

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 662-3 R

DATED 8th October

[Despatch Abstract.]

Capital and Revenue accounts, S. I. Railway.

Ordered that the Chief Auditor's note on the —
for the half year ended the 30th June 1895, be
forwarded to the Govt of India & the Secy. of State.
ditto — Enclg Pro: embodying the Chief Auditor's note on the
— for the half year ended the 30th June 1895.

Forwarding Pro: embodying the Chief Auditor's
note on the Capital & Revenue accounts, S. I. Railway,
for the half-year ended the 30th June 1895.

[illegible]

FURTHER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

CAPITAL.

2. *Statements VI and XVIII.*—The total capital outlay to end of June 1895 including suspense accounts was Rs. 7,62,16,584, and excluding suspense accounts was Rs. 7,38,50,154. The latter figures gave on the total open mileage 1,041.59 an average cost of Rs. 70,901 per mile.

REVENUE.

4. The Pondicherry open mileage and train mileage are excluded in the following table to facilitate comparison.

	First half of 1894.	First half of 1895.	Increase or decrease.	Percentage of increase or decrease.
	MILES.	MILES.	MILES.	
Mean mileage worked	1,041.51	1,041.59	.08	.01
Train mileage	1,620,874	1,620,825	100,451	6.61
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8.07	8.60	.53	
	RS.	RS.	RS.	
Gross earnings	28,67,802	44,30,855	5,63,556	14.57
Working expenses	23,83,717	23,82,127	1,590	0.07
Not earnings	14,83,685	20,48,731	5,65,146	38.09
Percentage of working expenses to gross earnings	81.64	53.76	7.88	..
Percentage of net earnings on capital outlay, including suspense	1.95	2.69	.74	..

7. The net earnings with the adjustments shown on statement XIX gave after deducting interest charges and the additional contribution to Provident Fund a surplus of Rs. 8,10,004, of which the company's share was Rs. 1,48,769 and the Government's Rs. 6,61,235.

	Rs.
Fifty per cent. of compulsory deductions charged to working expenses	12,468
Additional contribution as per surplus profits, statement No. XIX.	7,988
Total ...	20,456

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

	First half of 1894.	First half of 1895.	Increase or decrease in amount.	Percentage of increase or decrease.
Coaching	Rs. 20,59,613	Rs. 23,42,955	Rs. 2,83,342	13.76
Goods	17,26,868	20,44,802	3,17,934	18.57
Electric telegraph	10,397	11,260	863	8.59
Sandries	72,827	31,771	41,056	56.37
Total	38,67,302	44,30,878	5,63,576	14.67

10. *Abstract II—Coaching traffic.*—The number of passengers carried in the various classes, including troops, police, and season ticket holders, and the earnings therefrom are compared in the following table:—

	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
First half of 1894	10,338	Rs. 28,080	89,066	74,912	8,407,013	18,10,855	8,505,417	19,43,867
1895	10,893	36,105	110,387	89,284	8,081,722	20,94,264	8,203,003	22,19,673
Increase	555	8,025	21,321	14,372	674,709	2,83,409	697,586	2,75,806
Decrease	..	..	..	..	..	..	..	..

11. The above table shows increases both in the numbers of passengers and earnings under all classes.

This is due to general improvement in traffic throughout the line and to the festivals at Srirangam and Chidambaram being more numerous attended.

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

Sub-head.	Increase.	Decrease.
II. Passengers, luggage	238	..
III. Military baggage	..	505
IV. Carriages, horses, dogs, &c.	..	..
V. Military carriages, horses, &c.	178	..
VI. Parcels	..	40
VII. Special trains	3,357	..
VIII. Miscellaneous	1,767	..
IX. Post office	620	..
Total	7,667	545

13. *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 1894:—

	First half of 1894.		First half of 1895.	
	Quantity.	Earnings.	Quantity.	Earnings.
Merchandise, General	Tons. 411,542	Rs. 16,46,711	Tons. 436,178	Rs. 19,42,043
Military stores	1.9	2,404	52	1,240
Railway materials for construction	59,792	7,118	43,437	7,245
Coal	17,300	24,715	14,921	41,944
Revenue stores	244,287	37,678	185,022	44,680
Other Goods Traffic	..	7,023	..	7,580
Total	733,010	17,24,665	679,617	20,44,802

14. *Merchandise, General.*—The traffic under this head shows the following excesses as compared with the corresponding period of 1894:—

	Increase.
Tonnage	21,636 or 3.02 per cent.
Ton mileage	2,568,575 or 6.71
Earnings	2,95,352 or 17.94

15. The average rate per ton per mile was 9.14 pies against 8.27 pies in the corresponding period of 1894. The imposition of terminal charges accounts chiefly for the increase in receipts.

16. *Railway materials for construction.*—Decrease of tons 16,355 and increase of Rs. 177.—The quantity of ballast carried was less than in the corresponding period.

17. *Coal for the Locomotive department.*—Decrease of tons 747 and increase of Rs. 17,837.—The increase in the amount earned is due to longer leads, coal being trained from Dharmavaram to Villupuram and Cuddalore during the period under review.

18. *Revenue stores.*—The difference under this head occurs chiefly in item (1) "for all departments excepting coal and locomotive fuel," which shows a decrease of tons 61,598 and an increase of Rs. 6,414.

The decrease is due to less ballast having been carried for the open line and the increased receipts are explained by the average lead of ballast trains being 14.29 miles as against 8.34 miles in the corresponding period of 1894.

19. 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:—

	First half of 1894.		First half of 1895.	
	Quantity.	Amount.	Quantity.	Amount.
	Tons.	Rs.	Tons.	Rs.
Cotton, raw	12,043	71,797	9,109	63,339
Cotton, manufactured	8,933	1,02,841	9,628	1,16,036
Dyes and tans	5,437	32,212	6,073	43,004
Grain and pulse	98,783	2,41,347	103,221	4,48,252
Hides and skins	3,812	35,455	4,256	50,813
Metals	6,211	47,040	7,916	64,104
Oil-seeds	8,821	42,828	9,862	61,578
Provisions	49,662	1,39,247	37,949	1,32,468
Salt	16,214	90,618	15,366	78,323
Spices	31,301	1,00,689	33,707	1,30,477
Stones and lime	7,956	70,536	7,461	60,892
Timber	36,389	42,450	63,530	61,598
Tobacco	27,702	1,21,479	22,443	1,42,992
All other articles of merchandise	29,364	40,174	41,434	62,045
	4,163	26,035	8,097	21,184
	54,605	2,86,056	55,899	3,39,700

20. *Cotton, raw.*—Decrease of tons 2,974 and Rs. 8,455.—Owing to the unfavourable crop this year, the export of raw cotton to Europe was less than in the corresponding period.

21. *Cotton, manufactured.*—Increase of tons 575 and Rs. 13,215.—This improvement was chiefly in English piece-goods from Madras and Tuticorin to Madura. The Madura, Tuticorin and Tinnevely mills sent out larger quantities of Indian twist and piece-goods.

22. *Dyes and tans.*—Increase of tons 636 and Rs. 10,792.—This was chiefly due to the diversion of avaram bark traffic from the Dharmavaram-Pakkala section to Madras via Villupuram instead of via Rénigunta consequent upon the reduction of rates by the former route.

23. *Grain and pulse.*—Increase of tons 4,468 and Rs. 1,06,905.—Owing to the better prices ruling in the Madura and Tinnevely districts, considerable quantities of grain-foods and pulse were railed there from the Tanjore and the North and South Arcot districts and Tuticorin.

24. *Hides and skins.*—Increase of tons 444 and Rs. 11,323.—There is a steady development of traffic under this head.

25. *Metals.*—Increase of tons 1,724 and Rs. 21,014.—The increase was chiefly in bar iron from Madras to the Southern districts owing to the late Madras Metal Trading Company having cleared out its stock at cheap rates.

26. *Oils.*—Increase of tons 971 and Rs. 18,750.—The transport of kerosine-oil in bulk from Madras to the South Arcot, Tanjore, Trichinopoly and Southern districts accounts chiefly for the increase under this head.

27. *Oil-seeds*—Decrease of tons 11,713 and Rs. 6,779.—The traffic in til or gingelly seeds from Karúr and Tiruvannámalai to Tinnevely and that in castor oil-seeds from Dharmavaram-Pákala section to Madras, gave an increase in the earnings amounting to Rs. 1,093; while, owing to a bad crop, the traffic in earthnuts was less than in the corresponding period by nearly Rs. 18,000.

28. *Provisions*—Decrease of tons 2,819 and Rs. 12,285.—The decrease is chiefly under the head "others" and is due to the largely decreased yield of tamarinds in the Dharmavaram-Pákala section of the line consequent upon the want of rain in the early part of the year. There is a decrease also in the export of this commodity from Vellore.

29. *Salt*—Increase of tons 2,406 and Rs. 30,388.—This traffic shows a steady improvement chiefly at Tuticorin, Madras, Tindivanam, Tinnevely, Mutupet and Venkatachallam stations.

30. *Spices*—Decrease of tons 502 and Rs. 9,644.—The decrease is chiefly in chillies, of which there were unusually good crops in the Southern districts in the 1894 period.

31. *Stone and lime*—Increase of tons 27,141 and Rs. 22,146.—The increase is chiefly in stone from Pallavaram to Madras for the Harbour Works and from Tiruvannámalai to Chidambaram. Large quantities of gravel were carried from Tanjore to various stations for the Negapatam Municipality and the Tanjore Local Fund Department.

32. *Sugar*—Decrease of tons 5,269 and increase of Rs. 21,513.—The increase in amount was principally due to the heavier jaggery traffic from Tinnevely, Erode and Palghat to Nelicuppam and from Tuticorin to Cuddalore.

33. *Timber*—Increase of tons 12,080 and Rs. 21,871.—There was a greater quantity of firewood carried for the Nelicuppam, Madura, Virudupatti and Kóvilpatti mills which chiefly accounts for this increase.

34. *All other articles of Merchandise*—Increase of tons 1,394 and Rs. 53,645.—The increase was chiefly under cotton and coffee-seeds, oil-cake, plantains, bamboos and other commodities not separately classified.

35. *Terminal charges*.—From 1st January 1895 terminal charges of six pies in local and three pies in foreign traffic were charged on all goods, with few exceptions, such as firewood, salt, loose cotton, road metal, &c., carried locally for distances under 50 miles.

It is difficult to say to what extent the earnings have benefited by the introduction of these terminal charges, as in many cases—particularly in competitive traffic—rates have been correspondingly lowered to admit their being charged.

36. *Working expenses*.—The working expenses of the South Indian and Pondicherry Railways for the two half years compare as follows:—

	First half of 1894.		First half of 1895.		Increase or decrease in amount.	Increase or decrease in percentage.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
Maintenance	Rs. 8,63,658	14.68	Rs. 8,16,160	11.56	47,498	5.43
Locomotive	8,33,168	21.54	8,91,429	19.97	58,261	6.99
Carriage and wagon ..	2,13,358	4.10	2,01,622	6.76	11,736	5.78
Traffic	2,51,078	9.68	2,61,881	8.11	10,803	4.28
General charges	2,93,491	7.59	3,00,670	6.74	7,179	2.45
Steam boat earnings ..	28,971	0.75	37,643	0.62	8,672	29.93
Miscellaneous	28,971	0.75	37,643	0.62	8,672	29.93
Total	22,83,717	61.64	23,99,805	53.76	15,588	65

37. The expenditure shown in the South Indian Railway Revenue accounts for the first-half of 1894 included the cost of working the Pondicherry Railway, and in the accounts of the period under review the cost of working the Pondicherry and Máya-varam-Mutupet Railways is included in the details of expenditure and deducted at the foot of each Abstract (A to G).

38. To admit of a ready comparison being made between the two half-years, the expenditure of the Máya-varam-Mutupet Railway is included separately in the annexed table under each minor .. or 17-94 ..

39. Abstract A.—Maintenance of way, Works and Stations—Decrease Rs. 47,496.

June 1894.			June 1895.		
Total.	Máya-varam-Mutupet Railway.	South Indian Railway including Pondicherry.	South Indian Railway including Pondicherry.	Máya-varam-Mutupet Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1,24,891	1,402	1,23,489	1,28,623	8,368	1,31,911
4,07,919	2,551	4,05,368	3,06,120	8,069	3,14,189
34,994	376	34,618	43,085	1,136	44,221
17,024	143	16,881	27,568	726	28,294
11,796	165	11,631	4,020	108	4,128
32,258	258	31,990	50,003	1,313	51,321
6,28,382	4,995	6,23,887	5,59,319	14,743	5,74,062
60,449	218	60,231	43,139	1,138	44,297
5,68,433	4,777	5,63,656	5,16,180	13,605	5,29,785
Total ..			Total ..		
Deduct—Value of stores returned to stock ..			Deduct—Value of stores returned to stock ..		
Total ..			Total ..		

I. *General Superintendence*—Increase Rs. 5,034.—This is chiefly in Subordinate Superintendents and is due to the employment of additional men in connection with strengthening girders to exchange compensation allowance and to the payment of a gratuity to a Foreman.

II. *Maintenance and Renewal of permanent-way*—Decrease Rs. 99,248.—There were only 7.18 miles renewed with 50 lb. rails against 15.31 miles in the corresponding period.

III. *Repairs of Bridges*—Increase Rs. 8,467.—The increase is due to the renewal of bridge timbers consequent on the strengthening of weak girders and to heavier ordinary repairs.

IV. *Repairs of Stations and Buildings*—Increase Rs. 10,687.—Repairing the Trichinopoly junction station platform with nerjee stone slabs and the renewal of a carriage turn-table at Madura account for much of the increase.

VI. *New Minor Works*—Decrease Rs. 7,611.—Fewer new minor works were undertaken during the current half-year.

VII. *Unclassified expenditure*—Increase Rs. 18,103.—The depreciation in the value of permanent-way chairs amounting to Rs. 3,969 was charged off during the half-year. There was increased trainage of ordinary materials and stores to and from depôts.

40. The cost of maintaining a mile of single track including sidings was Rs. 436.39 against Rs. 480.92 in the corresponding period of 1894.

41. Abstract B.—Locomotive Expenses—Increase Rs. 58,261.

June 1894.			June 1895.		
Total.	Máya-varam-Mutupet Railway.	South Indian Railway including Pondicherry.	South Indian Railway including Pondicherry.	Máya-varam-Mutupet Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
61,917	702	61,215	60,358	1,691	61,059
1,54,858	1,874	1,54,984	1,66,005	4,112	1,60,117
8,39,209	4,063	8,35,146	2,85,368	10,157	2,95,525
15,342	181	15,161	15,495	408	15,903
31,314	842	30,973	32,290	551	33,141
2,02,673	2,271	2,00,302	1,92,819	5,082	1,97,901
5,231	58	5,173	2,104	56	2,160
..	..	..	..	..	..
83,670	373	33,297	30	1	31
8,44,116	9,654	8,36,261	8,94,918	23,496	9,18,414
3,127	34	3,093	2,487	92	3,579
8,47,243	9,688	8,33,168	8,91,429	23,496	9,14,925
Total ..			Total ..		
Deduct—Value of stores returned to stock ..			Deduct—Value of stores returned to stock ..		
Total ..			Total ..		

bulk from Madras to the
accounts chiefly for the increase ..

The total expenditure under this head in Abstracts B and C for the two half-years compares thus:—

Excess in first-half, 1895	...	9,211
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III. Fuel—Increase Rs. 50,212.—The issue rate of coal was on an average Rs. 15-8-0 a ton against Rs. 13-13-0 in the corresponding period of 1894. There was also a greater quantity of wood fuel consumed on account of increased train mileage.

VI-A. Maintenance and Renewal of Machinery, &c.—Decrease Rs. 3,069.—In the corresponding period of 1894, the cost of a new spring-testing machine was charged to this head.

42. The Locomotive expenses per train mile were As. 8.76 against As. 8.72 and per engine mile As. 7.41 against As. 7.39.

43. *Abstract C.—Carriage and Wagon expenses—Decrease Rs. 11,534.*

June 1894.				June 1895.		
Total.	Máya- varam Mutupet Railway.	South Indian Railway including Pondi- cherry.		South Indian Railway including Pondi- cherry.	Máya- varam- Mutupet Railway.	Total.
rs. 20,200	rs. 230	rs. 19,970	I General Superintendence	rs. 30,018	rs. 791	rs. 30,819
2,62,191	8,024	2,69,167	II Repairs and Renewals of Vehicles	2,46,361	6,500	2,63,307
1,784	40	1,744	II-A. Repairs and Renewals of Machinery, Tools and Plant	20	1	21
24,292	268	24,024	III Cleaning Carriages and Wagons and oiling ..	22,789	601	23,390
509	..	609	IV New Minor Works	32	1	33
8,046	12	8,034	V Unclassified expenditure	1,874	49	1,923
3,17,022	3,574	3,13,448	Total ..	3,01,510	7,947	3,09,457
92	..	92	Deduct—Value of stores returned to stock ..	18	..	18
3,16,930	3,574	3,13,366	Total ..	3,01,422	7,947	3,09,469

1. General Superintendence.—(Vide paragraph 41, I above).

V. *Unclassified expenditure*—Decrease Rs. 6,160.—The depreciation on account of loss on stores charged to this head was less than in the corresponding period of 1894.

43 (a) The carriage and wagon expenses per train mile amounted to Rs. 2-96 against 3-28 and Rs. 10-30 per 1,000 vehicle miles against 11-12.

June 1874.			June 1875.		
Total.	Māya-varam-Matupet Railway.	South Indian Railway including Pondicherry.	South Indian Railway including Pondicherry.	Māya-varam-Matupet Railway.	Total.
no.	no.	no.	no.	no.	no.
52,713	652	51,661	I Salaries, Wages, &c.	63,768	55,172
1,58,244	1,846	1,56,398	(a) General Superintendence	1,60,323	1,64,645
31,193	364	30,829	(b) Station staff	33,984	34,849
47,418	817	47,091	(c) Train staff	63,231	66,687
6,620	144	6,448	II Fuel, Lighting, Water, &c.	461	473
49,084	671	47,513	III Clothing	49,503	50,808
..	..	..	IV Printing, Stationery, &c.	0	0
975	20	1,003	V Charges for delivery, &c., of goods	2,381	2,444
7,056	164	6,892	VI Miscellaneous expenses	8,614	8,841
3,510	45	3,465	VII Payments to other lines	3,325	3,413
3,55,483	4,275	3,51,208	VIII Unclaimed expenditure	3,67,656	3,77,243
133	..	133	Total	6,674	6,824
3,55,350	4,275	3,51,075	Deduct—Value of stone returned to stock	3,61,891	3,71,419
			Total		

I. Salaries and Wages—Increase Rs. 9,144—(a) General Superintendence—Increase Rs. 2,094.—Due to annual increments granted to officers and to exchange compensation allowance paid to an Assistant Traffic Manager who was on sick leave on half pay during the corresponding period of 1894.

(b) *Station staff*—Increase Rs. 3,925.—Trial stations were opened at Venkatasapuram and Chowdipaliam.

(b) *Station staff*—Increase Rs. 3,520.
 sapuram and Chowdipaliam.
 Night staff was employed at stations from Damalcheruvu to Voyalpad.
 Extra clerks and ticket collectors were employed at some of the principal
 stations.

(c) *Train staff*—Increase Rs. 3,125.—Extra guards were employed on the Pakala-Dharmavaram section owing to alteration in the passenger train service.

II. Fuel, Lighting, Water, &c.—Increase Rs. 8,230.—Extra lights provided at stations and those supplied to the new trial stations at Venkatasapuram and Chowdipaliam and the purchase of 40 paulins for covering open trucks and goods at road side stations, and 8 new weighing machines obtained in place of those worn out, account fully for the increase.

III. *Clothing*—*Decrease Rs. 5,985*.—The clothing was supplied after the close of the half-year under review. Payment of the bill will be made during the half-year ending 31st December 1895.

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

	First-half of 1894.	First-half of 1895.	Increase or decrease.	Percentage of increase or decrease.
Tonnage of goods	TONS. 783,040	TONS. 679,617	TONS. 83,423	PER CENT. 7.29
Ton miles of goods	TON MILES. 43,066,947	TON MILES. 47,803,118	TON MILES. 4,737,171	10.30
Station staff	RS. 1,58,398	RS. 1,60,323	RS. 3,925	2.51
Train staff	30,829	33,954	3,125	10.14

46. The total cost of the department averaged Rs. 3.56 against Rs. 3.68 per train mile in the corresponding previous half-year.

47. *Abstract E.—General Charges—Increase Rs. 7,179.*

June 1894.			—	June 1895.		
Total.	Mayavaram-Mutpet Railway.	South Indian Railway including Pondicherry.		South Indian Railway including Pondicherry.	Mayavaram-Mutpet Railway.	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
45,103	519	44,581	I General Administration ..	50,298	1,326	51,624
41,660	843	42,503	I-A Government supervision, &c. ..	40,591	1,070	41,661
1,32,148	1,401	1,30,747	II Salaries of Indian management, &c. ..	1,32,160	3,481	1,35,641
16,280	239	16,041	III Police	15,679	413	16,092
2,038	27	2,011	IV Advertising	1,864	49	1,913
60,002	663	59,047	V Electric telegraph	59,631	1,672	61,303
..	..	..	VI Clearing accounts with other lines. ..	..	..	..
264	4	260	VII Unclassified expenditure ..	469	12	481
2,97,492	3,998	2,93,494	Total ..	3,00,695	7,926	3,08,621
3	..	3	Deduct—Value of stores returned to stock. ..	23	1	24
2,97,489	3,998	2,93,491	Total ..	3,00,670	7,925	3,08,595

I. General Administration—Increase Rs. 5,717.—This is due to the fall in the rates of exchange at which Home establishment charges during the 1895 period were brought to account in Indian currency.

The exchange during the first-half of 1894 was 15.425 d. per rupee against 13.226 d. during the half-year under review.

48. Abstract G.—Special and Miscellaneous expenditure—Decrease Rs. 1,328.

June 1894.			—	June 1895.		
Total.	Mayavaram-Mutpet Railway.	South Indian Railway including Pondicherry.		South Indian Railway including Pondicherry.	Mayavaram-Mutpet Railway.	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
874	13	861	I Law charges	581	15	596
3,298	44	3,254	II Compensation	2,235	29	2,264
4,774	85	4,689	III Rates and taxes	8,084	144	8,228
6,600	118	6,482	IV Payments to other lines	6,284	130	6,414
..	..	..	V Prizes for station gardens, &c. ..	..	..	..
11,740	255	11,485	VI Contribution to Provident Institution ..	12,148	320	12,468
2,214	25	2,189	VII Miscellaneous	2,307	61	2,368
29,511	540	28,971	Total ..	27,643	728	28,371

49. Statement of train mileage, Form No. XIV.—The Miscellaneous engine mileage 296,442 (290,774 South Indian Railway, 5,668 Pondicherry Railway), was 18.21 per cent. of the total train mileage, 1,627,950 (1,620,825 South Indian Railway, 7,125 Pondicherry Railway), against 18.01 per cent. in the corresponding period of 1894.

50. Statement of outstanding earnings, Form No. XVI.—The earnings outstanding on the date of preparation of this statement are Rs. 2,929-9-9 which have nearly been recovered with the exception of Rs. 1,018 due by the Harbour Trust Board, Madras.

(Signed) W. M. SIMPSON,
Chief Auditor, South Indian Railway.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Agent, South Indian Railway, No. 868, dated 25th September 1895.

ORDER—No. 662 R., dated 8th October 1895.

Ordered that the Chief Auditor's note on the Capital and Revenue Accounts, South Indian Railway, for the half-year ended the 30th June 1895, be forwarded to the Government of India and to the Secretary of State in continuation of G.O. No. 577 R., dated 13th September 1895.

[Here enter No. 663 R., dated 8th October 1895.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
" Examiner, Railway Accounts, Madras.

ENDORSEMENT—No. 663 R., dated 8th October 1895.

Forwarded.

(By order.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Secretary to the Government of India,
Public Works Department.

Ed. T. K. Narayana Aiyangar
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated October, 8th.

Recd.

Encl.

G.O. Nos. 662, 663 R., 8th Oct.
1895.

OCTOBER.

Capital and Revenue Accounts,
South Indian RailwayForwarding Proceedings embodying the
Chief Auditor's note on the — for the half-
year ended the 30th June 1895.Note by the Chief Auditor, South Indian Railway, on the Capital and Revenue
Accounts for the half-year ending 30th June 1895.

CAPITAL.

Statement V.—In the accounts for March 1894, the sum of Rs. 2,31,448 was debited to works on account of depreciation of Villupuram-Dharmavaram construction stores. It was since decided to relieve works to the extent of Rs. 82,420 by write-back to stores. This adjustment was effected during the half-year. The net capital expenditure for the half-year is Rs. 65,236, of which Rs. 57,379 was on rolling 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 June 1895 including suspense accounts was Rs. 7,62,16,531, and excluding suspense accounts was Rs. 7,38,50,154. The latter figures gave on the total open mileage 1,041.59 an average cost of Rs. 70,901 per mile.

REVENUE.

3. It should be noted that the Pondicherry Railway working expenses were included in both sides of the South Indian Railway accounts of the first half of 1894.

4. The Pondicherry open mileage and train mileage are excluded in the following table to facilitate comparison.

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

	First half of 1894.	First half of 1895.	Increase or decrease.	Percentage of Increase or decrease.
	MILES.	MILES.	MILES.	
Mean mileage worked	1,041.61	1,041.69	.08	.01
Train mileage	1,520,374	1,620,825	100,451	6.61
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8.07	8.60	.53	
	RS.	RS.	RS.	
Gross earnings	38,67,302	44,30,869	5,63,566	14.87
Working expenses	23,83,717	23,82,127	1,590	.07
Net earnings	14,83,585	20,48,731	5,65,146	38.09
Percentage of working expenses to gross earnings	61.64	53.76	7.88	..
Percentage of net earnings on capital outlay, including suspense	1.95	2.69	.74	..

6. The gross earnings per mean mile worked per week averaged Rs. 163.61 against Rs. 141.75 and were realized at a cost of 53.76 per cent. against 61.64 during the corresponding period of 1894.

7. The net earnings with the adjustments shown on statement XIX gave after deducting interest charges and the additional contribution to Provident Fund a surplus of Rs. 8,10,004, of which the company's share was Rs. 1,48,769 and the Government's Rs. 6,61,235.

8. The contribution to the Provident Institution during the half-year was Rs. 20,456 as under:—

	RS.
Fifty per cent. of compulsory deductions charged to working expenses	12,468
Additional contribution as per surplus profits, statement No. XIX.	7,988
Total	20,456

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

	First half of 1894.	First half of 1895.	Increase or decrease in amount.	Percentage of increase or decrease.
Coaching	Rs. 20,59,513	Rs. 23,42,995	2,83,482	13.76
Goods	17,24,565	20,44,802	3,20,237	18.57
Electric telegraph	10,397	11,290	893	8.59
Sundries	72,827	31,771	41,056	56.37
Total	38,67,302	44,30,858	5,63,556	14.57

10. *Abstract II—Coaching traffic.*—The number of passengers carried in the various classes, including troops, police, and season ticket holders, and the earnings therefrom are compared in the following table:—

	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
First half of 1894	10,338	Rs. 28,060	89,066	74,913	5,408,013	18,46,695	5,505,417	19,43,667
1895	10,993	36,104	110,367	89,284	6,081,732	20,94,364	6,202,003	22,19,673
Increase	655	8,044	21,321	14,371	673,719	2,47,669	697,586	2,76,006
Decrease	..	..	..	..	..	..	..	..

11. The above table shows increases both in the numbers of passengers and earnings under all classes.

This is due to general improvement in traffic throughout the line and to the festivals at Srirangam and Chidambaram being more numerous attended.

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

	Increase.	Decrease.
Sub-head.	238	..
II. Passengers, luggage	..	505
III. Military baggage	..	..
IV. Carriages, horses, dogs, &c.	176	..
V. Military carriages, horses, &c.	..	40
VI. Parcels	3,357	..
VII. Special trains	1,767	..
VIII. Miscellaneous	529	..
IX. Post office	1,600	..
Total	7,667	545

13. *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 1894:—

	First half of 1894.		First half of 1895.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, General	411,542	16,46,731	436,178	19,42,082
Military stores	1.9	2,402	59	1,240
Railway materials for construction	59,793	7,116	43,437	7,395
Coal	17,304	23,716	14,921	41,984
Revenue stores	244,287	37,576	185,029	44,650
Other Goods Traffic	..	7,023	..	7,580
Total	733,040	17,24,565	679,617	20,44,803

14. *Merchandise, General.*—The traffic under this head shows the following excesses as compared with the corresponding period of 1894:—

	Increase.
Tonnage	24,636 or 5.99 per cent.
Ton mileage	2,566,575 or 6.71 ..
Earnings	2,95,352 or 17.94 ..

15. The average rate per ton per mile was 9.14 pies against 8.27 pies in the corresponding period of 1894. The imposition of terminal charges accounts chiefly for the increase in receipts.

16. *Railway materials for construction.*—Decrease of tons 16,355 and increase of Rs. 177.—The quantity of ballast carried was less than in the corresponding period.

17. *Coal for the Locomotive department.*—Decrease of tons 747 and increase of Rs. 17,837.—The increase in the amount earned is due to longer leads, coal being trained from Dharmavaram to Villupuram and Cuddalore during the period under review.

18. *Revenue stores.*—The difference under this head occurs chiefly in item (1) "for all departments excepting coal and locomotive fuel," which shows a decrease of tons 61,598 and an increase of Rs. 8,414.

The decrease is due to less ballast having been carried for the open line and the increased receipts are explained by the average lead of ballast trains being 14.29 miles as against 8.34 miles in the corresponding period of 1894.

19. 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:—

	First half of 1894.		First half of 1895.	
	Quantity.	Amount.	Quantity.	Amount.
	TONS.	RS.	TONS.	RS.
Cotton, raw	12,083	71,797	9,109	63,339
Cotton, manufactured	8,953	1,02,841	9,828	1,16,056
Dyes and tans	5,437	32,212	6,073	43,004
Grain and pulse	94,761	3,41,347	103,221	4,48,263
Hides and skins	3,812	85,495	4,356	60,813
Metals	6,211	47,090	7,946	68,104
Oil	8,891	42,828	9,862	61,678
Oil-seeds	49,662	1,39,247	37,949	1,32,468
Salt	16,214	90,618	13,365	78,333
Spices	31,301	1,00,689	33,707	1,30,477
Stone and lime	7,956	70,536	7,454	60,892
Sugar	36,389	42,450	63,630	64,593
Timber	27,702	1,21,479	22,413	1,42,992
Tobacco	29,354	40,174	41,431	62,015
All other articles of merchandise	4,163	26,035	3,997	22,181
	51,605	2,86,956	55,899	3,39,700

20. *Cotton, raw.*—Decrease of tons 2,974 and Rs. 8,455.—Owing to the unfavourable crop this year, the export of raw cotton to Europe was less than in the corresponding period.

21. *Cotton, manufactured.*—Increase of tons 575 and Rs. 13,215.—This improvement was chiefly in English piece-goods from Madras and Tuticorin to Madras. The Madras, Tuticorin and Tinnevely mills sent out larger quantities of Indian twist and piece-goods.

22. *Dyes and tans.*—Increase of tons 636 and Rs. 10,792.—This was chiefly due to the diversion of avaram bark traffic from the Dharmavaram-Pakala section to Madras via Villupuram instead of via Renigunta consequent upon the reduction of rates by the former route.

23. *Grain and pulse.*—Increase of tons 4,468 and Rs. 1,06,905.—Owing to the better prices ruling in the Madras and Tinnevely districts, considerable quantities of grain-foods and pulse were raised there from the Tanjore and the North and South Arcot districts and Tuticorin.

24. *Hides and skins.*—Increase of tons 441 and Rs. 11,323.—There is a steady development of traffic under this head.

25. *Metals.*—Increase of tons 1,724 and Rs. 21,014.—The increase was chiefly in bar iron from Madras to the Southern districts owing to the late Madras Metal Trading Company having cleared out its stock at cheap rates.

37. The expenditure shown in the South Indian Railway Revenue accounts for the first-half of 1891 included the cost of working the Pondicherry Railway, and in the accounts of the period under review the cost of working the Pondicherry and Māyavaram-Mutupet Railways is included in the details of expenditure and deducted at the foot of each Abstract (A to G).

39. Abstract A.—Maintenance of way, Works and Stations—Decrease Rs. 47,496.

40. The cost of maintaining a mile of single track including sidings was Rs. 436-39 against Rs. 460-92 in the corresponding period of 1894.

June 1894.				June 1895.		
Total	Mayavaram-Mutpet Railway.	South Indian Railway including Pondicherry.		South Indian Railway including Pondicherry.	Mayavaram-Mutpet Railway.	Total
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
81,917	703	61,218	I General Superintendence ..	60,368	1,591	61,959
1,86,886	1,874	1,84,984	II Running expenses ..	1,84,003	4,112	1,60,117
3,39,309	4,063	3,36,166	III Fuel ..	3,85,368	10,157	2,95,526
15,242	161	15,161	IV Water ..	15,493	408	15,903
21,216	342	20,973	V Oil, Tallow and other stores..	32,298	561	33,141
2,03,573	2,371	2,00,303	VI Maintenance and Renewal of Locomotive Engines.	1,92,819	6,082	1,97,901
6,231	58	6,179	VI-A. Maintenance and Renewal of Machinery, &c.	2,104	86	2,160
..	..	..	VII New Minor Works ..	.. 80	.. 1	.. 81
..	..	..	VIII Payments to other lines ..	60,427	1,330	61,767
43,670	873	38,297	IX Unclassified expenditure ..			
9,46,115	9,884	9,36,261	Total ..	6,94,916	23,688	9,18,506
3,127	84	2,098	Deduct—Value of stores returned to stock.	9,487	92	3,670
			Total ..	6,91,429	23,496	9,14,925
9,43,988	9,920	9,33,166				

I. General Superintendence.—Expenditure under this head in Abstracts B and C was divided in the 1894 period in the proportions of nearly three to the former and one to the latter, while in the 1895 period the proportions were two to the former and one to the latter abstract.

The total expenditure under this head in Abstracts B and C for the two half-years compares thus:—

First-half, 1894	Rs.
1895	81,185
Excess in first-half, 1895	9,211

This increase is chiefly due to exchange compensation allowance charges and to there being no corresponding charges in the accounts of the corresponding period of 1894.

III. Fuel—Increase Rs. 50,212.—The issue rate of coal was on an average Rs. 15-6-0 a ton against Rs. 13-13-0 in the corresponding period of 1894. There was also a greater quantity of wood fuel consumed on account of increased train mileage.

VI. Maintenance and Renewal of Locomotive Engines—Decrease Rs. 7,483.—Repairs to engines during the past half-year were lighter than in the corresponding period of 1894.

VI-A. Maintenance and Renewal of Machinery, &c.—Decrease Rs. 3,069.—In the corresponding period of 1894, the cost of a new spring-testing machine was charged to this head.

IX.—Unclassified expenditure—Increase Rs. 17,140.—The increase under carriage of revenue stores is due to the carriage of coal from Dharmavaram to the Madras and other Locomotive Depôts.

42. The Locomotive expenses per train mile were As. 8-70 against As. 8-72 and per engine mile As. 7-41 against As. 7-39.

43. **Abstract C.—Carriage and Wagon expenses—Decrease Rs. 11,834.**

June 1894.			June 1895.		
Total.	Maya-varam Mutupet Railway.	South Indian Railway including Pondicherry.	South Indian Railway including Pondicherry.	Maya-varam Mutupet Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
20,200	230	19,970	30,028	791	30,819
2,62,191	3,024	2,69,167	2,46,361	6,506	2,52,867
1,784	40	1,744	20	1	21
24,293	268	24,025	22,789	601	23,390
808	12	806	33	1	34
8,040	12	8,028	1,874	49	1,923
3,17,022	3,574	3,13,448	3,01,640	7,947	3,09,487
92	..	92	18	..	18
3,16,930	3,574	3,13,356	3,01,622	7,947	3,09,469

I. General Superintendence.—(Vide paragraph 41, I above).

II. Repairs and Renewals of Vehicles—Decrease Rs. 12,306.—There were 100 sets of Jones buffers fitted during the half-year under review against 217 in the corresponding period of 1894.

V. Unclassified expenditure—Decrease Rs. 6,160.—The depreciation on account of loss on stores charged to this head was less than in the corresponding period of 1894.

43 (a) The carriage and wagon expenses per train mile amounted to As. 2-96 against 3-28 and Rs. 10-30 per 1,000 vehicle miles against 11-12.

44. Abstract D.—Traffic Expenses—Increase Rs. 10,806.

June 1894.			June 1895.		
Total.	Maya-varam Mutupet Railway.	South Indian Railway including Pondicherry.	South Indian Railway including Pondicherry.	Maya-varam Mutupet Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
52,313	682	51,631	53,755	1,417	55,172
1,56,344	1,846	1,58,398	1,60,323	4,225	1,64,548
31,193	364	30,829	33,954	826	34,780
47,518	617	47,001	53,231	1,456	54,687
6,590	144	6,446	461	12	473
46,084	671	47,513	49,603	1,306	50,909
976	28	1,003	2,381	63	2,444
7,056	164	6,892	8,614	227	8,841
8,610	43	8,465	9,325	89	9,413
2,55,433	4,275	2,51,208	2,67,555	9,638	2,77,243
133	..	133	5,674	150	6,024
2,55,566	4,275	2,51,075	2,61,881	9,638	2,71,419

I. Salaries and Wages—Increase Rs. 9,141.—(a) **General Superintendence—Increase Rs. 2,094.**—Due to annual increments granted to officers and to exchange compensation allowance paid to an Assistant Traffic Manager who was on sick leave on half pay during the corresponding period of 1894.

(b) **Station staff—Increase Rs. 3,925.**—Trial stations were opened at Venkatasapuram and Chowdipaliam.

Night staff was employed at stations from Damalcheruvu to Voyalpad.

Extra clerks and ticket collectors were employed at some of the principal stations.

(c) **Train staff—Increase Rs. 3,125.**—Extra guards were employed on the Pakala-Dharmavaram section owing to alteration in the passenger train service.

II. Fuel, Lighting, Water, &c.—Increase Rs. 8,230.—Extra lights provided at stations and those supplied to the new trial stations at Venkatasapuram and Chowdipaliam and the purchase of 40 paulins for covering open trucks and goods at road side stations, and 8 new weighing machines obtained in place of those worn out, account fully for the increase.

III. Clothing—Decrease Rs. 5,985.—The clothing was supplied after the close of the half-year under review. Payment of the bill will be made during the half-year ending 31st December 1895.

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

	First-half of 1894.	First-half of 1895.	Increase or decrease.	Percentage of increase or decrease.
Tonnage of goods	TONS. 723,040	TONS. 879,617	TONS. 156,577	21.51
Ton miles of goods	TON MILES. 43,065,947	TON MILES. 47,603,118	TON MILES. 4,537,171	10.53
Station staff	Rs. 1,56,398	Rs. 1,60,323	Rs. 3,925	2.51
Train staff	Rs. 30,829	Rs. 33,954	Rs. 3,125	10.14

46. The total cost of the department averaged As. 3-56 against As. 3-68 per train mile in the corresponding previous half-year.

47. Abstract E.—General Charges—Increase Rs. 7,179.

June 1894.			June 1895.		
Total.	Mayavaram-Mutapet Railway.	South Indian Railway including Pondicherry.	South Indian Railway including Pondicherry.	Mayavaram-Mutapet Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
45,102	519	44,581	50,298	1,326	51,624
41,860	843	40,817	49,594	1,070	50,664
1,32,148	1,401	1,30,747	1,32,160	3,484	1,35,644
16,380	239	16,041	16,679	413	16,992
3,038	27	2,011	1,864	49	1,913
60,002	568	59,027	59,631	1,613	61,203
264	4	260	469	13	481
3,97,492	3,998	2,93,494	3,00,695	7,978	3,08,671
3	..	3	23	1	20
3,97,489	3,998	2,93,491	3,00,670	7,925	3,08,595

I. General Administration—Increase Rs. 5,717.—This is due to the fall in the rates of exchange at which Home establishment charges during the 1895 period were brought to account in Indian currency.

The exchange during the first-half of 1904 was 15.425 d. per rupee against 13.226 d. during the half-year under review.

48. Abstract G.—Special and Miscellaneous expenditure—Decrease Rs. 1,328.

June 1894.			June 1895.		
Total.	Mayavaram-Mutapet Railway.	South Indian Railway including Pondicherry.	South Indian Railway including Pondicherry.	Mayavaram-Mutapet Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
874	13	861	881	15	896
3,398	44	3,254	2,235	29	2,264
4,775	85	4,690	5,084	134	5,218
6,600	118	6,482	4,384	139	4,523
11,740	265	11,475	12,148	320	12,468
2,224	25	2,199	2,307	61	2,368
39,511	540	38,971	27,643	728	28,371

49. Statement of train mileage, Form No. XIV.—The Miscellaneous engine mileage 296,442 (290,774 South Indian Railway, 5,668 Pondicherry Railway), was 18.21 per cent. of the total train mileage, 1,627,950 (1,620,825 South Indian Railway, 7,125 Pondicherry Railway), against 18.01 per cent. in the corresponding period of 1894.

50. Statement of outstanding earnings, Form No. XVI.—The earnings outstanding on the date of preparation of this statement are Rs. 2,929-9-9 which have nearly been recovered with the exception of Rs. 1,018 due by the Harbour Trust Board, Madras.

(Signed) W. M. SIMPSON,
Chief Auditor, South Indian Railway.

(Signed) U. N. JOYCE, Sub-Commissioner,
Workshop Superintendent.

6th August 1895.

URGENT.

No. 868

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 25th September 1895.

From

Ag:
THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

Referring to your letter No. 135 of the 12th instant I have the honor to forward herewith the Chief Auditor's Note on the Capital and Revenue Accounts of this Railway for the half year ended 30th June 1895.

The Note on the Mayavaram Mutapet Railway, and the Statements of Inwards and Outwards Traffic, follow.

I have the honor to be

Sir,

Your most obedient servant,

J. H. L. Maurice
for Ag: Agent.

1 Enclosure by Bookpost

MCS

No. 885

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY,

28th September 1895.

From

^{Ch.}
THE AGENT.

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

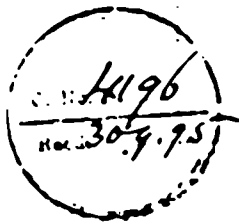
Referring to the Chief Auditor's
note on the Capital and Revenue accounts
of this Railway for the half-year ended 30th June
1895, sent with my letter No. 868 of the 25th instant,
will you kindly have the following corrections
made therein:-

Para 5.	Average number of trains over the whole line daily in both directions	For	Revd
		8.08	8.07
		8.48	8.60
		and	and
		.43	.50
Para 43 (a)		10.26	10.50

I have the honor to be,
Sir,

Your most Obedient Servant.

David Rogers
Ag. Agent.MSL612/6
613/7



No. 662. C. of 8th October 1895.

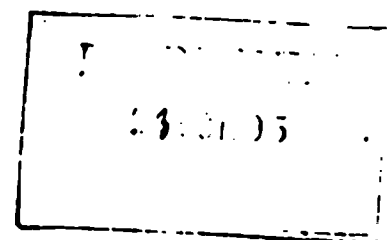
PROCEEDINGS OF THE MADRAS GOVERNMENT.

2 draughts

Read the following

Letter from the Agent S. M. 14. 8. No. 868 of 25th Sept 1895

Ordered, that the Chief
Auditor's note on the Capital
and Revenue Accounts
South Indian Railway
for the half year ended
the 30th June 1895, be for-
warded to the Govt of
India and to the Govt of
State in continuation of



To The Agent S. M. 14
Examiner R. A. and G. O. No. 577 R. of 13th September
1895.

8 Oct
H. S. N. 663. R. of 8th Sept 1895

Forwarded
H. S. N. 663. R. of 8th Sept 1895
To The R. A. and G. O. Govt of State
for India
Govt of State

In continuation of
despatch N-13 R of 13th Sept 1895
577.

From

The Agent,

SOUTH INDIAN RAILWAY,

Trichinopoly.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

Dated
Received

1895

No.

ENCLOSURE.

We have the honor to forward
herewith copy of ^{our} ~~an~~ Rep. of
Sect No 162 R of 8th of October
1895, embodying a note by
the Chief Auditor on the
Capital and Revenue
Accounts S. & R. for the first
half of 1895.

161
162

DR
30-9-95

Transdpt
Ludra ltr (printed)
Enclosure 10/10.