWAY FOR 1894--95.
GENERAL ABSTRACT.

GENERAL ABSTRACT.													
Main heads of expenditure.	1		2		3			4		5		6	
	Actuals to end of 1893-94.		Budget grant, 1894-95.		REVISED ESTIMATE, 1894-95.			BUDGET ESTIMATE, 1895-96.		Total probable outlay to end of 1895-96 (columns 1, 3 and 4.)		REQUIRED FOR LINE UNDER CONSTRUCTION ONLY.	
	Rs.	P.	Rs.	P.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Rs.	P.	Sanctioned to be spent in future years.
Works and Services.													
I.—Preliminary Expenses	...	...	...	...	...	...	...	...	...	...	Rs.	P.	Rs.
II.—Land	15,819	...	...	...	...	...	...	...	...	...	...	...	...
III.—Formation	47,109	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Bridge Work	1,75,513	...	...	...	...	...	...	...	...	...	...	...	...
V.—Fencing	1,05,999	...	2,723	...	2,723	...	2,723	...	...	...	...	...	...
VI.—Electric Telegraph	19,877	...	...	...	...	...	...	...	...	...	...	...	...
VII.—Ballast and permanent-way	6,15,385	...	...	...	...	...	...	...	...	...	...	...	...
VIII.—Stations and Buildings	3,02,682	...	7,277	...	7,277	...	7,277	...	...	...	...	...	...
Total Construction Accounts...	12,81,884	...	10,000	...	5,000	...	5,000	...	...	...	...	...	...
IX.—Plant	9,463	...	...	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...
XI.—Rolling stock	20,384	...	...	...	...	...	...	...	...	...	...	...	...
XII.—General charges as per schedule A.	1,17,275	...	...	...	...	...	...	...	...	...	...	...	...
Total expenditure on Final Heads...	14,29,000	...	10,000	...	5,000	...	5,000	...	...	...	...	...	...
Purchase of line	...	...	...	...	...	...	...	...	...	...	...	...	...
Overdrawn Capital	...	...	...	...	...	...	...	...	...	...	...	...	...
Loss by Exchange...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous Advances	...	...	...	...	...	...	...	...	...	...	...	...	...
Total...	14,29,000	...	10,000	...	5,000	...	5,000	...	...	...	...	...	...
Deduct—Receipts on Capital Account	2,471	...	...	...	...	...	...	...	...	...	...	...	...
Cash and stores taken over from Company on purchase of line	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total, Works and Services...	14,26,529	...	10,000	...	5,000	...	5,000	...	...	...	...	...	...

EXHIBIT A.

CAPITAL AND REVENUE

1894-95
Revised
CAPITAL AND REVENUE
Budget Estimates of the Bervada Extension Railway for the year 1895.

[illegible]

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

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

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

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

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

	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		RS.		RS.		RS.		RS.
Second half of 1893 ..	10,174	81,894	34,176	1,06,449	4,708,556½	14,93,055	4,752,906½	16,84,398
Do. of 1894 ..	10,220	89,445	38,807½	1,05,120	5,078,533	16,06,363	5,127,560½	18,00,928
Increase ..	46	4,551	4,631½	1,329	369,976½	1,13,308	374,654	1,16,530
Decrease ..								

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

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

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

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

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

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

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

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

18. *Abstract I—Goods Traffic*.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1893:—

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

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

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

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

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

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

	Half-year ending December 1893.		Half-year ending December 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Cotton—				
Raw ..	15,606	2,16,645	10,795	1,56,986
Cotton, manufactured—				
Piece-goods, Indian ..	3,393	47,190	3,819	52,143
Dyes and tans—				
Others ..	6,084	51,093	8,143	80,753
Grain and pulse—				
Rice in the husk ..	18,061	1,33,080	16,860	1,16,029
Rice not in the husk ..	24,981	1,24,041	32,285	1,77,297
Jawar and bajra ..	16,513	1,19,458	2,984	20,141
Gram and pulse ..	22,042	1,46,345	13,676	80,201
Others ..	50,311	3,21,698	27,422	1,85,865
Hides and skins—				
Skins of sheep, &c.—				
(a) Pressed or tanned ..	2,293	36,831	4,354	67,326
(b) Raw ..	7,822	1,12,161	9,430	1,21,332

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

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

	Second half of 1893.		Second half of 1894.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	6,07,835	11.65	5,89,190	11.45	— 18,645	— 3.07
Locomotive	9,98,250	19.13	9,68,520	18.81	— 29,730	— 2.98
Carriage and wagon ..	2,58,265	4.95	3,41,076	6.63	+ 82,811	+ 32.06
Traffic	4,57,902	8.77	4,23,468	8.22	— 34,434	— 7.52
General	2,75,387	5.28	2,79,363	5.43	+ 3,976	+ 1.44
Steam-boat	Nil.		Nil.			
Special and miscellaneous ..	39,949	7.6	89,938	1.75	+ 49,989	+ 125.13
Total	26,37,588	50.54	26,91,555	52.29	+ 53,967	+ 2.05

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

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

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

53. An increase of Rs. 10,717 occurs in "Repairs of bridges, &c.," of which Rs. 5,261 was expended upon raising the line and increasing water-way at $\frac{106}{23}$ mile North-west line.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	2nd half of 1893.	2nd half of 1894.	Difference.	
	TONS. 553,577	TONS. 541,721	TONS. — 11,856	PER CENT. — 2.14
Tonnage of goods	TON-MILES. 73,067,287	TON-MILES 67,000,138	TON-MILES. — 6,067,149	— 8.30
Ton-mileage of goods	RS. 1,87,580	RS. 1,90,277	RS. + 2,697	+ 1.44
Station staff	49,260	49,843	+ 583	+ 1.18
Train staff				

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SUPPLEMENTARY.

CAPITAL.

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

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

Less credit—

Amount recovered from the Kolar Gold Fields Railway towards the cost of the junction arrangements at Bowringpet	11,115	7	9
--	--------	---	---

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	6	2,429	1	1
Palghat	11,208	0	11			
Tirutani	8,653	13	7			
Arkónam	9,255	6	7			
Jálárpét	8,989	10	10			
Gooty	6,456	11	6			
Olavakkot	3,057	12	8			
Bisanatham	2,918	11	3			
Vepagunta	2,480	8	5			
Central Station	2,385	12	10			
Ferok	1,936	5	8			
Raichur	1,622	15	1			
Malagavalli	1,405	3	6			
Perambúr	1,385	8	0			
Vinnamangalam	1,384	4	0			
Nandalur	1,322	6	3			
Erode	1,262	14	6			
Church at Perambúr	1,071	0	11			
Edakolam	1,034	1	8			
Other stations including new minor works	10,652	2	6	1,05,751	4	2
Raising line and increasing water-way at $\frac{106}{23}$ mile, North-west line	2,455	1	1			
Side drain and raising at $\frac{320}{10-13}$ mile, South- west line	1,348	14	1			
Extension of block system	861	3	8	4,665	2	10
Plant—						
Locomotive shop plant	2,066	0	7			
Engineering do.	58	0	0	2,124	0	7
Rolling-stock—						
1 composite carriage	3,820	6	0			
5 3rd-class carriages	6,856	0	5			
2 brake-vans	2,417	14	5			
1 15-ton travelling crane	8,930	3	2			
1 tank wagon for carrying kerosine oil	2,054	10	4			
3,230 screw couplings	4,116	0	0			
1,200 centre chains	1,020	4	0	29,215	6	4
				1,44,184	15	0

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

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

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

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

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

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

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

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

REVENUE.

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

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

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

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

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

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

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

Period.	Miles open.	Capital raised at 31st December.	Net revenue.	Average per cent. per annum for periods of five years, &c.					
		£	£	s.	d.	£	s.	d.	
Average for five years 1871—75	845	10,280,682	235,549	1	0	2	6	0	
" 1876—80	858	10,526,673	224,439	17	6	2	2	9	
" 1881—85	860	10,638,258	245,448	10	6	2	6	1	
" 1886—90	842	10,697,630	327,998	6	9	3	1	3	
The year 1891	810	10,857,630	358,098	11	0	3	6	0	
" 1892	850	11,057,630	393,445	10	3	3	11	2	
" 1893	810	11,057,630	496,993	1	3	4	9	11	
" 1894	810	11,057,630	453,554	1	7	4	2	0	

108. The amount charged to revenue for loss by exchange on the cost of revenue stores and Home expenditure was Rs. 2,08,028, being Rs. 59,300 more than in the corresponding period of 1893 notwithstanding a decrease of Rs. 35,000 in the expenditure upon which loss by exchange was chargeable. The rate of exchange was 13.226d. per rupee which is 2.199d. below the rate for the corresponding half of 1893.

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

Receipts—	RS.	A.	P.
From Coaching traffic	16,763	7	5
" Goods	45,469	5	1
" Electric telegraph	131	4	9
" Sundries	188	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 $7\frac{1}{2}$ per cent. per annum on the capital outlay of the Mysore Durbar which is stated at Rs. 6,56,175.

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

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

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

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

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

Traffic.	Half-year ending December 1893.	Half-year ending December 1894.	Increase.	Decrease.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Ordinary passengers, 1st class	77,065 7 5	85,450 6 3	7,384 14 10	
Periodical	1,608 0 0	1,273 0 0		335 0 0
Second class	80,625 10 3	92,411 0 7	11,785 6 4	
Periodical	2,017 0 0	1,422 6 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 5 2	11,286 14 0		12,519 7 2
" 3rd "	35,281 10 4	27,763 1 2		7,518 9 2
Passengers' luggage	48,926 12 8	50,477 5 6	1,550 9 3	
Carriages	6,488 12 0	8,537 3 6	2,048 7 6	
Horses	24,539 6 4	28,809 9 3	4,270 2 11	
Dogs	2,544 0 8	2,789 2 10	245 2 2	
Parcels	1,49,422 7 5	1,67,055 9 8	17,633 2 3	
Do. for revenue	1,975 14 0	1,754 3 2		221 10 10
Special Trains	596 0 0	2,079 0 0	1,483 0 0	
Miscellaneous	4,974 9 10	563 8 8		4,411 1 2
Haulage and hire of Post office vans	14,340 1 10	26,955 6 5	12,615 3 7	
<i>Military.</i>				
Military baggage	10,880 0 0	6,833 3 6		4,046 12 6
Carriages				
Horses	3,013 7 0	2,322 3 4		691 3 8
Dogs, &c.	89 13 10	97 2 5	7 4 7	
Total	19,52,188 15 8	20,99,201 8 8	1,79,850 5 0	32,837 12 0
Deduct Decrease			32,837 12 0	
Net Increase			1,47,012 9 0	

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

	RS.	A.	P.
December 1880	11,47,898	1	5
June 1881	12,54,404	1	5
December "	12,18,181	7	10
June 1882	12,78,447	11	0
December "	13,02,002	4	1
June 1883	12,97,015	15	6
December "	12,73,014	2	7
June 1884	14,10,745	4	7
December "	13,85,847	11	7
June 1885	14,63,321	5	7
December "	15,29,401	15	10
June 1886	15,02,885	3	6
December "	15,49,747	3	4
June 1887	15,84,759	3	3
December "	15,31,357	3	9
June 1888	16,61,024	2	10
December "	17,13,097	12	10
June 1889	17,81,789	6	8
December "	17,75,541	7	2
June 1890	17,64,039	8	10
December "	18,19,560	1	1
June 1891	17,68,118	0	7
December "	16,52,970	14	10
June 1892	17,24,126	14	10
December "	18,03,769	5	4
June 1893	19,49,056	4	11
December "	18,72,896	13	4
June 1894	19,27,016	3	8
December "	20,47,177	7	9

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

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

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

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

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

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

(c) Fare and half for return tickets 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 Pódanúr and Méitupálaiyam and Pódanúr and Bypore, 1½ pies rate charged by mail trains.

Period.	Number.	Mileage.	Earnings.
Half-year ending June 1887	3,543,684½	140,170,209	RS. A. P. 19,00,917 9 0
December 1887	3,372,135½	133,848,628	18,01,859 8 10
June 1888	3,724,290	142,695,239	(e) 12,48,832 15 11
December 1888	3,951,553½	151,690,598	13,34,289 7 9
June 1889	4,198,943	155,414,335	13,57,252 6 7
December 1889	4,213,179	159,361,635	13,92,223 13 3
June 1890	4,184,208	156,902,111	(f) 13,69,221 5 1
December 1890	4,133,756½	162,833,527	(g) 14,48,927 4 1
June 1891	4,206,099½	156,004,790	14,00,154 9 11
December 1891	3,919,473	148,726,896	(h) 12,73,641 14 9
June 1892	4,259,953½	151,063,622	13,53,452 15 6
December 1892	4,487,133	165,641,362	14,11,625 15 5
June 1893	4,998,677	180,292,338	15,37,298 5 4
December 1893	4,675,724	170,719,562	14,57,772 11 4
June 1894	4,954,351	177,046,939	15,09,595 15 2
December 1894	5,048,748	185,288,555	15,78,599 10 11

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

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

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

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

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

Half-year ending	June	1885	...	...	...	RS.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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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	3453	3459	3587	3448	3584	3552	3778	3908	3977	3757	3802	3612	3811	3828	4064	3888	4031	4171
Total working expenses per train-mile ..	2119	1953	1993	2004	1928	2036	2129	2287	2289	2093	2097	2128	2405	2405	1948	2220	2094	2147	2086	1880	1965	2089	2181
Total net earnings per train-mile ..	1359	1466	1287	1479	1463	1617	1330	1320	1159	1491	1455	1650	1503	1503	1809	1582	1518	1664	1742	2184	1923	1942	1990
COACHING TRAFFIC.																							
Average sum received for carrying a unit one mile.	1244	1430	1365	1490	1309	1395	1181	1529	1050	1354	1095	1467	937	1166	1016	1124	973	1032	1032	1018	994	1165	1042
First-class ..	679	693	606	696	585	566	597	603	561	610	558	551	621	533	462	548	516	529	534	518	492	525	519
Second-class ..	194	188	186	187	185	185	186	166	167	170	170	168	168	168	172	173	165	163	164	164	164	164	164
Average for all classes ..	219	213	209	211	205	206	188	186	186	192	187	187	181	184	186	190	181	178	179	178	179	180	178
Average cost of hauling a Coaching unit one mile.	109	110	124	114	113	112	110	90	76	110	103	101	99	107	90	109	103	104	103	103	92	90	89
Per passenger unit ..	110	110	124	114	113	112	110	90	76	110	103	101	99	107	90	109	103	104	103	103	92	90	89
Average profit per passenger ..	3266	3255	3255	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289	3289
Average sum received for other coaching traffic per ton per mile ..	1008	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347	1347
Average cost of hauling other coaching traffic per ton per mile ..	2258	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908
Average profit per ton ..	860	775	775	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769
GOODS TRAFFIC.																							
Average sum received for carrying a ton one mile ..	860	775	775	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769	769
Average cost of hauling a goods unit, viz., one ton one mile ..	608	529	529	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557
Average profit on working a goods unit (viz., one ton), one mile ..	252	246	246	212	212	212	212	212	212	212	212	212	212	212	212	212	212	212	212	212	212	212	212

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

Description.	Half-year ending December 1893.		Half-year ending December 1894.	
	MDS.	RS.	MDS.	RS.
<i>Country trade.</i>				
Food-grains ..	3,639,071	8,57,827.	2,574,969	5,91,691
Miscellaneous articles for domestic consumption ..	2,010,505	5,76,514	2,300,135	6,63,007
Salt and saltpetre ..	774,308	1,46,370	708,199	1,36,287
Materials used in building, construction and manufacture ..	1,622,536	2,50,165	1,895,202	2,82,216
Cloths, piece-goods and twist (Indian) ..	155,586	72,102	178,493	82,153
Sundries ..	850,212	3,43,987	853,238	3,25,213
Total ..	9,052,218	22,46,965	8,510,236	20,80,567
<i>Foreign trade.</i>				
Exports of Colonial produce ..	1,319,197	5,45,942	1,357,746	5,66,539
Imports, cloths, piece-goods and twist (European) ..	82,136	42,944	85,496	45,351
European stores for consumption in India ..	113,422	43,241	121,569	48,115
Coal and coke for the public ..	1,140,790	1,56,720	1,071,319	1,50,218
Do. for the company ..	332,167	10,703	580,441	16,588
Railway materials, &c. ..	301,127	23,482	898,640	11,205
Total ..	3,288,839	8,23,032	3,615,211	8,38,016
Grand Total ..	12,341,057	30,69,997	12,125,447	29,18,583

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

Periods.	Country trade.				Foreign trade, exports or imports.				Railway stores.				Total.	
	Food-grains.		Other commodities.		Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.		
	MDS.	RS.	MDS.	RS.										
December 1876	6,448,865	15,09,576	8,276,612	17,24,504	1,961,615	10,20,858	81,521	4,791	16,718,613	42,59,729				
" 1877	20,037,072	47,11,730	6,526,394	17,51,285	1,323,601	6,65,916	36,818	6,159	26,992,886	70,36,090				
" 1878	6,068,324	12,59,187	6,897,239	15,83,706	1,508,633	6,72,187	38,055	4,646	14,612,251	36,19,726				
" 1879	6,724,530	12,24,775	10,068,871	16,84,744	1,791,713	7,66,609	27,769	8,755	17,612,883	36,79,883				
" 1880	3,553,664	6,68,832	11,107,066	17,94,168	1,876,213	7,99,608	51,461	8,685	16,588,404	32,61,873				
" 1881	3,377,182	6,38,158	8,070,009	18,42,019	2,112,668	8,52,893	85,805	16,013	13,646,134	33,49,083				
" 1882	3,380,180	6,44,323	7,131,950	20,54,220	2,676,042	10,35,624	2,723	528	13,190,895	37,34,095				
" 1883	3,168,585	4,90,571	8,168,934	21,47,050	2,579,301	9,82,154	6,007	1,887	14,011,887	36,21,462				
" 1884	4,757,712	7,03,707	8,628,133	22,07,239	3,044,239	9,05,763	2,242,349	20,133	18,672,433	38,36,842				
" 1885	5,392,637	7,60,500	9,300,806	23,08,174	2,306,882	7,83,519	716,531	2,81,658	17,736,866	41,33,851				
" 1886	4,919,219	7,42,809	9,505,486	22,55,441	3,070,405	10,77,417	612,079	2,16,169	18,107,189	42,91,836				
" 1887	4,764,534	7,00,158	11,045,625	24,08,793	3,072,418	10,77,268	977,616	2,80,148	19,810,093	44,66,367				
" 1888	5,897,284	8,55,062	11,414,388	25,09,664	2,796,380	10,41,747	556,794	82,813	20,164,846	44,89,286				
" 1889	5,903,788	11,08,772	11,610,840	25,13,396	3,348,244	12,13,105	1,385,291	1,95,809	22,198,163	50,31,232				
" 1890	6,233,007	10,96,066	12,956,764	25,85,619	3,582,286	12,80,920	899,999	1,97,166	23,662,056	51,69,771				
Half-year ending June 1891	3,147,023	6,83,562	6,956,419	13,06,791	1,939,938	6,04,704	763,973	1,39,574	11,810,303	26,34,631				
" " " " " "	4,669,761	8,23,337	5,469,552	12,78,849	1,999,204	6,68,507	240,934	49,263	12,379,551	27,28,966				
" " " " " "	2,805,874	6,06,282	6,447,181	13,95,167	2,282,189	6,83,380	760,619	40,835	11,295,863	27,25,614				
" " " " " "	3,444,841	7,14,125	5,844,054	13,93,872	2,424,640	6,82,500	645,552	18,522	12,359,087	28,09,019				
" " " " " "	3,556,846	7,74,123	6,270,895	15,48,031	2,673,839	7,57,636	70,228	11,787	12,471,808	30,91,577				
" " " " " "	3,639,071	8,57,827	5,413,147	13,89,138	2,987,712	7,99,550	301,127	23,482	12,341,057	30,69,997				
" " " " " "	2,495,031	5,73,899	5,391,604	16,37,876	2,873,597	8,08,340	418,547	19,653	11,778,679	29,39,768				
" " " " " "	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., Rs. 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	...	...	...	...	...	...	29,18,583

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

Description of commodity.	To and from Foreign Railways.			
	Half-year ending December 1893.		Half-year ending December 1894.	
	TONS.	RS.	TONS.	RS.
I. Coal and coke carried for the public and foreign railways	4,179	52,021	34,585	1,31,073
II. Cotton, raw	...	...	3,054	41,760
III. Cotton, manufactured—	347	4,561	384	5,363
1. Twist and yarn, European	954	8,868	1,145	11,594
2. Do. Indian	416	7,221	442	8,307
3. Piece-goods, European	1,857	24,732	1,985	24,821
4. Do. Indian	...	...	...	...
IV. Drugs and chemicals—	...	...	...	...
1. Intoxicating, other than opium	...	...	...	...
2. Non-intoxicating	...	...	...	...
(a) Cinchona bark	401	4,676	627	4,873
(b) Others	...	...	...	...
V. Dyes and tans—	327	7,621	272	5,098
1. Indigo	...	...	153	1,085
2. Myrabolams	...	...	...	...
3. Cutch	594	3,716	802	5,383
4. Turmeric	...	...	...	...
5. Aniline dyes	3,121	26,982	4,130	46,999
6. Others	1,658	12,670	1,334	11,453
VI. Grain and pulse—	...	...	...	...
1. Wheat	10,898	85,536	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	95,479	1,576	11,197
4. Jawar and Bajra	9,402	63,896	4,306	23,392
5. Gram and pulse	28,819	1,66,066	10,916	77,630
6. Others	...	...	...	...
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.—	908	18,417	1,750	30,861
(a) Dressed or tanned	4,947	84,428	6,306	97,872
(b) Raw	...	...	61	689
VIII. Horns	...	...	...	...
IX. Jute—	...	...	...	...
1. Raw	1,624	15,334	1,252	12,021
2. Gunny bags and cloth	...	...	...	...
X. Lac—	...	...	...	...
1. Stick	35	1,013	29	840
2. Shell	...	...	...	...
XI. Leather, manufactured—	...	...	...	...
1. Beer	664	11,457	1,002	15,202
2. Spirits	915	4,982	847	4,796
3. Wines	39	729	61	783
XIII. Metals—	...	...	...	...
1. Copper, unwrought	...	...	...	...
2. Brass, unwrought	...	...	...	...
3. Copper, wrought	237	3,187	171	2,514
4. Brass, wrought	2,205	25,407	1,733	20,548
5. Iron	87	1,001	106	1,568
6. Others	...	...	...	...
XIV. Oils—	...	...	...	...
1. Kerosine	962	10,190	931	12,770
2. Castor	417	935	339	904
3. Coconut	84	936	107	989
4. Others	465	2,340	1,353	8,074
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	44,688
3. Til or jinjili ..	.. .. .	976	2,795	884	6,130
4. Poppy ..	.. .. .	387	2,468	3,107	21,745
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. Ghee ..	.. .. .	332	4,116	400	4,569
2. Dried fruits and nuts ..	.. .. .	634	5,085	468	3,150
3. Others ..	.. .. .	9,053	57,350	8,569	65,472
XIX. Railway Plant and Rolling-stock carried for the Public and Foreign Railways—					
(1) Locomotive Engines and tenders and parts thereof ..	.. .. .	..	..	..	..
(2) Carriages and truck and parts thereof ..	.. .. .	..	..	..	..
(3) Materials ..	.. .. .	..	..	..	..
(a) Steel rails and fish plates ..	.. .. .	..	..	214	1,281
(b) Sleepers and keys of steel and cast iron ..	.. .. .	..	..	..	..
(c) Other sorts ..	.. .. .	76	572	61	842
XX. Salt ..	.. .. .	1,422	8,157	1,616	7,756
XXI. Saltpetre, &c.—					
1. Saltpetre ..	.. .. .	..	..	..	..
2. Other saline substances ..	.. .. .	..	..	..	..
XXII. Silk, Raw—					
1. Foreign ..	.. .. .	..	..	..	..
2. Indian ..	.. .. .	42	915	44	848
XXIII. Silk, Piece-goods—					
1. Foreign ..	.. .. .	..	..	..	..
2. Indian ..	.. .. .	..	..	..	..
XXIV. Spices—					
1. Betel-nuts ..	.. .. .	2,428	27,324	2,445	31,209
2. Pepper ..	.. .. .	247	2,871	265	3,362
3. Ginger ..	.. .. .	67	568	151	1,270
4. Chillies ..	.. .. .	856	14,187	508	6,576
5. Cardamoms ..	.. .. .	..	..	..	..
6. Others ..	.. .. .	301	1,737	297	2,319
XXV. Stone and lime ..	.. .. .	786	4,474	1,438	5,158
XXVI. Sugar—					
1. Refined or crystallized including sugarcandy ..	.. .. .	897	6,725	792	6,943
2. Unrefined, viz., mollasses and jaggery or gur and other saccharine produce ..	.. .. .	2,875	26,888	3,375	22,312
XXVII. Tea—					
1. Foreign ..	.. .. .	..	..	..	..
2. Indian ..	.. .. .	39	1,387	51	2,177
XXVIII. Timber ..	.. .. .	3,482	19,929	13,708	49,624
XXIX. Tobacco—					
1. Unmanufactured ..	.. .. .	1,050	9,117	930	9,555
2. Manufactured ..	.. .. .	..	..	..	..
(a) Cigars ..	.. .. .	212	3,439	240	3,852
(b) Other sorts ..	.. .. .	225	2,269	445	5,093
XXX. Wool, raw ..	.. .. .	..	..	71	702
XXXI. Wool, Manufactured—					
1. Piece-goods, European ..	.. .. .	35	697	35	770
2. Do. Indian ..	.. .. .	219	2,515	169	1,551
3. Shawls ..	.. .. .	..	..	..	..
XXXII. All other articles of merchandise ..	.. .. .	8,048	98,958	8,782	1,30,316
Total ..		134,917	11,14,735	150,889	11,65,091

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

Passengers' traffic.	To and from Foreign Railways.			
	Half-year ending December 1893.		Half-year ending December 1894.	
	Number.	Amount.	Number.	Amount.
Passengers, 1st class ..	1,878	Rs. 26,805 10 11	2,744	Rs. 33,540 9 3
" 2nd " ..	4,894	28,260 15 0	6,395	32,862 6 2
" 3rd " ..	212,433	2,26,773 7 5	315,943	2,64,225 0 3
Soldiers, 1st " ..	388	4,407 2 0	380	4,304 14 0
" 2nd " ..	3,199	20,299 13 7	3,229	9,436 5 9
" 3rd " ..	20,468	30,651 3 9	16,179	21,357 4 5
Return fares, 1st " ..	78	1,291 11 0	130	1,130 3 0
" 2nd " ..	82	618 4 0	163	1,298 15 0
" 3rd " ..	1,986	137 3 6	2,070	129 11 0
Excess, 1st " ..		515 4 0		567 15 0
" 2nd " ..		148 11 6		303 2 6
" 3rd " ..		226 5 9		359 0 3
Total ..	245,407	3,40,135 12 5	347,235	3,69,315 6 7

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

Departments.	Half-year ending December 1893.			Half-year ending December 1894.		
	Work of departments.	Cost.	Per cent. of revenue.	Work of departments.	Cost.	Per cent. of revenue.
	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 15 6	11.65	1,016 79 3	5,89,190 7 11	11.45
Abstract B.						
Locomotive expenses.	Gross mileage of engines, 1,570,409. Number of engines under repair at any one time, 41.	9,98,250 5 1	19.13	Gross mileage of engines, 1,456,574. Number of engines under repair at any one time, 40.	9,68,519 15 2	18.81
Abstract C.						
Carriage and wagon expenses.	Number of vehicles under repair at any one time, 148. Number constructed and renewed 43.	2,58,265 0 7	4.95	Number of vehicles under repair at any one time, 188. Number constructed and renewed 99.	3,41,075 14 6	6.63
Abstract D.						
Traffic expenses.	Profitable train mileage, 1,342,258. Number of stations, 142.	4,57,901 14 8	8.77	Profitable train mileage, 1,234,088. Number of stations, 144.	4,23,468 2 3	8.22
Abstract E.						
General charges.	Miles 840	2,75,387 2 6	5.28	Miles 840	2,79,362 12 3	5.43
Abstract F.						
Special and miscellaneous expenditure.		39,949 9 3	7.6		89,938 4 1	1.75
Total ..		26,37,588 15 7	50.54		26,91,555 8 2	52.29

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	98.50	(a) 3,016 11 1	693 8 0	2,323 3 1
Jalarpet ..	52	41.83	1,068 1 10	323 7 7	744 10 3
Salem ..	34	26.33	837 5 5	190 9 8	646 11 9
Podanur ..	100	84.00	1,790 3 8	599 4 11	1,190 14 9
Rénigunta ..	19	14.50	550 2 2	104 10 7	445 7 7
Gooty ..	60	37.68	903 11 8	234 12 4	668 15 4
Raichur ..	31	23.95	1,072 5 9	627 12 10	444 8 11
Railway School Library			60 0 0		60 0 0
Total ..	416	324.79	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	55,000
Madras Municipal Debentures	5,000

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

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

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

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

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

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

(True Extract.)

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

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

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

Forwarded.

(By Order.)

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

RAILWAY.
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 Madras Railway for the half-
year ended the 31st December 1894.*

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

Capital.

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

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

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

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

REVENUE. **General Results.**

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

	Half-year ending December, 1893.	Half-year ending December, 1894.	DIFFERENCE.	
	Miles.	Miles.	Miles.	Per Cent.
Mean Mileage worked ...	830.22	839.22	— 108,170	— 8.06
Train-Mileage ...	1,342,258	1,234,088	—	—
	No.	No.	No.	
Average number of trains over the whole line daily in both directions.	8.69	7.99	— .70	— 8.06
	RS.	RS.	RS.	
Gross Earnings ...	52,15,323	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 230 and were realized at a cost of 52.29 per cent. against 50.54 per cent. in the corresponding half of the previous year.

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

Gross Earnings.

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

	Half-year ending Dec., 1893.	Half-year ending Dec., 1894.	DIFFERENCE.	
			Amount.	Per Cent.
	RS.	RS.	RS.	
Coaching ...	19,52,189	20,93,202	+ 1,47,013	+ 7.53
Goods ...	31,45,103	29,75,904	— 1,69,199	— 5.38
Electric Telegraph ...	9,518	8,885	— 633	— 6.65
Steam-boat ...	1,11,513	63,089	— 48,424	— 43.42
Sundries ...	...	...	...	...
Total ...	52,18,323	51,47,080	— 71,243	— 1.37

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

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
Second half of 1893.	10,174	84,894	34,176	1,06,419	4,708,556	14,93,055	4,752,906	16,84,398
Second half of 1894.	10,220	89,445	38,807	1,05,120	5,078,533	16,06,363	5,127,560	18,00,928
Increase ...	46	4,551	4,631	...	369,976	1,13,308	374,654	1,16,530
Decrease ...	...	...	...	1,329	...	...	...	...

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

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

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

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

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

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

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

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

18. **Abstract I.—Goods Traffic.**—The following is a summary of the tonnage of Goods lifted and the earnings therefrom, as compared with the corresponding period of 1893.

	HALF-YEAR ENDING, Dec., 1893.		HALF-YEAR ENDING, Dec., 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, general ...	385,592	28,53,369	369,677	27,10,428
Military stores ...	820	32,335	913	33,393
Railway materials for construction ...	9,825	16,870	14,158	7,956
Coal (including Locomotive Revenue) ...	54,108	1,67,423	60,676	1,66,806
Revenue stores (excluding Locomotive Coal) ...	100,232	52,394	96,297	39,337
Other goods traffic ...	...	22,712	...	17,984
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 6,568 and decrease Rs. 617. The quantity of Coal used by the Loco. Department in the past half-year shews a considerable increase the tonnage trained for the Public being less than in the corresponding period. The decrease in money is attributable to the low rate fixed for the carriage of Loco. Coal as compared with that charged to the Public.

22. Revenue Stores (excluding Loco. Coal), decrease tons 3,935 and Rs. 13,037.

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

	HALF-YEAR ENDING DEC., 1893.		HALF-YEAR ENDING DEC., 1894.	
	Quantity.	Earnings.	Quantity	Earnings.
	Tons.	Rs.	Tons.	Rs.
COTTON— Raw	15,606	2,16,645	10,795	1,56,986
COTTON MANUFACTURED— Piece Goods, Indian	3,393	47,190	3,819	52,143
DYES AND TANS— Others	6,084	51,093	8,143	80,753
GRAIN AND PULSE— Rice in the husk	18,061	1,33,080	16,860	1,16,029
Rice not in the husk	24,981	1,24,041	32,285	1,77,297
Jawar and Bajra	16,513	1,19,458	2,984	20,141
Gram and Pulse	22,042	1,46,345	13,576	80,201
Others	50,311	3,21,598	27,422	1,85,865
HIDES AND SKINS— Skins of Sheep, &c.— (a). Dressed or tanned	2,993	36,831	4,354	67,326
(b). Raw	7,822	1,12,161	9,430	1,21,332
JUTE— Gunny bags and Cloth	3,602	33,218	3,448	31,571
METALS— Iron	6,277	68,981	5,185	58,607
OILS— Kerosine	4,946	48,112	4,783	56,914
OIL SEEDS— Til or Jingili	5,496	35,762	7,790	54,589
Castor	1,494	9,068	8,612	63,501
Others	6,849	43,273	6,459	37,673
PROVISIONS— Others	28,692	2,17,291	29,879	2,13,840
SALT	28,403	1,45,934	25,957	1,35,724
SPICES— Betel Nuts	4,741	51,774	5,520	63,167
Chillies	2,644	38,759	2,260	27,165
Stones and Lime	16,034	28,302	16,670	34,253
SUGAR— Unrefined viz., Mollasses and Jaggery or Gur and other Saccharine produce	10,687	71,351	8,326	52,753
TIMBER	35,998	1,38,205	46,573	1,76,004
TOBACCO— Unmanufactured	4,291	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 shews an increase over corresponding period.

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

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

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

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

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

30. Grain and Pulse—Gram and Pulse.—Decrease tons 8,466 and Rs. 66,144. The local decrease in this case is due principally to smaller traffic from Calicut and Madras. A somewhat considerable increase is noted in the traffic consigned locally from stations between 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 22,889 and Rs. 1,35,733. The decrease is principally in traffic received from foreign lines via Bangalore City and despatched to the South of India via Erode. The falling off in local traffic is recorded at stations on the Bangalore Branch.

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

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

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

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

FIG. NO. 2 TO F. NO. 16822
 LETTER NO. 338 D. 13/4/95
 From A.

Original

ma Issue
Capital Budget Estimate *Stores*

No. 289-90 R

PUBLIC WORKS DEPARTMENT.

Capital Expenditure on Public Works ~~not~~ charged
 against Revenue.

37 *Construction of Railways, Provincial*
~~43 STATE RAILWAYS CONSTRUCTION.~~

REVISED AND BUDGET ESTIMATES

OF

Mayavaram Mutafet Railway
 STORES TRANSACTIONS ON THE ~~SOUTH INDIAN RAILWAY~~

FOR

1894-95 and 1895-96.

MEMORANDUM.

1895-96.

Grant sanctioned in Public Works Department Resolution No. *12 AR*
 dated *21st March 1895* for Indian outlay ...

Rs.

Grant for English outlay ...

TOTAL GRANT

The Budget Estimate contemplates a total expenditure of Rs. 3000. as under:—

Cash outlay on stores 3000 ✓

and is provided for as follows:—

Credits for stores issued to Capital Works 3000 ✓

Credits to be realized from sales, as per
Schedule F }

3000 ✓

Balance being grant required as above.

4

CAPITAL REVISED AND BUDGET ESTIMATES.

Of Stores transactions on the ~~South Indian Railway~~ *Mayavaram Branch Railway* for 1894-95 and 1895-96.

General Abstract.

Suspense Heads.	Actuals at end of 1893-94	REVISED ESTIMATE, 1894-95				Probable balance at end of 1894-95	BUDGET ESTIMATE, 1895-96				Probable balance at end of 1895-96
		DEBITS.		Credits, Rs.	DEBITS.		Credits, Rs.				
		Cash.	Stores.		Cash.			Stores.			
									Total.	Total.	
Purchases as per Schedule A ...	Rs. ✓ 11830	Rs. 42238	Rs. 20408	Rs. ✓ 11830	Rs. 3000	Rs. 3000	Rs. 3000	Rs. 3000	Rs. 3000		
London Stores "	" 6	" 0	" 0	" 0	" 0	" 0	" 0	" 0	" 0		
Manufactures "	12143 ✓	275	2146	✓ 12143	0	0	0	0	0		
Workshop manufactures "	" 6	" 0	" 0	" 0	" 0	" 0	" 0	" 0	" 0		
Stores in depôts "	64347 ✓	6	44697	✓ 64347	0	3000	3000	3000	0		
Sales "	" 6	77909	77909	0	0	0	0	0	0		
Total ...	64660 ✓	41963	125027	64660	3000	3000	6000	6000	0		
Debit to the Indian Books by credits to expenditure in England for value of English stores received and other items charged in England ...											
Net Indian Transactions ...											

25

(c) English cost at 2 shillings, Rs.

(*) English cost at 8 shillings Rs.
Exchange and insurance - Rs.

Dated 11 April 1895.

William B. Pitt
Agent,
South Indian Railway.
Examiner by account
Richards

SCHEDULE A.

Mayavaram Branch Railway
SOUTH INDIAN RAILWAY.

Details of the estimated transactions under the head "PURCHASES."

Particulars	REVISED ESTIMATE, 1894-95			BUDGET ESTIMATE, 1895-96			Objects for which required.
	Cash.	Stores.	Total.	Cash.	Stores.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Balance at commencement of year ..	0	0	11830	0	0	0	0
Debits during the year.							
Local Purchases.							
Firewood ..	0	0	0	0	0	0	0
Coal ..	0	0	0	0	0	0	0
<i>Pynjadu</i> Timber sleepers ..	38391	0	38391	0	0	0	0
Running Stores ..	0	0	0	0	0	0	0
Miscellaneous Stores ..	3847	0	3847	3000	0	3000	0
Total Purchases ..	42238	0	42238	3000	0	3000	0
Total Balance plus purchases ..	0	0	30408	0	0	3000	0
Credits during the year.							
By transfers to debit of "Stores"							
Firewood ..	0	0	0	0	0	0	0
Coal ..	0	0	0	0	0	0	0
<i>Pynjadu</i> Timber sleepers ..	26561	0	26561	0	0	0	0
Running Stores ..	0	0	0	0	0	0	0
Miscellaneous Stores ..	3847	0	3847	3000	0	3000	0
Total Credits ..	30408	0	30408	3000	0	3000	0
Balance estimated at end of year ..	0	0	0	0	0	0	0
Difference between opening and closing balances ..	0	0	11830	0	0	0	0

NOTE.—Cash outlay in India to the extent of Rs. 3000 is provided for in this Schedule during 1895-96

Mayuram Intertel Railway
SOUTH INDIAN RAILWAY.

SCHEDULE B.

Details of the estimated transactions under the head "LONDON STORES." — Nil.

Particulars.	REVISED ESTIMATE, 1894-95						BUDGET ESTIMATE, 1895-96					
	English cost at 2 shillings per rupee.			Indian charges.			English cost at 2 shillings per rupee.			Indian charges.		
	Cash.	Exchange & Insurance.	Total.	Cash.	Exchange & Insurance.	Total.	Cash.	Exchange & Insurance.	Total.	Cash.	Exchange & Insurance.	Total.
Balance at commencement of year												
<i>Supplies during the year.</i>												
Stores for Capital works :-												
Total supplies												
Total Balance plus debits												
<i>Credits during the year.</i>												
By amount transferred to the head "Stores"												
For Capital works												
" Revenue purposes												
Total												
Balance estimated at end of year												
Difference between opening and closing balances												

NOTE.—This schedule provides for supplies from England to the value of Rs.

and cash outlay in India to the amount of Rs.

plus exchange and insurance (which is a book entry) of Rs.

SCHEDULE C.

Mayuram Intertel Railway
SOUTH INDIAN RAILWAY.

Details of the estimated transactions under the head "MANUFACTURES."

Particulars.	REVISED ESTIMATE, 1894-95			BUDGET ESTIMATE, 1895-96		
	Cash.	Stores.	Total.	Cash.	Stores.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Balance at commencement of year.	u	u	12,143	u	u	u
<i>Debits during the year.</i>						
Quarrying	u	u	u	u	u	u
Brick manufacture...	275	2421	2146	u	u	u
Lime manufacture ...	u	u	u	u	u	u
Tile manufacture ...	u	u	u	u	u	u
Total debits	275	2421	2146	u	u	u
Total Balance plus debits	u	u	14,289	u	u	u
<i>Credits during the year.</i>						
By value of out-turn charged to Revenue Account	u	u	u	u	u	u
Do. do. to Stores	14,289	u	14,289	u	u	u
Total credits...	14,289	u	14,289	u	u	u
Balance expected at end of year...	u	u	u	u	u	u
Difference between opening and closing balances	u	u	12,143	u	u	u

NOTE.—This schedule provides for cash outlay in India of Rs.

Nil

during 1895-96

SCHEDULE D.

Mayavaram Mutupet Railway
SOUTH INDIAN RAILWAY.

Details of the estimated transactions under the head "WORKSHOP MANUFACTURES."

Particulars.	REVISED ESTIMATE, 1894-95			BUDGET ESTIMATE, 1895-96		
	Cash.	Stores.	Total.	Cash.	Stores.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Balance at commencement of year.						
Debits during the year.						
Works in progress ...						
New Works ...						
Total debits ...						
Total Balance plus debits ...						
Credits during the year.						
By value of out-turn charged direct to Revenue Account ...						
Do. do. to Stores ...						
Total credits ...						
Balance expected at end of year ...						
Difference between opening and closing balances ...						

NOTE.—This schedule provides for cash outlay in India of Rs. during 18

SCHEDULE E.

Mayavaram Mutupet Railway
SOUTH INDIAN RAILWAY.

Details of the estimated transactions under the head "STORES."

Particulars.	Revised Estimate, 1894-95	Budget Estimate, 1895-96	Particulars.	Revised Estimate, 1894-95	Budget Estimate, 1895-96
To Balance at commencement of year.	64347		By Issues during the year:—		
To Receipts during the year.			TO CAPITAL WORKS—		
LOCAL PURCHASES—			Immation	11600	1000
Firewood ...			Bridge work	4000	500
Cool ...	26561		Electricity	5035	
Sleepers (timber) Pynga Lu ...		3000	Electric Telegraph	9000	1500
Running Stores ...	3847		Ballast & Permanent Way	2000	
Miscellaneous stores ...			Station Buildings	500	
LONDON STORES—			Plant		
For Capital works ...			General Charge		
For Revenue purposes ...	14289		TO MANUFACTURES—		
MANUFACTURES—			TO WORKSHOP MANUFACTURES—		
Bricks			To Revenue working Expenses	77909	
			To Sales as per Schedule F...		
			Total Issues	109044	3000
			Balance expected at close of year		
			Grand Total	109044	3000
			Difference between opening and closing balances	64347	
Total Receipts during the year ...	44697	3000			
Grand Total ...	109044	3000			

WORKSHOP MANUFACTURES—

No 28990 R

SCHEDULE F.

8
Mayavaram Mutpet Railway
SOUTH INDIAN RAILWAY

Details of the estimated transactions under the head "SALES."

Particulars.	REVISED ESTIMATE, 1894-95			BUDGET ESTIMATE, 1895-96		
	Cash.	Stores.	Total.	Cash.	Stores.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Balance at commencement of year.	11	11	"			
Debits during the year.						
Stores sold to Contractors and others						
Stores transferred to the South Indian Railway	6	74909	74909	6	6	6
Bricks transferred to the South Indian Railway	6	3000	3000	6	6	6
Total debits	6	77909	77909	6	6	6
Total Balance plus debits	6	6	77909	6	6	6
Credits during the year.						
By value recovered...	77909	6	77909	6	6	6
Balance expected at end of year...	6	6	6	6	6	6
Difference between opening and closing balances...	6	6	6	6	6	6

SCHEDULE G.

9
Statement showing sum set aside for expenditure in England on the Mayavaram Mutpet Railway South Indian Railway during 1895-96 Nil.

Particulars.	Amount.
	Rs.
Nil	
Reserve to meet further Indents likely to be sent forward hereafter for compliance	
Total provision for expenditure in England	

Dated 11 April 1895

Agent,
South Indian Railway.

TO E. R. S. C. N. 1652
LETTER No. 338. 13/4/95
A

No. 338

Urgent

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 13th April 1895

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Recd CR
14/4/95

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In compliance with G.O. No. 231 R. of the 3rd instant, I have the honor to forward herewith the final issue of the Capital Revised, and Budget Estimates, 1894-95, 1895-96, for the Mayavaram Moutupet Railway.

I have the honor to be,

Sir,
Your most obedient servant

William B. C. S.

Encls. by bookpost. Agent

W.B.C.S.

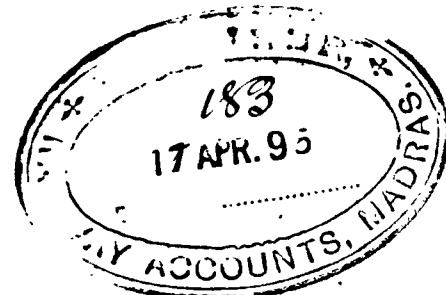
1652

Form No. 21.
34-11-94.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 16th April

1895.



No. 1264.

OFFICE NOTE.

Letter from the Agent, *South Indian* Railway, No. 338,
dated 13th April 1895, forwarded to the Examiner of Railway
Accounts, *for favour of check.*

A. G. Shelley

for E.R.

EXAMINEE'S REPLY.

checked and returned

19/4

2. The estimates have been prepared
for the amounts sanctioned by the Govern-
ment of India.

3. Schedules A & C. Note to these
Schedules has been completed by this office

4. All but agent's signature should
be omitted.

18.4.95

S. S. S.
for

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly,
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated 189
Received
No.
ENCLOSURE.

N^o 289 R dated 20.4.95

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

*Abstract of the
proceedings of the
Railway Branch*

Letter from the Agent, S. I. Ry.,
submitting the final issue of the
Capital revised and budget esti-
mates, M. M. Ry., for 1894-95
and 1895-96.

H. E. No. 3384 13.4.95.

Ordered that the final issue
of the Capital revised and
budget estimates, Major and
Municipal Ry., for the years 1894-
95 and 1895-96, be forwarded
to the Govt. of India.

DEPARTMENT

- To,
- The Agent, S. I. Ry.
 - Commiss. Ry. and Major.
 - Financial Department.
 - Accountant General,
Madras.

H. E. No. 290 R d/20.4.95

To the Secy. to the Govt. of India.

P. M. D.
2 P

With reference to Govt. of
India Resolution No. 19 A.R.
dated the 21st March 1895, I
am directed to forward herewith
the final issue of the Capital
revised and budget estimates
of