

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 464 R

DATED 3rd April

[Despatch Abstract.]

S. I. Railway. — note by the Chief auditor on the Capital and Revenue accounts of the — for the half-year ended the 31-12-94, ordered to be forwarded to the Govt of India & to the Secretary of State.

Forwarding copy of Pros: embodying a note by the Chief auditor on the Capital & Rev: accounts of the S. I. Ry. for the half-year ended the 31-12-94

BACK PAPERS.

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

FURTHER PAPERS.

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

1st APRIL 1895, No. 223 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS. PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent, South Indian Railway, dated 27th March 1895, No. 288.

ABSTRACT.—Forwarding note by the Chief Auditor on the Capital and Revenue Accounts, South Indian Railway, for second half of 1894.

EECLOSURE.

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

CAPITAL.

Statement V.—The capital expenditure for the half-year amounted to Rupees 2,41,326, of which Rs. 74,610 was on "Stations and buildings" and Rs. 84,295 on "Carriage and wagon stock" sanctioned by the Government of India in their No. 472 R.S., dated 22nd December 1892.

2. *Statements VI and XVIII.*—The total capital outlay to end of December 1894 including suspense accounts was Rs. 7,64,13,362 and excluding suspense accounts was Rs. 7,37,84,917. The latter figures gave on the total open mileage, 1,041.51, an average cost of Rs. 70,844 per mile.

REVENUE.

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

	Second half of 1893.	Second half of 1894.	Increase or decrease.	Percentage of increase or decrease.
Mean mileage worked	MILES. 1,049.31	MILES. 1,041.51	MILES. — 7.80	— 0.74
Train mileage	1,562,305	1,623,924	61,619	3.94
Average number of trains over the whole line daily in both directions	NO. 8.09	NO. 8.47	NO. .38	..
Gross earnings	RS. 38,41,631	RS. 41,70,257	RS. 3,34,726	8.71
Working expenses	24,411,61	23,70,280	— 70,881	— 2.90
Net earnings	14,03,370	18,08,977	4,05,607	28.90
Percentage of working expenses to gross earnings	63.50	56.72	— 6.78	..
Do. of net earnings on capital outlay including suspense	1.84	2.37	0.53	..

4. The gross earnings per mean mile worked per week averaged Rs. 154.33 against Rs. 140.92 and were realized at a cost of 56.72 per cent. against 63.50 during the corresponding period of 1893.

4-A. The percentage of working expenses to gross earnings for the year 1894 was 59.08 against 61.25 for 1893 and the percentage of net earnings on the total capital outlay for 1894 was 4.31 against 4.11 of the previous year.

5. The net earnings with the adjustment shown in statement XIX gave, after deducting interest charges and the additional contribution to Provident Fund, a surplus of Rs. 5,81,416, of which the Company's share was Rs. 1,06,502 and the Government's Rs. 4,74,914.

6. The contribution to the Provident institution during the half-year was Rs. 18,167 as under:—

	RS.
Fifty per cent. of compulsory deductions charged to working expenses	12,438
Additional contribution as per surplus profit statement No. XIX ..	5,735
Total ..	18,173

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

	Second half of 1893.	Second half of 1894.	Increase or decrease in amount.	Percentage of increase or decrease.
	RS.	RS.	RS.	
Coaching	19,64,628	22,26,114	2,61,486	13.31
Goods	17,71,046	19,07,475	1,36,429	7.70
Electric telegraph	10,527	9,497	1,030	9.78
Sundries	98,330	36,171	62,159	63.21
Total ..	38,44,531	41,79,257	3,34,726	8.71

8. *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.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
Second half of { 1893 ..	9,422	RS. 29,760	89,112	RS. 73,517	5,004,390	RS. 17,52,730	5,102,924	RS. 18,56,007
1894 ..	9,744	30,811	95,668	81,102	5,871,027	19,97,196	5,976,439	21,09,109
Increase ..	322	1,051	6,556	7,585	866,637	2,44,466	873,515	2,53,102

9. The above table shows an increase in the number of passengers carried and in earnings under all classes.

10. *Other coaching traffic.*—The fluctuations in other coaching traffic are shown in the following table:—

Sub-head.	Increase.	Decrease.
	RS.	RS.
II. Passengers' luggage	1,174	...
III. Military baggage	...	466
IV. Carriages, horses, dogs, &c.	814	...
V. Military carriages, horses, &c.	119	...
VI. Parcels	4,229	...
VII. Special trains	465	...
VIII. Miscellaneous	648	...
IX. Post office	933	...
Total ..	8,382	466

11. *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:—

	Second half of 1893.		Second half of 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, general	397,544	16,83,185	427,052	18,22,852
Military stores	87	2,305	76	1,322
Railway materials for construction	22,863	6,565	21,963	6,102
Coal	17,960	19,254	15,444	16,365
Revenue stores	319,049	52,968	241,837	52,436
Other goods traffic	...	7,561	...	8,398
Total ..	757,503	17,71,838	706,422	19,07,475
Less outstandings irrecoverable	...	793	...	...
Total ..	757,503	17,71,045	706,422	19,07,475

12. *Merchandise, general.*—The traffic under this head, compared with the corresponding period of 1893, shows an increase of tons 29,508 in the tonnage lifted and Rs. 1,39,667 in earnings.

13. The average rate charged per ton per mile was 8.32 pies against 8.46 pies in the corresponding period of 1893.

14. *Railway materials for construction.*—Decrease of tons 900 and Rs. 463.—These differences being small call for no explanation.

15. *Revenue Stores.*—Decrease of tons 77,162 and Rs. 532.—There was a decrease of tons 79,004 and Rs. 3,888 under "Revenue stores other than coal and locomotive fuel," due chiefly to reduced mileage of ballast trains run for the Engineering department and an increase of tons 1,842 and Rs. 3,356 under locomotive fuel.

16. 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:—

	Second half of 1893.		Second half of 1894.	
	Quantity.	Amount.	Quantity.	Amount.
	TONS.	RS.	TONS.	RS.
Cotton, raw	7,596	48,234	7,842	55,165
Cotton, manufactured	8,294	98,036	10,534	1,23,873
Grain and pulse	152,665	6,05,389	137,762	5,37,678
Hides and skins	3,376	34,974	4,139	45,066
Metals	6,377	48,405	6,106	48,819
Oils	7,605	38,669	8,177	48,532
Oil-seeds	13,698	59,602	16,417	80,466
Provisions	11,531	58,764	14,745	79,414
Salt	31,139	1,00,735	35,669	1,16,639
Spices	7,081	52,056	7,319	50,227
Stone and lime	36,393	37,849	43,447	42,948
Sugar	29,799	1,24,764	26,495	1,32,607
Timber	22,729	85,769	33,554	50,358
All other articles of merchandise	43,700	2,41,287	52,198	3,02,155

17. *Cotton, raw.*—Increase of tons 246 and Rs. 6,931.—The increase was in loose cotton from Sátur to Tuticorin and pressed cotton from Trichinopoly to Madras.

18. *Cotton, manufactured.*—Increase of tons 2,240 and Rs. 25,837.—This improvement was chiefly in European piece-goods booked from Madras to Madura and other local stations and also in Indian "Twist and Yarn."

19. *Grain and pulse.*—Decrease of tons 14,903 and Rs. 67,711.—There was a marked falling off in the quantities of food-grains (other than rice) and pulse booked from Northern stations and Foreign railways to Madura and the Southern districts where scarcity prevailed in the corresponding period of 1893.

The increase in rice traffic was from stations in the Tanjore district.

20. *Hides and skins*—Decrease of tons 763 and Rs. 10,092.—The increase is due to continued improvement in the tanning industry at Dindigul.

21. *Oils*—Increase of tons 572 and Rs. 9,863.—The increase was chiefly in kerosine-oil and castor-oil from Madras to Tanjore, Madura and Tinnevely districts.

22. *Oil-seeds*—Increase of tons 2,719 and Rs. 20,868.—Over Rs. 10,000 of this increase was in "Til or gingelly" seeds from Karur and the Mysore district to Tinnevely owing to the failure of crops there. There was also an improvement in the export of castor-oil seeds from the Dharmavaram-Pákala section to Madras, due to exceptionally good crops in the Cuddapah district.

23. *Provisions*—Increase of tons 3,214 and Rs. 20,650.—The increase was chiefly due to traffic in tamarind from Dharmavaram-Pákala section and Vellore to the Tanjore and Southern districts.

24. *Salt*—Increase of tons 4,530 and Rs. 15,904.—The increase was chiefly in the traffic from Tuticorin, Muttupet, Acharapákkam, Vencatachellam and Nellore stations.

25. *Stone and lime*—Increase of tons 7,049 and Rs. 5,059.—Stone carried from Pallavaram to Madras for the harbour works and gravel from Tanjore to Negapatam for the Municipal and Local Fund Departments account for the increase.

26. *Sugar*—Decrease of tons 3,304 and increase of Rs. 7,843.—The improvement of Rs. 7,800 was in jaggery from Tinnevely to Nellikuppam.

27. *Timber*—Increase of tons 15,835 and Rs. 14,589.—Firewood carried for the Nellikuppam, Madura and Koilpati mills accounts for nearly all this increase.

28. *All other articles of merchandize*—Increase of tons 8,498 and Rs. 60,868.—The increase was chiefly under cocoanuts and seeds not classified.

29. "*Metals*" and "*Spices*."—The fluctuations in the traffic in these commodities are small and call for no special remark.

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

	Second half of 1893.		Second half of 1894.		Increase or decrease in amount.	Increase or decrease in percentage.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	Rs.		Rs.			
Maintenance	6,28,526	16.35	4,85,343	11.61	1,43,183	— 22.78
Locomotive	8,49,385	22.09	9,03,526	21.62	54,141	6.37
Carriage and wagon	2,98,474	7.77	3,03,353	7.28	4,879	1.63
Traffic	3,35,284	8.72	3,47,075	8.31	11,791	3.52
General charges	2,94,510	7.66	2,96,576	7.10	2,066	0.70
Steam boat earning	..	..	..	..	..	..
Miscellaneous	34,982	0.91	34,407	..82	— 575	— 1.64
Total	24,41,161	63.50	23,70,280	56.72	— 70,881	— 2.90

31. The expenditure shown in the South Indian Railway Revenue Accounts for the second half of 1893 included the cost of working the Pondicherry Railway, and in the accounts of the period under review the cost of working the Pondicherry and Mayavaram-Muttupet Railways is included in the details of expenditure and deducted at the foot of each abstract (A to G).

32. To admit of a ready comparison being made between the expenditure of the two half-years, the expenditure of the Mayavaram-Muttupet Railway is shown separately in the annexed table under each minor head.

33. *Abstract A—Maintenance of way, works and stations*.—Decrease Rupces 1,39,835.

December 1893.	South Indian Railway including Pondicherry Railway.	December 1894.		
		South Indian Railway including Pondicherry Railway.	Mayavaram-Muttupet Railway.	Total as per half-yearly accounts.
Rs.		Rs.	Rs.	Rs.
1,23,209	I. General Superintendence	1,35,150	3,699	1,38,849
4,14,331	II. Maintenance and renewal of permanent-way	2,88,336	7,892	2,96,228
48,244	III. Repairs of bridges, &c., wages and materials	33,126	907	34,033
32,466	III-A. Conservancy of rivers, &c.	17,626	482	18,108
4,345	IV. Repairs of stations and buildings, wages and materials	1,206	33	1,239
46,687	V. Maintenance by contract	49,781	1,362	51,143
	VI. New minor works			
	VII. Unclassified expenditure			
	Total	5,25,225	14,375	5,39,600
6,69,282	Deduct—Value of stores returned to stock	36,534	1,000	37,534
40,756	Total	4,88,691	13,375	5,02,066
6,28,526				

I. *General superintendence*—Increase Rs. 11,941.—This is chiefly in "Engineers' salaries" and is due to the grant of the exchange compensation allowance from 1st April 1893 to certain members of the superior staff.

II. *Maintenance and renewal of permanent-way*—Decrease Rs. 1,25,995.—The decrease of 9.25 miles in the special renewal with 50 lb. rails fully accounts for this.

III. *Repairs of bridges, &c.*—Decrease Rs. 15,118.—The decrease is mainly in item (2) "Miscellaneous" and is due to abnormal expenditure in the corresponding period of 1893 in repairing damages by floods.

IV. *Repairs of stations and buildings*—Decrease Rs. 14,840.—The expenditure of the 1893 period included an abnormal sum of Rs. 8,638 as previously reported. The general repairs were lighter during the period under review.

VI. *New minor works*—Decrease Rs. 3,139.—The write-back to Capital of Rupees 4,360 charged to Revenue in the previous half-year for watering arrangements at Tulikapatty explains this decrease.

VII. *Unclassified expenditure*—Increase Rs. 3,094.—This is chiefly in item (2) "Tools and plant" and is due to renewals on division B.

33-A.—The cost of maintaining a mile of single track including sidings was Rs. 414.82 against Rs. 537.54 in the corresponding period of 1893.

34. *Abstract B—Locomotive expenses*.—Increase Rs. 60,783—

December 1893.	South Indian Railway including Pondicherry line.	December 1894.		
		South Indian Railway including Pondicherry line.	Mayavaram-Muttupet Railway.	Total as per half-yearly accounts.
Rs.		Rs.	Rs.	Rs.
66,247	I. General superintendence	70,571	1,932	72,503
1,58,582	II. Running expenses	1,57,570	4,313	1,61,883
3,64,081	III. Fuel	3,91,565	10,717	4,02,282
15,716	IV. Water	18,681	511	19,192
53,634	V. Oil, tallow and other stores	30,579	837	31,416
1,82,772	VI. Maintenance and renewal of locomotive engines	2,11,307	5,782	2,17,089
2,790	VI-A. Maintenance and renewal of machinery, tools and plant	2,401	66	2,467
..	VII. New minor works	89	2	91
..	VIII. Payment to other lines	31,670	867	32,537
30,144	IX. Unclassified expenditure			
	Total	9,14,433	25,027	9,39,460
8,53,966	Deduct—Value of stores returned to stock	4,264	117	4,381
4,580	Total	9,10,169	24,910	9,35,079
8,49,386				

I. General superintendence—Increase Rs. 4,324.—The percentage of the total charges for general superintendence of the Locomotive and Carriage and wagon departments charged to this head was 72.61 against 80.03 in the corresponding period of 1893.

Increases occur chiefly in items 1 and 3, salaries of superior staff and subordinate superintendents, and are due to the grant of the exchange compensation allowance and annual increments.

III. Fuel—Increase Rs. 27,484.—The greater part of this increase is in item (4) "wood" and is due to the greater consumption of the article consequent upon increased train mileage.

IV. Water—Increase Rs. 2,965.—Rs. 2,850 of this is the value of a portable engine erroneously allocated to Revenue instead of Capital. This has been since written back.

V. Oil, tallow and other stores—Decrease Rs. 3,055.—The decrease is chiefly in the cost of lubricating and lighting oils consumed for which lower rates obtained.

VI. Maintenance and renewal of locomotive engines—Increase Rs. 28,535.—This is due to a greater number of engines having been repaired during the half-year.

34-A. The locomotive expenses per train mile were 8.90 annas against 8.70 annas and per engine mile 7.56 annas against 7.39 annas.

35. Abstract C—Carriage and wagon expenses.—Increase Rs. 7,232—

December 1893.	December 1894.			
South Indian Railway including Pondicherry line.	South Indian Railway including Pondicherry line.	Máyavaram-Muttupet Railway.	Total as per half-yearly accounts.	
RS.	RS.	RS.	RS.	
16,524	I. General superintendence	26,626	729	27,355
1,01,162	II. Repairs and renewals of vehicles—			
1,54,053	Coaching vehicles	96,617	2,644	99,261
2,359	Goods vehicles	1,53,264	4,322	1,62,586
22,763	II-A. Repairs and renewals of machinery, tools and plant			
304	III. Cleaning, carriages and wagons and oiling	22,536	617	23,153
1,135	IV. New minor works	32	1	33
	V. Unclassified expenditure	1,742	47	1,789
2,98,600	Total	3,05,817	8,370	3,14,187
126	Deduct—Value of stores returned to stock	111	3	114
2,98,474	Total	3,05,706	8,367	3,14,073

I. General superintendence—Increase Rs. 10,102.—The percentage of the total charges for general superintendence of the Locomotive and Carriage and wagon departments charged to this head was 27.39 against 19.97 in the corresponding period of 1893.

Increases occur chiefly in items 1 and 3, salaries of superior staff and subordinate superintendents, and are due to the grant of the exchange compensation allowance and annual increments.

35-A. The carriage and wagon expenses per train mile amounted to 3.00 annas against 3.06 and Rs. 10.37 per 1,000 vehicle miles against Rs. 10.26.

36. Abstract D—Traffic expenses.—Increase Rs. 14,537—

December 1893.	December 1894.			
South Indian Railway including Pondicherry line.	South Indian Railway including Pondicherry line.	Máyavaram-Muttupet Railway.	Total.	
RS.	RS.	RS.	RS.	
47,280	I. Salaries, wages, &c.—	50,878	1,392	52,270
1,55,273	(a) General superintendence	1,58,741	4,345	1,63,086
31,456	(b) Station staff	33,266	910	34,176
53,113	(c) Train staff	47,605	1,303	48,908
3,260	II. Fuel, lighting, water and general stores	7,069	193	7,262
34,028	III. Clothing	42,875	1,160	43,535
211	IV. Printing, stationery and tickets	8		8
2,834	V. Charges for delivery and collection of goods	1,985	54	2,039
6,173	VI. Miscellaneous expenses	6,375	175	6,550
3,093	VII. Payments to other lines	3,393	93	3,486
	VIII. Unclassified expenditure			
3,36,726	Total	3,51,695	9,625	3,61,320
1,443	Deduct—Value of stores returned to stock	1,875	51	1,926
3,35,283	Total	3,49,820	9,574	3,59,394

I. Salaries and wages—Increase Rs. 8,876—

(a) *General superintendence—Increase Rs. 3,598.*—The increase under this head is chiefly due to the grant of the exchange compensation allowance to the Traffic Manager and some of his assistants.

(b) *Station staff—Increase Rs. 3,468.*—This is due to the appointment of night staff on the Pákalá-Dharmavaram section and extra ticket collectors and clerks at other stations.

(c) *Train staff—Increase Rs. 1,810.*—Due chiefly to the employment of extra staff for night running.

II. Fuel, lighting, water and general stores—Decrease Rs. 5,508.—This is chiefly in item (1) "Fires, lights, water," &c., and is due to oils, cocoa and kerosine, being purchased at lower rates.

III. Clothing—Increase Rs. 3,809.—The blue cloth required for uniforms during the corresponding period of 1893 was drawn from general stores and charged off in the accounts of the previous half-year.

IV. Printing, Stationery and Tickets—Increase Rs. 8,347.—Due to new forms and more printed tickets being supplied to stations.

36-A. The charges for station and train staff, the tonnage of goods lifted and the ton miles of goods carried compare as follows:—

	Second half of 1893.	Second half of 1894.	Increase or decrease.	Percentage of increase or decrease.
Tonnage of goods	TONS. 757,503	TONS. 706,422	TONS. 51,081	PER CENT. 6.74
Ton miles of goods	TON MILES. 43,977,009	TON MILES. 47,638,659	TON MILES. 3,661,650	8.33
Station staff	RS. 1,55,273	RS. 1,58,741	RS. 3,468	2.23
Train	31,457	33,266	1,809	5.75

37. The total cost of the department averaged Annas 3.40 against Annas 3.43 per train mile in the corresponding previous half-year.

RAILWAY.

Gobt. of {1895} Madras.
PUBLIC WORKS.

Dated April, 1st.

Recd.

Encl.

G.O., 1st April 1895, Nos. 223,
224 R.

APRIL.

South Indian Railway

Forwarding the note by the Chief Auditor
on the Capital and Revenue Accounts of
the — for the half-year ended the 31st
December 1894.

Print

Note by the Chief Auditor, South
Indian Railway, on the Capital and
Revenue Accounts for the Half year ending
31st December 1894.

Capital

Statement V

The Capital Expenditure for
the Half year amounted to Rs 2,41,326, of which
Rs 74,610 was on "Stations and Buildings" and
Rs 84,295 on "Carriage and Wagon Stock" —
sanctioned by the Government of India in
their No. 472 R. S. dated 22nd December 1892.

2/- Statements VI and XVIII

The total Capital outlay to
end of December 1894 including Suspense
Accounts was Rs 76,41,336.2 and excluding
Suspense Accounts was Rs 73,78,491.7. The latter
figures gave on the total open mileage,
1041.51, an average cost of Rs 7084.4 per mile.

Revenue

3/. General Results. The following table shows the general results of the working.

	Second half of 1893	Second half of 1894	Increase or Decrease	Percentage of increase or decrease
Mean mileage worked	miles 1049.31	miles 1041.51	-7.80	-0.74
Train mileage	15,623.05	16,242.24	619.19	3.96
Average number of trains over the whole line daily in both directions	Number 8.09	Number 8.28	.39	..
Gross Earnings	Rupess 38,44,531	Rupess 41,79,257	3,34,726	8.71
Working Expenses	24,44,161	23,70,280	-70,881	-2.90
Net Earnings	14,00,370	18,08,977	4,08,607	28.90
Percentage of working expenses to gross earnings	63.50	56.72	-6.78	..
Do of net earnings on Capital outlay including suspense	1.54	2.37	0.83	..

4/. The gross earnings per mean mile worked per week averaged Rs 154.33 against Rs 140.92 and were realized at a cost of 56.72 per cent against 63.50 during the corresponding period of 1893.

4a/. The percentage of working expenses to gross earnings for the year 1894 was 59.08 against 61.25 for 1893 and the percentage of net earnings on the total Capital outlay for 1894 was 4.31 against 4.11 of the previous year.

5/. The net earnings with the adjustment shown in Statement ~~ST~~ gave, after deducting interest charges and the additional contribution to Provident

Provident Fund, a surplus of Rs 581416 of which the Company's share was Rs 106502 and the Government's Rs 474914

6/. The contribution to the Provident Institution during the half year was Rs 18167 as under :-

50 per cent of Compulsory deductions charged to working Expenses...	Rs 12438
Additional contribution as per surplus Profit Statement No XIX	5735
Total	18173

7/. Gross Earnings The following table shows the gross earnings for the two half years.

	Second half of 1893	Second half of 1894	Increase or Decrease in amount	Percentage of Increase or Decrease
	Rupess	Rupess	Rupess	
Coaching	1964628	2226114	261486	13.31
Goods	1771046	1907475	136429	7.70
Electric Telegraph	10527	9497	1030	9.75
Sundries	98330	36171	62159	63.21
Total	3844531	4179257	334726	8.71

8/. 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	
	Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings
2nd half of	1893	9422	29760	89112	73517	5004390	1752730	5102924
	1894	9744	30811	95668	81102	5871027	1997196	5976439
Increase	322	1051	6556	7585	866637	244466	873515	253102

9/- The above table shows an increase in the number of passengers carried and in earnings under all classes

10/- Other Coaching Traffic - The fluctuations in other coaching traffic are shown in the following table.

Subhead	Increase	Decrease
II Passengers Luggage	Rs 1174	Rs
III Military Baggage	.	46
IV Carriages, Horses, Dogs etc	814	70
V Military Carriages, Horses etc	119	86
VI Parcels	4229	76
VII Special Trains	465	68
VIII Miscellaneous	648	62
IX Post Office	933	95
Total	8382	4667

11/- 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.

	Second half of 1893.		Second half of 1894	
	Quantity	Earnings	Quantity	Earnings
	Tons	Rs	Tons	Rs
Merchandise General	3975.44	1683185	4270.52	1822852
Military Stores	87	2305	76	1322
Railway materials for construction	22863	6565	21963	61029
Coal	17960	19254	15444	16365
Revenue Stores	319049	52968	241887	52436
Other Goods Traffic	"	4561	"	8398
Less on landings in recoverable	757503	1771838	706422	1907475
Total	757503	1771045	706422	1907475

(5)
50
12/ Merchandise General

The traffic under this head compared with the corresponding period of 1893 — shows an increase of tons 29,508 in the tonnage lifted and Rs 139,667 in earnings.

13/ The average rate charged per ton per mile was 8.32 pies against 8.46 pies in the corresponding period of 1893.

14/ Railway materials for construction.

Decrease Tons 900 and Rs 463.

These differences being small call for no explanation.

15/ Revenue Stores.

Decrease of Tons 77,162 and Rs 532

There was a decrease of Tons 79,004 and Rs 3888 under Revenue Stores other than Coal and Locomotive Fuel, due chiefly to reduced mileage of ballast trains run for the Engineering Department and an increase of Tons 18,42 and Rs 3356 under Locomotive Fuel.

16/ 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:-

	Second half of 1893		Second half of 1894	
	Quantity	Amount	Quantity	Amount
	Tons	Rupies	Tons	Rupies
Cotton Raw	7,596	48,234	7,842	55,165
Cotton Manufactured	8,294	98,036	10,534	123,873
Grain and Pulse	152,665	605,389	137,762	537,678
Hides and Skins	3,376	34,974	4,139	45,066
Metals	6,377	48,405	6,106	48,819
Oils	7,605	38,669	8,177	48,832
Oil seeds	13,698	59,602	16,417	80,466
Provisions	11,531	58,764	14,745	79,414
Salt	31,139	100,735	35,669	116,639
Spices	7,081	52,056	7,319	50,227
Stone and Lime	36,398	37,889	43,447	42,948
Sugar	29,799	124,764	26,495	132,607
Timber	22,729	35,769	38,564	50,358
All other articles of merchandise	43,700	241,287	52,198	302,155

17/ Cotton Raw. Increase of Tons 246 and Rs 6,931.

The increase was in loose cotton from Satur to Tuticorin and pressed cotton from Trichinopoly to Madras.

18/ Cotton Manufactured. Increase of Tons 2,240 and Rs 255.

This improvement was chiefly in European Piece-Goods booked from Madras to Madras and other local stations and also in Indian "Twist and Yarn".

19/ Grain and Pulse. Decrease of Tons 14,903 and Rs 67,711

There was a marked falling off in the quantities of food grains (other than rice) and

and pulse booked from Northern stations and Foreign Railways to Madras and the Southern Districts where scarcity prevailed in the corresponding period of 1893.

The increase in rice traffic was from stations in the Tanjore District.

20/. Hides and Skins. Decrease of Tons 763 and Rs 10092

The increase is due to continued improvement in the tanning industry at Dindigul

21/. Oils. Increase of Tons 572 and Rs 9863.

The increase was chiefly in Kerosine oil and castor oil from Madras to Tanjore, Madras and Tinnevely Districts

22/. Oil seeds. Increase of Tons 2719 and Rs 20864

Over ten thousand Rupees of this increase was in "Till or Cingelly" seeds from Kanni and the Mysore District to Tinnevely owing to the failure of crops there. There was also an improvement in the export of castor oil seeds from the Dharmavaram Pakkala section to Madras due to exceptionally good crops in the Buddapah District.

23/. Provisions.

Increase of Tons 3214 and Rs 20650

The increase was chiefly due to traffic in tamarind from Dharmavaram Pakkala section and Vellore to the Tanjore and Southern Districts

Salt.

24/ Salt. Increase of Tons 4,530 and Rs 15,904.

The increase was chiefly in the traffic from Tuticorin, Mutpet, Acharapalam, Veucatachellam and Nellore stations.

25/ Stone and Lime. Increase of Tons 70,49 and Rs 5,059.

Stone carried from Pallavaram to Madras for the harbour works and Gravel from Tanjore to Negapatam for the Municipal and Local Fund Departments, account for the increase.

26/ Sugar. Decrease of Tons 3,304 and increase of Rs 7843.

The improvement of Rs 7800 was in Jaggery from Tanjore to Nellikuppam.

27/ Timber. Increase of Tons 15,835 and Rs 14,589.

Firewood carried for the Nellikuppam, Madura and Koilpati mills, accounts for nearly all this increase.

28/ All other articles of Merchandise.

Increase of Tons 8,498 and Rs 60,868.

The increase was chiefly under Cocoanuts and seeds not classified.

29/ "Metals" and "Spices"

The fluctuations in the traffic in these commodities are small and call for no special remark.

30/ Working Expenses.

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

	Second half of 1893		Second half of 1894		Increase or Decrease in amount	Increase or Decrease in percentage
	Amount	Percentage on gross earnings	Amount	Percentage on gross earnings		
	Rs		Rs			
Maintenance	628,526	16.35	485,343	11.61	143,183	- 22.78
Locomotive	849,385	22.09	903,526	21.62	54,141	6.37
Carriage & Wagon	298,474	7.77	303,353	7.26	4,879	1.63
Traffic	335,284	8.72	347,075	8.31	11,791	3.52
General charges	294,510	7.66	296,576	7.10	2,066	0.70
Steam Boat Sailing	"	"	"	"	"	"
Miscellaneous	34,982	0.91	34,407	.82	- 575	- 1.64
	24,41,161	63.50	23,70,280	56.72	- 70,881	- 2.90

31/ The expenditure shown in the South Indian Railway Revenue Accounts for the 2nd half of 1893 included the cost of working the Pondicherry Railway, and in the accounts of the period under review the cost of working the Pondicherry and Mayaveram Muttupet Railways is included in the details of expenditure and deducted at the foot of each Abstract (A to G).

32/ To admit of a ready comparison being made between the expenditure of the two half years, the expenditure of the Mayaveram Muttupet Railway is shown separately in the annexed table under each minor head.

33/- Abstract AMaintenance of way, works and stations
Decrease Rs 139835.

10

December 1893		December 1894		
S. J. Ry including Pondicherry Railway		S. J. Ry including Pondicherry Railway	M. N. Ry	Total as per Half yearly accounts
Rs		Rs	Rs	Rs
123,209	I General Superintendence	135,150	3,699	138,849
414,331	II Maintenance and Renewal of Permanent way.	288,336	7,892	296,228
48,244	III Repairs of Bridges etc wages & materials	33,126	907	34,033
	III (A) Conservancy of Rivers &c.	.	.	.
32,466	IV Repairs of Stations & Buildings wages & materials	17,626	482	18,108
	V Maintenance by contract	.	.	.
4,345	VI New minor works	1,206	33	1,239
46,687	VII Unclassified Expenditure	49,781	1,362	51,143
6,69,282	Total	5,25,225	14,375	5,39,600
40,756	Deduct Value of Stores returned to Stock	36,534	1,000	37,534
6,28,526	Total	4,88,691	13,375	5,02,066

I. General Superintendence. Increase Rs 11,941

This is chiefly in 'Engineers Salaries' and is due to the grant of the Exchange Compensation allowance from 1st April 1893 to certain members of the Superior Staff.

II. Maintenance & Renewal of Permanent way.

Decrease Rs 1,25,995.

The decrease of 9.25 miles in the special renewal with 50 lb rails fully accounts for this.

III. Repairs of Bridges &c. Decrease Rs 15,118.

The decrease is mainly in item (2) "Miscellaneous" and is due to abnormal expenditure in the corresponding period of 1893 in repairing damages by floods.

IV. Repairs of Stations and Buildings
Decrease Rs 14,840.

The expenditure of the 1893 period included an abnormal sum of Rs 8,638 as previously reported. The general repairs were lighter during the period under review.

V. New minor works. — Decrease Rs 3,139.

The write-back to Capital of Rs 4,360 charged to Revenue in the previous Half year for watering arrangements at Tulikapatty explains this decrease.

VII. Unclassified Expenditure

Increase Rs 3,094

This is chiefly in item (2) "Tool and Plant" and is due to renewals on Division B.

33A/- The cost of maintaining a mile of single track including sidings was Rs 413.82 against Rs 537.54 in the corresponding period of 1893.

34/- Abstract B.

Locomotive Expenses. Increase Rs 6,783

120

December 1893		December 1894		
S. J. Ry including Andicherry Line		S. J. Ry includ Andicherry Line	M. M. Ry	Total as per half yearly accounts
Rs		Rs	Rs	Rs.
66,247	I General Superintendence	70,571	1,932	72,503
1,58,582	II Running Expenses	1,57,570	4,313	1,61,883
364,081	III Fuel	3,91,565	10,717	4,02,282
15,716	IV Water	18,681	511	19,192
30,634	V Oil, Tallow and other stores.	30,879	837	31,716
182,772	VI Maintenance and Renewal of Loco: Engines	2,11,307	5,782	2,17,089
2,790	VI(A) Maintenance and Renewal of machinery Tools & Plant	2,401	66	2,467
"	VII New minor works.	"	"	"
"	VIII Payment to other Lines	89	2	91
30,144	IX unclassified Expenditure	31,670	867	32,537
8,53,966	Total	9,14,433	25,027	9,39,460
4,580	Deduct - Value of stores returned to stock	4,264	117	4,381
8,49,386	Total	9,10,169	24,910	9,35,079

I. General Superintendence. Increase Rs 4,324

The percentage of the total charges for General Superintendence of the Loco and Carriage and Wagon Departments charged to this head was 72.61 against 80.03 in the corresponding period of 1893.

Increases occur chiefly in items 143 - Salaries of Superior Staff and subordinate Superintendents

Superintendents and are due to the grant of the Exchange Compensation allowance and annual increments.

III Fuel ————— Increase Rs 27,484. 13 ✓

The greater part of this increase is in item (4) "wood" and is due to the greater consumption of the article consequent upon increased train mileage.

IV Water ————— Increase Rs 2965. ✓

Rs 2850 of this is the value of a portable Engine erroneously allocated to Revenue instead of Capital. This has been since written back.

V Oil, Tallow and other stores — Decrease Rs 3,055. ✓

The decrease is chiefly in the cost of lubricating and lighting oils consumed for which lower rates obtained.

VI Maintenance and Renewal of Loco. Engines

Increase Rs 28,535.

This is due to a greater number of Engines having been repaired during the Half year.

34A/-

The Locomotive expenses per train mile were 8.93 annas against 8.70 annas and per Engine mile 7.56 annas against 7.39 annas.

35/ Abstract CCarriage & wagon Expenses - Increase Rs 7232

140

December 1893		December 1894		
S. J. Ry. including Line		S. J. Ry. including Line	M. N. Ry.	Total as per last year's statement
Rs		Rs	Rs	Rs
16524	I General Superintendence	26626	729	27555
	II Repairs & Renewals of Vehicles			
101162	Coaching Vehicles	96617	2644	99261
154053	Goods Vehicles	158264	4332	162596
2659	II(A) Repairs & Renewals of machinery, Tools and Plant	"	"	"
22763	III. Cleaning carriages & wagons & oilings	22336	617	23153
304	IV New minor works	32	1	33
1135	V Unclassified Expenditure	1742	47	1789
298600	Total	305817	8370	314187
126	Deduct - Value of stores returned to stock	111	3	114
298474	Total	305706	8367	314073

I. General Superintendence - Increase Rs 10,102

The percentage of the total charges for General Superintendence of the Loco. and Carriage and wagon Departments charged to this head - was 27.39 against 19.97 in the corresponding period of 1893.

Increases occur chiefly in items 143 salaries of Superior Staff and Subordinate Superintendents and are due to the grant of the Exchange-Compensation allowance and annual increments.

35A/- The carriage and wagon expenses per train mile amounted to 3.00 annas against 3.06 and