

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 87 R

DATED 26th August

[Despatch Abstract.]

Inspection Report. — The — of the Madras Railway for the half-year ended the 30th June 1895, Communicated to the agent & manager for information & necessary action and a copy of the Pros: ordered to be forwarded to the Govt of India.

Forwarding Pros: on the — of the Madras Railway for the half-year ended the 30th June 1895.

[illegible]

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

1894-95 & 1895-96.

CAPITAL Revised and Budget Estimates of the Nilgiri Railway for 1894-95 and 1895-96.
General Abstract.

Main head of expenditure.	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, Nos. 1, 3 and 4.		Required for lines under construction only.	
	1	2	3	Cash.	Stores.	Total.	Cash.	Stores.	Total.	5	6	7			
Works and Services.															
I. Preliminary expenses	RS. 2,50,485	RS. ..	..	..	..	RS. ..	..	..	..	RS. 2,50,485	..	RS. 2,56,070			
II. Land	..	..	..	..	..	..	..	..	..	..	..	..			
III. Formation	7,06,349	1,50,000	..	..	..	..	..	..	..	7,06,349	..	7,77,847			
IV. Bridge-work	2,41,168	1,00,000	..	..	..	..	..	..	..	2,41,168	..	8,23,813			
V. Fencing	2,991	1,000	..	..	..	..	..	..	..	2,991	..	12,995			
VI. Electric telegraph	..	..	..	..	..	..	..	..	..	..	..	..			
VII. Ballast and permanent-way	2,42,545	2,33,540	..	..	..	..	..	..	..	2,42,545	..	8,65,496			
VIII. Stations and buildings	21,810	12,000	..	..	..	..	..	..	..	21,810	..	74,299			
Total, Construction Accounts	14,65,348	5,06,540	..	..	..	..	..	..	..	14,65,348	..	28,11,420			
IX. Plant	7,418	2,000	..	..	..	..	..	..	..	7,418	..	35,500			
X. Ferries	..	..	..	..	..	..	..	..	..	..	..	..			
XI. Rolling stock	40,000	80,000	..	..	..	..	..	..	..	40,000	..	2,56,567			
XII. General charges as per schedule A	1,37,234	62,460	..	..	..	..	..	..	..	1,37,234	..	1,71,720			
Total expenditure on final heads	16,50,000	6,51,000	..	..	..	..	..	..	..	16,50,000	..	32,75,207			
Miscellaneous advances	..	..	..	..	..	* 2,00,000	..	..	..	2,00,000	..	..			
Cash balance made over to Official Liquidator	..	..	..	..	..	..	..	..	..	..	..	..			
Total	16,50,000	6,51,000	..	..	..	2,00,000	..	..	..	18,50,000	..	32,75,207			
Deduct—Receipts on Capital Accounts	..	..	..	..	..	..	..	..	..	..	..	..			
Grand Total, Outlay	16,50,000	6,51,000	..	..	..	2,00,000	..	..	..	18,50,000	..	32,75,207			
Stores account as per schedule A	..	..	..	..	..	..	..	..	..	..	..	..			
Total	16,50,000	6,51,000	..	..	..	2,00,000	..	..	..	18,50,000	..	32,75,207			
Deduct—Debits to Indian books by credit to expenditure in England for value of English stores and other items charged off in England	..	..	..	..	..	..	..	..	..	..	..	..			
Net Indian expenditure	16,50,000	6,51,000	..	..	..	2,00,000	..	..	..	18,50,000	..	32,75,207			

* This exhausts the capital lodged by the Company. The Official Liquidator renders no account to this office and no further details are therefore available.

MADRAS,
2nd April 1894.
(Signed) J. LIGHTFOOT,
Exmr., Railway Accounts, Madras.

16TH APRIL 1895, No. 259 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Final issue of the revised and budget estimates, Nilgiri Railway, for the years 1894-95 and 1895-96.

ORDER—dated 16th April 1895, No. 259 R., Public Works.

Ordered that the final issue of the revised and budget estimates, Nilgiri Railway, for the years 1894-95 and 1895-96 be forwarded to the Government of India.

[Here enter No. 260 R., dated 16th April 1895.]

(True Extract.)

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

To the Official Liquidator, Nilgiri Railway.
" Examiner, Railway Accounts, Madras.
" Engineer-in-Chief, Nilgiri Railway.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 16th.

Recd.

Encl.

G.O., 16th April 1895, No. 259 R.

APRIL.

Nilgiri Railway

The final issue of the revised and budget estimates of the — for 1894-95 and 1895-96, ordered to be forwarded to the Government of India.

Print

Final
~~PRELIMINARY~~ ISSUE.

PUBLIC WORKS DEPARTMENT.

REVISED AND BUDGET ESTIMATES

OF THE

NILGIRI RAILWAY

FOR

1894-95 & 1895-96.

Therefore

*and no
Growth*

Thompson

2 April 1874.

S. Cash balance. made over to
Official Liquidator

RAILWAY BRANCH.

OFFICE NOTE.

No. 355

EXAMINER, GUARANTEED RAILWAY ACCOUNTS' OFFICE,

Madras, 3rd ^{April} ~~March~~ 1895.

To

E.R.

Final Issue of Budget for 1894-95 and 1/2
Nilgiri Railway.

The above has been prepared by this
Office for the amount sanctioned in
India N^o 9 ^{B.O.} A.R. dated 21st March 95.

Ernst

E.R.
11/5
3/4

1570

PROCEEDINGS OF THE MADRAS GOVERNMENT.

- Read the following

Finals issued of the revised and budget estimates, Nilgiri Ry. for the years 1894-95 and 1895-96.

Ordered that the final issued of the revised and budget estimates, Nilgiri Railway, for the years 1894-95 and 1895-96, be forwarded to the Govt. of India.

*To the Official Liquidator, Nilgiri Ry.
" Examiner, Ry Accts
" Engineer-in-Chief N. Ry*

*1895
4/4/95*

H. B. No. 260. Ry 16.4.95

To The Secy. to the Govt. of P. W. D.

Sir,

With reference to Govt. of India's Resolution No. 1 B.6 A. R., dated 21st March 1895, I am directed to forward herewith the final issued of the revised and

Permit

budget estimates, Belgioy Ry, ~~that~~
for the years 1894-95 & 1895-96,
and to state that the estimates
had been prepared so as to
for the
accord with the amount
accepted
sanctioned by the Govt of India

Nov 8
4/4/95

[illegible]

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

1894-95 & 1895-96.

MEMORANDUM.

Grant sanctioned in Public Works Department Resolution No. ¹⁹ _{B.O.} A R., dated	1895-96.
the 21st March 1895 	Rs.
	38,000

Programme approved—

Cash outlay 	35,000
Value of stores to be drawn from stock 	3,000
Total ...	38,000

CAPITAL Revised and Budget Estimates of Construction Works on the Māvaram-Muttupet Railway for 1894-95 and 1895-96.

General Abstract.

Main heads of expenditure.	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 lines under construction only.			
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Remaining to be spent in future years.	Sanctioned estimate.	
													Cash.
.													
Works and services.													
I. Preliminary expenses ..	Rs. 16,009	Rs. ..	Rs. ..	Rs. 500	Rs. ..	Rs. 500	Rs. ..	Rs. 16,009	Rs. ..	Rs. ..	Rs. 16,009	Rs. ..	Rs. ..
II. Land ..	1,91,186	..	..	..	..	..	..	1,91,686	..	..	1,91,686	..	..
III. Formation ..	2,19,221	10,000	13,000	11,600	99,601	12,000	1,000	13,000	8,17,810	..	..	..	..
IV. Bridge work ..	7,05,209	1,02,993	88,001	4,000	12,000	500	..	1,000	28,708	..	..	..	..
V. Fencing ..	16,708	6,500	8,000	4,000	12,000	500	..	1,000	2,155	..	..	..	..
VI. Electric telegraph ..	2,173	..	18	..	18	..	..	..	2,000	..	..	..	..
VII. Ballast and permanent-way ..	6,75,866	52,000	10,300	5,035	5,265	2,000	..	2,000	6,72,691	..	..	..	..
VIII. Stations and buildings ..	1,31,538	17,596	37,529	9,000	46,529	11,618	1,500	13,118	1,91,185	..	..	..	..
IX. Plant ..	19,58,000	1,88,089	1,36,712	29,635	1,66,347	26,118	3,000	29,118	21,53,465	..	..	..	..
X. Ferries, &c. ..	11,312	..	600	2,000	2,600	..	..	..	13,912	..	..	..	..
XI. Rolling-stock ..	..	..	..	..	..	..	..	..	..	..	..	..	..
XII. General charges ..	2,37,394	20,244	24,539	..	24,039	8,882	..	8,882	2,70,315	..	..	..	..
Total, expenditure on final heads ..	22,06,706	2,08,333	1,61,851	31,135	1,92,986	35,000	3,000	38,000	24,37,692	..	..	..	..
Miscellaneous advances ..	326	13,333	296	..	326	..	..	..	..	..	..	..	..
Total ..	22,07,032	1,95,000	1,61,525	31,135	1,92,660	35,000	3,000	38,000	24,37,692	..	..	..	..
Deduct Receipts on Capital Account ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand Total, Works and Services ..	22,07,032	1,95,000	1,61,525	31,135	1,92,660	35,000	3,000	38,000	24,37,692	..	..	..	..

TRICHINOPOLY,
11th April 1895.(Signed) W. S. BETTS,
Agent, South Indian Railway.

Completion estimate will be submitted.

ABSTRACT of General charges for 1894-95 and 1895-96.

(Sub-heads of establishment.	Revised estimate, 1894-95.	Budget estimate, 1895-96.	DISTRIBUTION.			
			Capital.		Revenue.	
			1894-95.	1895-96.	1894-95.	1895-96.
	RS.	RS.	RS.	RS.		
Direction or General	4,567	2,484	4,567	2,484	..	..
Engineering	13,050	1,524	13,050	1,524	..	..
Locomotive	..	..	..	..	..	..
Traffic	..	..	..	..	..	..
Stores	1,862	574	1,862	574	..	..
Audit and Accounts	4,496	4,300	4,496	4,300	..	..
Medical and Sanitation	64	..	64	..	..	..
Total	24,039	8,882	24,039	8,882	..	..

(Signed) W. S. BETTS,
Agent, South Indian Railway.

FINAL ISSUE.

CAPITAL BUDGET ESTIMATE—STORES.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS CHARGED
AGAINST REVENUE.

37. CONSTRUCTION OF RAILWAYS,
PROVINCIAL.

REVISED AND BUDGET ESTIMATES

OF

STORES TRANSACTIONS

ON

THE MAYAVARAM-MUTTUPET RAILWAY

FOR

1894-95 & 1895-96.

MEMORANDUM.

	1895-96.
	Rs.
Grant sanctioned in Public Works Department Resolution No. ¹⁹ A.E., dated 21st March 1895 B.O.	...
The budget estimate contemplates a total expenditure of Rs. 3,000	...
as under:—	
Cash outlay on stores	3,000
And is provided for as follows:—	
•Credits for stores issued to capital works	3,000
Credits to be realized from sales, as per schedule F	...
	3,000
Balance, being grant required as above	...

Capital Revised and Budget Estimates of Stores transactions on the Mayavaram-Muttupet 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.	Net debit or credit.		Debits.		Credits.	Net debit or credit.	
		Cash.	Stores.				Cash.	Stores.			
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Purchases as per schedule A ..	11,830	42,238	..	42,238	30,408	11,830	3,000	..	3,000	3,000	..
London stores as per schedule B ..	..	..	..	..	..	..	..	..	..	..	..
Manufactures as per schedule C ..	12,143	275	2,421	2,146	14,289	12,143	..	..	..	..	..
Workshop manufactures as per sche- dule D ..	..	..	44,697	44,697	..	..	..	3,000	3,000	..	..
Stores in depôts as per schedule E ..	64,347	..	77,909	77,909	1,09,044	64,347	..	..	3,000	3,000	..
Sales as per schedule F ..	..	..	..	..	77,909	..	..	..	..	..	..
Total ..	64,660	41,963	1,25,027	1,66,990	2,31,650	64,660	3,000	3,000	6,000	6,000	..

TRICHINOPOLY,
11th April 1895.

(Signed) W. S. BETTS,
Agent, South Indian Railway.

SCHEDULE A.
MAYAVARAM-MUTTUPET 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.	
Balance at commencement of year ..	Rs. ..	..	Rs. 11,830	Rs. ..	..	Rs. ..	
Debits during the year.							
Local purchases.							
Firewood ..	..	..	..	..	..	..	
Coal ..	..	..	..	..	..	..	
Pyngadu sleepers ..	38,391	..	38,391	..	..	..	
Running stores ..	..	..	..	..	..	..	
Miscellaneous stores ..	3,847	..	3,847	3,000	..	3,000	
Total, Purchases ..	42,238	..	42,238	3,000	..	3,000	
Total, Balance plus Purchases ..	..	..	30,408	..	..	3,000	
Credits during the year.							
By transfers to debit of "Stores" —							
Firewood ..	..	..	..	..	..	..	
Coal ..	..	..	..	..	..	..	
Pyngadu sleepers ..	26,561	..	26,561	..	..	..	
Running stores ..	..	..	..	..	..	..	
Miscellaneous stores ..	3,847	..	3,847	3,000	..	3,000	
Total, Credits ..	30,408	..	30,408	3,000	..	3,000	
Balance estimated at end of year ..	..	..	..	..	..	..	
Difference between opening and closing balances ..	..	..	11,830	..	..	..	

NOTE.—Cash outlay in India to the extent of Rs. 3,000 is provided for in this schedule during 1895-96.

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

SCHEDULE C.
MAYAVARAM-MUTTUPET 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.
Balance at commencement of year ..	Rs. ..	Rs. ..	Rs. 12,143	Rs. ..	..	Rs. ..
Debits during the year.						
Quarrying ..	..	..	..	..	..	..
Brick manufacture ..	275	2,421	2,146	..	..	..
Lime ..	..	..	..	..	..	..
Tile ..	..	..	..	..	..	..
Total, Debits ..	275	2,421	2,146	..	..	..
Total Balance plus Debits ..	..	..	14,289	..	..	..
Credits during the year.						
By value of outturn charged to Revenue account ..	..	..	..	..	..	..
Do. do. to Stores ..	14,289	..	14,289	..	..	..
Total, Credits ..	14,289	..	14,289	..	..	..
Balance expected at end of year ..	..	..	..	..	..	..
Difference between opening and closing balances ..	..	..	12,143	..	..	..

NOTE.—This schedule provides for cash outlay in India of Rs. nil during 1895-96.

SCHEDULE D.

DETAILS of the estimated transactions under the head "Workshop Manufactures"—Nil.

SCHEDULE E.

MAYAVARAM-MUTTUPET 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.
	RS.	RS.		RS.	RS.
To balance at commencement of year ..	64,347	..	By issues during the year—		
To Receipts during the year—			To Capital Works—		
Local purchases—			Formation ..	11,600	1,000
Firewood ..	..	..	Bridge work ..	4,000	500
Coal ..	26,561	..	Fencing ..	..	..
Sleepers (Pyngadu) ..	..	..	Electric telegraph ..	5,035	..
Running stores ..	3,847	3,000	Ballast and permanent-way ..	9,000	1,500
Miscellaneous stores ..	..	..	Stations and buildings ..	2,000	..
London stores—	..	..	Plant ..	500	..
For Capital works ..	..	..	General charges ..	..	..
For Revenue purposes ..	..	..	To manufactures ..	..	..
Manufactures—	14,289	..	To Workshop manufactures ..	..	..
Bricks ..	..	..	To Revenue working expenses ..	..	..
Workshop manufactures ..	..	..	To sales as per schedule F. ..	77,909	..
			Total, Issues ..	1,09,044	3,000
			Balance expected at close of year.	..	..
Total, Receipts during the year ..	44,697	3,000	Grand Total ..	1,09,044	3,000
Grand Total ..	1,09,044	3,000	Difference between opening and closing balances ..	64,347	..

SCHEDULE F.

MAYAVARAM-MUTTUPET 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.			
Balance at commencement of year ..	..	..	..	..	..	..
Debits during the year.						
Stores transferred to the South Indian Railway ..	..	74,909	74,909	..	..	..
Bricks transferred to the South Indian Railway ..	..	3,000	3,000	..	..	..
Total, Debits ..	..	77,909	77,909	..	..	..
Total, Balance plus Debits ..	..	..	77,909	..	..	..
Credits during the year.						
By value recovered ..	77,909	..	77,909	..	..	..
Balance expected at end of year ..	..	..	..	..	..	..
Difference between opening and closing balances ..	..	..	..	..	..	..

SCHEDULE G.

STATEMENT showing sum set aside for expenditure in England on the Mayavaram-Muttupet Railway during 1895-96—Nil.

20TH APRIL 1895, No. 289 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent, South Indian Railway, dated 13th April 1895, No. 338.

ABSTRACT.—Submitting the final issue of the Capital revised and budget estimates, Mayavaram-Muttupet Railway, for 1894-95 and 1895-96.

ORDER—dated 20th April 1895, No. 289 R., Public Works.

Ordered that the final issue of the Capital revised and budget estimates, Mayavaram-Muttupet Railway, for the years 1894-95 and 1895-96 be forwarded to the Government of India.

[Here enter No. 290 R., dated 20th April 1895.]

(True Extract.)

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

To the Agent, South Indian Railway.
" Examiner, Railway Accounts, Madras.
" Financial Department.
" Accountant-General, Madras.

Exd. C. M. Brisson.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 20th.

Recd.

Encl.

G.O., 20th April 1895, No. 289 R.

APRIL.

Mayavaram-Muttupet Railway

Ordered that the final issue of the Capital revised and budget estimates, —, for 1894-95 and 1895-96 be forwarded to the Government of India.

FINAL ISSUE.

CAPITAL BUDGET ESTIMATE—WORKS.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS CHARGED
AGAINST REVENUE.

37. CONSTRUCTION OF RAILWAYS,
PROVINCIAL.

REVISED AND BUDGET ESTIMATES

OF

CONSTRUCTION WORKS

ON

THE MAYAVARAM-MUTTUPET RAILWAY

FOR

1894-95 & 1895-96.

MEMORANDUM.

1895-96.

RS.

Grant sanctioned in Public Works Department Resolution No. ¹⁹ B.O. A.R., dated	
the 21st March 1895 	38,000

Programme approved—

Cash outlay	...	...	...	...	...	...	...	...	...	35,000	
Value of stores to be drawn from stock	...	...	...	...	...	...	...	...	...	3,000	
									Total	...	38,000

Capital Revised and Budget Estimates of Construction Works on the Mayavaram-Muttupet Railway for 1894-95 and 1895-96.

General Abstract.

Main heads of expenditure.	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 lines under construction only.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Remaining to be spent in future years.	Sanctioned estimate.		
1																
2																
3																
4																
5																
6																
7																
Works and services.																
I. Preliminary expenses ..	16,009	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
II. Land ..	1,91,186	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
III. Formation ..	2,19,221	10,000	..	13,000	..	12,000	..	13,000	..	13,000	..	13,000	..	13,000	..	..
IV. Bridge work ..	7,05,209	88,001	11,600	99,601	..	12,000	..	11,000	..	1,000	..	1,000	..	1,000	..	..
V. Fencing ..	16,708	5,500	4,000	12,000	..	500	..	500	..	500	..	500	..	500	..	..
VI. Electric telegraph ..	2,173	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
VII. Ballast and permanent-way ..	6,75,866	52,000	10,300	62,635	..	2,000	..	2,000	..	2,000	..	2,000	..	2,000	..	..
VIII. Stations and buildings ..	1,31,533	17,596	37,520	46,529	9,000	46,529	..	11,618	1,500	13,118	..	13,118	..	13,118	..	..
Total, Construction Accounts ..	19,58,000	1,88,089	1,36,712	1,66,347	29,635	1,66,347	26,118	26,118	3,000	29,118	21,53,465	21,53,465	..	21,53,465	..	..
IX. Plant ..	11,312	..	600	2,000	2,000	2,000	..	..	..	..	13,912	13,912	..	13,912	..	..
X. Ferries, &c. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
XI. Rolling-stock ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
XII. General charges ..	2,37,394	20,244	..	24,539	500	24,039	8,882	8,882	..	8,882	2,70,315	2,70,315	..	2,70,315	..	..
Total, expenditure on final heads ..	22,06,706	2,08,333	1,61,851	1,92,986	31,135	1,92,986	85,000	85,000	3,000	38,000	24,37,692	24,37,692	..	24,37,692	..	..
Miscellaneous advances ..	326	13,333	..	326	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	22,07,032	1,95,000	1,61,525	1,92,660	31,135	1,92,660	85,000	85,000	3,000	38,000	24,37,692	24,37,692	..	24,37,692	..	..
Deduct Receipts on Capital Account ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand Total, Works and Services ..	22,07,032	1,95,000	1,61,525	1,92,660	31,135	1,92,660	35,000	35,000	3,000	38,000	24,37,692	24,37,692	..	24,37,692	..	..

Completion estimate will be submitted.

TRICHINOPOLY,
11th April 1895.

(Signed) W. S. BETTS,
Agent, South Indian Railway.

ABSTRACT of General charges for 1894-95 and 1895-96.

Sub-heads of establishment.	Revised estimate, 1894-95.	Budget estimate, 1895-96.	DISTRIBUTION.			
			Capital.		Revenue.	
			1894-95.	1895-96.	1894-95.	1895-96.
	RS.	RS.	RS.	RS.		
Direction or General	4,567	2,484	4,567	2,484	..	..
Engineering	13,050	1,524	13,050	1,524	..	..
Locomotive	..	..	..	..	..	..
Traffic	..	..	..	..	..	..
Stores	1,862	574	1,862	574	..	..
Audit and Accounts	4,496	4,300	4,496	4,300	..	..
Medical and Sanitation	64	..	64	..	..	..
Total ..	24,039	8,882	24,039	8,882	..	..

(Signed) W. S. BETTS,
Agent, South Indian Railway.

FINAL ISSUE.

CAPITAL BUDGET ESTIMATE—STORES.

PUBLIC WORKS DEPARTMENT.

CAPITAL EXPENDITURE ON PUBLIC WORKS CHARGED
AGAINST REVENUE.

37. CONSTRUCTION OF RAILWAYS,
PROVINCIAL.

REVISED AND BUDGET ESTIMATES

OF

STORES TRANSACTIONS

ON

THE MAYAVARAM-MUTTUPET RAILWAY

FOR

1894-95 & 1895-96.

MEMORANDUM.

1895-96.

RS

Grant sanctioned in Public Works Department Resolution No. $\frac{19}{\text{B.O.}}$

A.R., dated 21st March 1895

A.R., dated 21st March 1895
The budget estimate contemplates a total expenditure of Rs. 3,000
as under :—

as under :—

Cash outlay on stores	...	...	...	...	...	...	3,000
-----------------------	-----	-----	-----	-----	-----	-----	-------

And is provided for as follows:—

Credits for stores issued to capital works	...	...	...	3,000
--	-----	-----	-----	-------

Credits for stores issued to capital works	...	...	...	3,000
Credits to be realized from sales, as per schedule F	...	...	...	...

3,000

Balance, being grant required as above	'	...	...	...	...	<u>...</u>
--	---	-----	-----	-----	-----	------------

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.

Gobt. 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.

1895-2000
3, 11, 1895
Print

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 said 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 commence-
ment 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 ...	839.22	839.22	—	—
Train-Mileage ...	1,342,258	1,244,088	— 108,170	— 8.06
	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 ...	52,18,323	51,47,080	— 71,243	— 1.37
Working Expenses ...	26,37,589	26,91,555	+ 53,966	+ 2.05
Net Earnings ...	25,80,734	24,55,525	— 1,25,209	— 4.85
Percentage of working expenses to Gross Earnings ...	50.54	52.29	+ 1.75	...
Percentage of Net Earnings to capital outlay, including suspense ...	2.14	2.04	— .10	...

6. The Gross Earnings per mean mile worked per week averaged Rupees 236, against Rupees 239 and were realized at a cost of 52.29 per cent. against 50.54 per cent. in the corresponding half of the previous year.

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

Gross Earnings.

8. The following table 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	20,99,202	+ 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 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	1,329	369,976	1,13,308	374,654	1,16,530
Decrease ...	...	...	...	...	...	...	...	...

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
	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 Loco. Revenue), increase tons 6,563 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. 13,057.

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	29,141
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	2,654	38,759	2,260	27,165
Stone and Lime	16,034	28,302	16,670	34,253
SUGAR—				
Unrefined viz., Molasses 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 MERCHANDISE	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 Cotaurs 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 Jalarpet 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.

Form No. 2 TO THE GOVERNMENT 168-22

Letter No. 338 of 13/4/95

From A.

Original

Final 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
~~48 STATE RAILWAYS CONSTRUCTION.~~

REVISED AND BUDGET ESTIMATES

OF

Mayavaram Mutijet 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} ~~50~~ ^{21st March 1895}
dated , for Indian outlay ...
Grant for English outlay ...

Rs.

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

SCHEDULE B.

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

Particulars.	REVISED ESTIMATE, 1894-95						BUDGET ESTIMATE, 1895-96					
	Indian charges.			English cost at 2 shillings per rupee.			Indian charges.			English cost at 2 shillings per rupee.		
	Cash.	Exchange & Insurance.	Total.	Rs.	Rs.	Rs.	Cash.	Exchange & Insurance.	Total.	Rs.	Rs.	Rs.
Balance at commencement of year												
Supplies during the year.												
Stores for Capital works :-												
Total supplies												
Total Balance plus debits												
Credits during the year.												
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 £. and cash outlay in India to the amount of Rs.

SCHEDULE C.

Mayavaram Intertemp 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
Debits during the year.						
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
Credits during the year.						
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
To Balance at commencement of year.	64347	
To Receipts during the year.		
LOCAL PURCHASES—		
Firewood ...		
Coal ...		
Sleepers (timber) Pyngadu ...	26561	
Running Stores ...	3847	
Miscellaneous stores ...		3000
LONDON STORES—		
For Capital works ...		
For Revenue purposes ...		
MANUFACTURES—		
Bricks	14289	
By Issues during the year:—		
TO CAPITAL WORKS—		
Domination		
Bridge work		
Signaling		
Electric Telegraph		
Post and Permanent Way		
Stations & Buildings		
Plant		
General Charges		
TO MANUFACTURES—		
TO WORKSHOP MANUFACTURES—		
To Revenue working Expenses		
To Sales as per Schedule F ...		
Total Issues	77909	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 Mutupet 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...	1	1	1	1	1	1

SCHEDULE G.

9
Statement showing sum set aside for expenditure in England on the Mayavaram Mutupet 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 ...	

SCHEDULE E.
Dated 11 April 1895

Agent,
South Indian Railway.

TO E. H. S. O. N. 1652
LETTER No. 238 13/4/95
A

Urgent

No. 338

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, *13th April* 189*5*

From

THE AGENT,

SOUTH INDIAN RAILWAY,

sd/ 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. D.

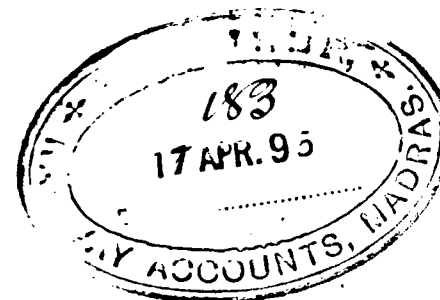
Encls. by book post. Agent

sd/

1652

Form No. 21.
36-11-94.

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. Thelley

cap R.E.
for E.R.

EXAMINER'S REPLY.

checked and returned

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

L. A. M. P.
62
See

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received
No.
189
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 Agents, 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, Majanaram
Mutual Ry., for the years 1894-
95 and 1895-96, be forwarded
to the Govt. of India.

H. E. No. 290. R 20.4.95

To the Secy. to the Govt. of Ind.
P. W. D.
2 P

- To the Agents, S.I. Ry.
- Examines, Ry. accts, Madras.
 - Financial Department.
 - Accountant General,
Madras.

G. N. V.

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

24
1893 R

123. The interchange of Passenger Traffic with the Railways that are connected with the Madras Railway is given in the following table, and shews an increase in numbers by 101,828 and in amount of Rupees 29,179-10-2 as compared with the corresponding half-year:—

PASSENGERS' TRAFFIC.		TO AND FROM FOREIGN RAILWAYS.							
		Half-year ending December, 1893.				Half-year ending December, 1894.			
		No.		Amount.		No.		Amount.	
				Rs.	A. P.			Rs.	A. P.
Passengers ...	1st Class...	1,878	26,805	10	11	2,744	33,340	9	3
"	2nd Class...	4,894	28,260	15	0	6,395	32,862	6	2
"	3rd Class...	212,433	2,26,773	7	5	315,943	2,64,225	0	3
Soldiers ...	1st Class...	388	4,407	2	0	380	4,304	14	0
"	2nd Class...	3,199	20,299	13	7	3,229	9,436	5	9
"	3rd Class...	20,468	30,651	3	9	16,179	21,357	4	5
Return Fares	1st Class...	78	1,291	11	0	130	1,130	3	0
"	2nd Class...	82	618	4	0	163	1,298	15	0
"	3rd Class...	1,986	137	3	6	2,070	129	11	0
Excess	1st Class...	...	515	4	0	...	567	15	0
"	2nd Class...	...	148	11	6	...	303	2	6
"	3rd Class...	...	226	5	9	...	359	0	3
TOTAL...		245,407½	3,40,135	12	5	347,235½	3,69,315	6	7

Expenditure.

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

DEPARTMENTS.	HALF-YEAR ENDING DECEMBER, 1893.					HALF-YEAR ENDING DECEMBER, 1894.				
	Work of Departments.		Cost.		Per cent. of Revenue.	Work of Departments.		Cost.		Per cent. of Revenue.
	Ms. ch. ft.	Rs.	A. P.			Ms. ch. ft.	Rs.	A. P.		
ABSTRACT A. Maintenance of Way, Works and Stations	1,013 71 1½	0,07,834	15 6	11-65		1,016 79 3½	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	4-05		Number of Vehicles under repair at any one time, 188. Number constructed, and renewed 90.	3,41,075	14 6	6-63	
ABSTRACT D. Traffic Expenses	Profitable Train Mileage, 1,312,258 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 G. Special and Miscellaneous Expenditure		39,949	9 3	-76			89,938	4 1	1-75	
TOTAL...		26,37,588	15 7	50-54		TOTAL...	26,91,555	8 2	52-29	

Railway Schools.

125. The particulars of the Attendance and Cost of all Railway Schools, during the half-year as under:—

NAME OF SCHOOL.	Number on Register.	Average attendance.	Expenditure.			Receipts.			Net Cost.		
			Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Perambur ...	130	96-50	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
Renigunta ...	19	14-50	550	2	2	104	10	7	445	7	7
Gooty ...	50	37-68	903	11	8	234	12	4	669	15	4
Raichur ...	31	23-95	1,072	5	9	627	12	10	444	8	11
Railway School Library	...	...	60	0	0	...	...	...	60	0	0
TOTAL ...	416	324-79	9,298	9	7	2,774	1	11	6,524	7	8

a. The expenditure on the Perambur School includes the cost of the Gymnastic Instructors.

Madras Railway Provident Institution.

126. The following details are given in continuation of those contained in my report for the half-year ending 30th June, 1894:—

Number of Subscribers.

	On 30th June, 1894.	On 31st December, 1894.
Obligatory	3,166	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 Pro. Fund	1,755	0	0
TOTAL...	4,83,800	5	1

The above bonus has been included in accounts of the half-year under review.

The following Securities were purchased during the half-year.

Bombay Port Trust Debentures...	Rs. 37,000 0 0
" Municipal Sanitary Works Debentures ...	" 55,000 0 0
Madras Municipal Debentures ...	" 5,000 0 0

Staff.

127. The only change in the Official Staff of the Audit office during the half-year ending 31st December, 1894 was the appointment on the 26th July, 1894 of Mr. T. H. Woodliffe, to be 4th Assistant Auditor in the place of Mr. W. J. Parr, who left the service on the 6th March, 1894.

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

Yours faithfully,

T. WAKE,
Ag. Chief Auditor.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Notice by the Chief Auditor in Capital and Revenue Accounts M. R. of the 25-11-94

Ordered that the note by the Chief Auditor on the Capital and Revenue Accounts M. R. for the 22 half of 1894, be forwarded to the Govt of India and to the Secy

DEPARTMENT
AGENT FOR THE
EXAMINATION

2. The Agent for the M. R. of State for India in continuation of No. 141. R. 99. 1894. H. R. N=200. R. 23 March 1895

Forwarded

H. R. N=10. R. 23 March 1895

In continuation of No. 141. R. 99. 1894. H. R. N=200. R. 23 March 1895. We have the honor to forward herewith a copy of the M. R. of State for India in continuation of No. 141. R. 99. 1894. H. R. N=200. R. 23 March 1895.

including a note by
the Chief Auditor on
the Capital and Re-
venue accounts, M.R. for
the 2nd half of 1894.

22/2/95

DR

No 199 R. dated 23.3.95
200

1st Division

34.29 Miles

Form R II.

ARSIKERI-MANGALORE RAILWAY.

(Metre Gauge.)

Gradient Abstract.

INCLINATION.	Number of each.	Total Length. Miles.	Percentage of total length of line.
1 in 51	1	2.50	7.30
1 in 66 } Ghat	1	1.57	4.58
1 in 100 } Nett	1	5.82	16.97
1 in 109	1	1.09	3.18
1 in 110 } $\frac{1}{100}$ Comp.	4	10.73	31.30
1 in 115 }	1	1.74	5.07
1 in 124	1	0.93	2.71
1 in 200	1	0.68	1.98
1 in 250	2	2.47	7.20
1 in 750	1	1.29	3.76
Level	9	5.47	15.95
TOTAL ...	23	34.29	100.00

Official

2^d Division

FORM R II.

ARSIKERI-MANGALORE RAILWAY.
(Metre Gauge.)

16.174 Miles

Gradient Abstract.

INCLINATION.	Number of each.	Total Length. Miles.	Percentage of total length of line.
Level	2	.84	5.19
1 in 225 or .44 per Cent.	1	1.49	9.21
1 in 52 or 1.92 per Cent.	1	1.10	6.80
1 in 53.3 or 1.88 per Cent.	1	2.43	15.03
1 in 50 or 2.0 per Cent.	1	6.93	42.86
1 in 47 or 2.13 per Cent.	1	3.38	20.90
TOTAL ...		16.17	99.99

W. J. J. J.

Division III.

Gradient Abstract.

INCLINATION.	Number of each.	Total Length. Miles.	Percentage of total length of line.
1 in 100, or 1 per Cent ^{2 Compensated only}	4	5.79	21.33
1 in 111, or 0.9 per Cent	1	.94	3.46
1 in 114, or 0.88 per Cent	1	1.42	5.23
1 in 117, or 0.85 per Cent	1	.78	2.88
1 in 200, or 0.5 per Cent	1	1.33	4.90
1 in 217, or 0.46 per Cent	1	.41	1.51
1 in 229, or 0.44 per Cent	1	.61	2.25
1 in 300, or 0.33 per Cent	1	.45	1.66
1 in 310, or 0.32 per Cent	1	1.18	4.35
1 in 400, or 0.25 per Cent	1	.99	3.65
1 in 450, or 0.22 per Cent	1	.85	3.13
1 in 500, or 0.2 per Cent	1	.94	3.46
1 in 700, or 0.14 per Cent	1	1.34	4.93
1 in 1200, or 0.08 per Cent	1	3.64	13.41
1 in 1500, or 0.06 per Cent	1	2.27	8.36
Level		4.20	15.48
TOTAL ...		27.14	99.99

Note. Mile 27.14, actual length graphed.

W. J. C. R. S.

I. Division.

34.29 miles

Curve Abstract.

ANGLE OF CURVATURE OR RADIUS.	Number of each.	Total Length.	Total Curvature.
1° 0' (R 5730)	5	0.44	34-0
2° 0' (R 2865)	7	1.20	127-0
3° 0' (R 1910)	25	3.55	562-30
4° 0' (R 1432)	3	0.51	107-0
5° 0' (R 1146)	16	2.08	548-0
6° 0' (R 953)	28	5.91	1873-30
8° 0' (R 716)	1	0.08	32-30
9° 0' (R 636)	1	0.09	44-30
10° 0' (R 573)	20	2.37	1254-0
TOTAL ...			
	106	16.43	4583-0

Ratio of Curvature to total length of Line. 47.92

Average amount of Curvature per mile. 133.65

FORM R I.

II Division
34

ARSIKERE-MANGALORE RAILWAY.
(Metre Gauge.)

16-174 miles

Curve Abstract.

ANGLE OF CURVATURE OR RADIUS.	Number of each.	Total Length.	Total Curvature.
2° 0' (Radius 2865 ft.)	1	Miles. -05	Degrees. 5
5° 0' (Radius 1146 ft.)	2	-08	21
6° 0' (Radius 955 ft.)	1	-06	18
10° 0' (Radius 573 ft.)	87	7-65	4042
11° 28' (Radius 500 ft.)	6	1-32	798
14°-19' (Radius 400 ft.)	4	-85	642
16°-22' (Radius 350 ft.)	2	-46	401
TOTAL ..		10-47	5927

Ratio of Curvature to total length of line. 64.7 per cent.

Average amount of Curvature per mile. 366.54.

W. J. J. J.

Form R L

III Division 35

ARSIKERI-MANGALORE RAILWAY.

(Metre Gauge.)

27.27 miles.

Curve Abstract.

ANGLE OF CURVATURE OR RADIUS.	Number of each.	Total Length.	Total Curvature.
		Miles.	Degrees.
1°-0' (Radius 5736 ft.)	1	.45	23° 8'
2°-0' (Radius 2863 ft.)	13	1.47	165° 2'
3°-0' (Radius 1910 ft.)	14	1.84	291° 5'
4°-0' (Radius 1433 ft.)	7	.75	158° 4'
5°-0' (Radius 1146 ft.)	1	.22	58° 1'
6°-0' (Radius 955 ft.)	29	3.37	1067° 6'
8°-0' (Radius 716 ft.)	5	.81	257° 2'
10°-0' (Radius 573 ft.)	1	.11	58° 1'
TOTAL ...		8.82	2076° 4'

Ratio of Curvature to total length of Line. = 32.34 per cent

Average amount of Curvature per mile. = 46.9 degrees.

W. J. J. J.

Arbitrator

FORM R III.

Length 34.29 miles

ARSIKERI-MANGALORE RAILWAY.
(Metre Gauge.)

Bridge Abstract.

TYPE OF BRIDGE.		Total Number of Spans.	Waterway. — Lineal Feet.
Class.	Spans.		
<i>Slabs</i>	2 ft.	4	8
	3 ft.	44	132
	5 ft.	27	135
	6 ft.	8	48
<i>Arched Bridges</i>	10 ft.	11	110
	20 ft.	3	60
	30 ft.	2	60
	40 ft. (a)	4	160
<i>Girder Bridges</i>	40 ft. (a)	16	640
	100 ft. (c)	6	600
	(a) Yagachi - 4 Spans 40 ft.		
	(b) Mile 31 - 4 Spans 40 ft.		
	" 33 - 2 " 50		
	" 62 - 5 " 80		
	" 63 - 5 " 80.		
	(c) Nemavati - 5 Spans 100 ft.		
	Yettukhalla - 1 " 80.		
TOTAL FOR WHOLE LINE ...		125	1953
Average per mile. ...			57

15

10-1-20 *to present* 6

2 1/2 Division

FORM R III.

37

ARSIKERI-MANGALORE RAILWAY.

(Metre Gauge.)

16.144 Miles

Bridge Abstract.

TYPE OF BRIDGE.		Total Number of Spans.	Waterway. — Lineal Feet.
Class.	Spans.		
Open Tops.	2x2 feet	32	128
Slab Spans	2x2 feet	30	120
Arched	5 feet	32	160
Arched	10 feet	11	110
Arched	15 feet	2	30
Arched	20 feet	8	160
Girder	20 feet	1	20
Viaduct	2x40 feet — (1)	2	80
Viaduct	3x40 feet — (3)	9	360
Viaduct	5x40 feet — (3)	15	600
Viaduct	6x40 feet — (3)	18	720
Viaduct	8x40 feet — (1)	1	320
TOTAL FOR WHOLE LINE ...			2808
Average per mile. ...			173.6

Cost Rs 585 per foot.

728
Cost 1444 Rs per foot.
2080

W. J. J. J.

Engineer-in-Charge
Arsikeri Mangalore Rly. Survey

3²/₂ Division

FORM R III.

ARSIKERI-MANGALORE RAILWAY.

(Metre Gauge.)

Bridge Abstract. (27.27 miles)

TYPE OF BRIDGE.		Total Number of Spans.	Waterway. — Lineal Feet.
Class.	Spans.		
Open tops	2 feet	3	6
Flat tops	2 feet	7	14
	4 feet	4	16
Arched Culverts	4 feet	14	56
	5 feet	5	25
	6 feet	11	66
	8 feet	2	16
	10 feet	31	310
	15 feet	10	150
	20 feet	12	240
Girder Bridges	12 feet	4	48
	20 feet	2	40
	40 feet, 2 of one Span	2	80
	60 feet, 3 of one Span	3	180
	100 feet, one of one Span	1	100
	" one of seven Spans	7	700
TOTAL FOR WHOLE LINE ...			2047
Average per mile. ...			75.06

W. J. J. J.

Engineer-in-Chief
Arsikere-Mangalore Railway.

Coffee cultivation.

In the original orders for the Survey the Government of India directed that a map be prepared "to shew the tract in which coffee is grown, the alignment of the Railway and of the roads leading from the coffee tracts to the coast." To carry this out the assistance of three of the oldest and most important European planters was called and the area coloured in represents the coffee zone of Mysore and ~~beside~~^{inside} this area are situated all the coffee Estates. The green portions represent the principal sites of gardens and the Sepia coloured Roads represent the routes to the Coast.

The entire area of the "Zone" amounts to

1862 square miles or 11,91,605 acres

of this there are registered as

Coffee Gardens. 1,64,785 acres

or say about 1/7th

It must however be understood that the entire area of each Estate is not under coffee, a great deal is still uncultivated some is Paddy or rice land, a good deal is Forest land and much of the land under cultivation is represented by new plantations which do not produce any crop for four years and are exempt during that period from assessment.

From information received from the Planters Associations it appears that expansion of the coffee industry is possible in North Mysore to a considerable extent but in South Mysore the whole available land has been absorbed and the only possible expansion will be under Irrigation. The figures supplied by the Planters Associations and the civil authorities agree in quantity very accurately and from these it seems that the total number of Estates is as follows.

North

North Mysore.

European	559 aggregating	40,318 acres
Native	<u>11,747</u>	<u>65,796</u> "
	12,306	1,06,114

South Mysore.

European	286	21,637
Native	<u>16,369</u>	<u>36,983</u>
	16,675	58,620
Grand Total	28,981	1,64,734

There are therefore 28,981 gardens which represent an acreage of 1,64,734 or subdividing it

European	865 representing	61,955 Acres
Native	28,116	1,02,779

The maximum estate held by any one Proprietor is returned by the civil authorities

as North Mysore	32,400 Acres
South Mysore	8,825 "

The minimum is given as 10 of an Acre and are Native holdings of which there are a very large number.

The South Mysore Planters Association have given an approximate proportion between coffee cardamom and jungle in South Mysore which is

Coffee	31 per cent
cardamom	18 " "
Forest & other	51 " "

No such proportion has been suggested by the North Mysore Association but it is assumed that no serious error would result in applying the same proportion to the entire province and would obtain then the following result -

Coffee	19,206
cardamom	11,147
Forest etc.	31,602 . 61,955 acres

and for Native Estates

Coffee 31861

Cardamum 18500

Forest etc: 52,418 . 102,779 acres.

Between the European and Native Estates the difference is most marked for ^{while} ~~which~~ the one may be ranked with high class gardening the latter are left very much to chance. Some are however reported to be maintained in a high state of efficiency.

The output on an average on a European Estate may be taken at from 3 to 4 Cwt. per acre and on a Native Estate from $1\frac{1}{2}$ to 2 Cwt. per acre. Applying in each case the lower figure to the acreage under actual Coffee as obtained above we get the Coffee crop as follows.

European . 2881 Tons

Native . 2389 " 5270 Tons.

The actual export from Mangalore during 93-94 was 6000 Tons of which some 2000 came from Coorg, and 4000 from Mysore and about 3000 Tons of this came down the Siradi Ghat. It is then safe to assume that with the Railway before the branches are opened not less than 4000 Tons of Coffee may be expected to travel 80 miles while the remainder will probably for some time continue to come to Bangalore when the branches are made this will cease.

Under present arrangements carts are contracted for at a rate which varies from Rs 21 in North Mysore to Rs 24 in South Mysore per cart for a double trip to Mangalore and back so that the cost of carriage of a ton of Coffee and a return trip with one ton of manure engages two carts at a rate of about Rs 45.

Taking the present cost of carriage of one Ton of Coffee and one Ton of manure at Rs 45 and the rail charges at .75 of an anna per ton mile for 80 miles we get

Carriage Coffee Rs 3.12.0

Carriage manure . " 3.12.0 . Rs 7.8.0

Present

Present cost of Carriage Rs 45-0-0
 which leave a balance of " 37-8-0
 in favour of the Railway Carriage, which taking the cost
 of manure at Rs 50 per ton enables the Planter without in-
 creasing his present expenditure to purchase 75 per cent
 more manure per Ton of Coffee which while increasing out-
 turn of crop must increase the Railway earnings.

The Secretary North Mysore Planters Association states
 that on his own Estate and on many others as much as
 1 Ton of manure per acre is used annually on half the
 Estate in alternate years or an average of $\frac{1}{2}$ Ton of manure
 per acre annually.

On the above figures therefore the following estimate
 for Coffee is based -

Coffee Annually	4000 Tons.
Manure as at present.	4000 Tons.
Extra manure at 75 per cent.	3000 Tons.
Food for 70,000 Coolies at 2 lbs: per diem for 300 days.	18750 Tons.
Machinery building materials etc. etc.	5000 Tons. 34,750

The North Mysore Planters Association consider that .75 Ton
 per acre represent the average export and import for Coffee
 Estates and .50 of a Ton is about the figure for Native
 Estates. This being the case we obtain from the foregoing
 acreages.

European 19,206 acres @ .75 Ton	14,405
Native 31,865 " " .50 "	15,930
	<u>30,335</u>

It appears therefore that it is quite safe to assume that the
 coffee industry represents not less than 30,000 Tons, and
 that in carrying into the Traffic Estimate 20,000 Tons, as
 due to coffee alone places the Estimate at a figure which
 is fully certain of realization.

The figures now put forward have been submitted to the
 Secretaries

Secretaries of the North and South Planters Associations and they consider that they fairly represent the coffee Statistics. The Secretary North Mysore Association considers the proportion of coffee cardamoms and forest too low for North Mysore and would estimate the area under Coffee at 50 per cent of the gross acreage. This would increase the estimate considerably but the figures have not been recast to meet this because until the Chikmagalur branch is made the Railway will only affect South Mysore at first, and North Mysore in the more adjacent parts gradually. When the branches are made there is no doubt all the Coffee except that grown near Kadur will find its way by Rail to the Coast and only a small proportion come to Bangalore for shipment at Madras. In Mangalore there are three immense Coffee cleaning works Messrs Morgan, Messrs Struthuott, Messrs Galdanka. The boory Coffee chiefly goes to Tellicherry but of the North boory Coffee at present comes in at Mangalore and passes down the Iradi ghat.

Manure is procured chiefly from Bangalore and Bangalore and consists of fish manure, bone dust & other patent chemical manures for which there is a great demand and the present tendency of the Planters is to increase the manure. There is little doubt that with the Railway the Coast Agents would establish manure depots at Saklespur.

W. F. F. F.
Res. Secy

in March and during December January February and March the strings of carts travel in constant trains of 20 & 25 up and down by night and day. To get carts to come up during May and the monsoon months very high rates have to be paid for all the bullocks are then employed above and below the ghat in agricultural work. One other point on which Mr. Muirhead has been led away is in regard to the Statistics collected by Mr. Palmer Agent to the Bank of Madras at Mangalore where he has been in his present position for 25 1/2 years and whose daily business puts him in a better position than any one else to form a reliable Estimate. He gives the very low figures of

Exports -	2538 Tons
Imports -	4073 Tons
	<u>6611 Tons</u>

which the collector considers too low and proposes a cautious increase of only 25 per cent. For the reasons stated under the head of coffee these figures seem all to have erred on the side of being too low.

Taking the Deputy Commissioners figures

	Tons
Total Export to Mangalore	14907
Import to Mysore.	9905

and reducing the export by the items due to coffee industry i.e. 2600 Tons and similarly reducing the Imports by 1400 the amount shown as Contingent, on coffee, Tools, Manure etc: we get the following as representing Exports & Imports exclusive of the coffee industry

Total Export	12307
Import	<u>8505</u>
Total	20812 Tons

Add amount due to

coffee industry -	<u>20,000 Tons</u>
Total	<u>40,812 Tons</u>

which

Abstract

40812 Tons @ .75 Annas x 90 miles	Rs 172,175
10750 Forest Produce	
@ .75 annas x 50 miles	25,195
10,000 Tons Local	
@ .75 annas x 32 miles	14,062.
3,000,000 Passengers	
@ .16 annas x 70 miles	2,10,000

Working Expenses @ 60%.	Rs 4,21,432
	2,52,859.

Nett profit Rs 1,68,573.

This would represent ^{gross} earnings Rs 58 per mile per week or pay a return of 1 per cent.

Port of Mangalore.

The Port of Mangalore is situated on the West coast in Latitude 12.54 North Longitude 74.50 East and is an open roadstead with an inner Harbour now only navigable by Native craft. Steamers lie off at anchor and are served by cargo boats. The lines of Steamers calling there are the B. I. S. N. Company two steamers weekly one bound North the other South and the Bombay S. N. Company (Shepherd & Co) who send two Steamers weekly from Bombay Mangalore being the Southern limit of their traffic. Until lately Messrs. Shepherds steamers used to enter the inner Harbour but since one of them grounded on a shoal they lie off in the roadstead.

The inner harbour is a long lagoon about 7 miles long and $\frac{1}{2}$ a mile wide formed by the River Ghorepuri on the North and the Nitravati on the South. The sandbank which encloses this lagoon is about 400 feet wide and about 7 feet above high water level and forms a substantial natural breakwater. There are two bars one on the North which is always closed and the other on the South which is the mouth of the Nitravati. The silting up of the inner Harbour has been going on gradually for years due chiefly to the Ghorepuri River bringing down silt and having lost its force by expanding into a wide estuary and being of insufficient force and volume to maintain its bar open, it brings silt down the whole length of the Harbour which at the slack water intervals between tides is deposited. The Nitravati on the South is much larger river its drainage area being 1410 square miles against 352 square miles for the Ghorepuri River or say 4 times the Volume. The fall of these rivers is very slight and the tide ebbs and flows for about 7 miles above Mangalore.

To make the Port efficient it is proposed to shut out the Ghorepuri River by a Bund across the Lagoon near the

Sultans Battery and leave it to find its way to sea through its own bar and by a system of groynes and training walls to concentrate the full force of the Nitravati upon its own bar. This would leave the inner Harbour almost a still water basin and it could be easily dredged to any extent required. A quay wall could be built with a loading jetty capable of berthing two Coasting Steamers. In the dry season the reflux of the tide concentrated on the bar would clear any silt brought in, and if two pier heads were built say 500 feet apart no attrition need be feared and a channel permanently navigable except during the monsoon would be assured. The question of the Harbour is under investigation and it is a matter which should be carried out at the same time as the Railway for the efficiency of the Port will be an important factor in the success of the Railway.

Besides being an important Port and Mercantile Centre Mangalore is the seat of a very large and important Tile manufacture there being no less than 10 manufactories of the well known Mangalore Tile which is so rapidly making its way in India, and there are large weaving Establishments also ~~established~~ here. When communication by Rail is established these industries will receive a great impetus as at present they are unable to find carts sufficient to meet the demands on them for tiles. All over Mysore the Mangalore tile is replacing the old half round tile even in Native houses.

W. Frederick
Resident

Arisekore Mangalore Railway Survey.
Metric Gauge
143 miles

Abstract of Cost of Railway

Heads of accounts	Total Cost in Rupees			
	Sub. Heads		Main Heads.	
	Total Cost	Rate per mile	Total Cost	Rate per mile
I. Preliminary Expenses. -	2,02,522	14 16	2,02,522	14 16
1. Survey Expenses.				
2. Plant.				
3. Establishment.				
II. Land -	1,13,295	7 92	1,13,295	7 92
III. Formation. -			6,10,783 0	42 7 12
1. Earthwork.	45,15,182	315 7 5		
2. Tunnel.	15,92,648	111 3 7		
IV. Bridge work. -			4,10,405	28 6 7 5
1. Large Bridges	23,12,303	161 7 0		
2. Minor Bridges	17,85,102	125 0 5		
V. Fencing &c. -			19,80 99	138 5
1. Fencing.	49,50 7	34 6		
2. Road Crossings	14,23 42	9 9 5		
3. Mile and Gradient posts.	62 50	44		
VI. Electric Telegraphs. -	14,300	1 0 0	14,300	100
VII. Ballast and Permanent way.			33,56,257	234 7 1
1. Ballast	2,56,912	17 9 7		
2. Permanent way.	30,99,345	216 7 4		
VIII. Stations and Buildings			6,98 7 63	48 0 6
1. Stations and Offices	2,13,451	14 9 3		
2. Workshops, Store buildings &c.	23,76 4	1 6 6		
3. Staff Quarters	17,62 21	12 3 2		
4. Station Machinery	28,53 27	19 9 5		
IX. Plant. -			43,758	306
1. Engineering	16,15 9	11 3		
2. Locomotive, Carriage & Wagon	23,16 6	16 2		
3. Station & office furniture	44 33	31		
X. Ferris &c. -				
1. Ferris.				
2. Floating Bridges				
XI. Rolling Stock	11,44,000	80 0 0	11,44,000	80 0 0
1. Locomotive				
2. Carriage & Wagon.				
XII. General charges.			98,302 4	687 4
1. Direction.	1,33,584.	93 4.		
2. Engineering.	6,94,640.	485 7.		
3. Stores.	52,800	369.		
4. Audit and Accounts	88,000	621.		
5. Medical & Sanitation	13,200	92		
6. Locomotive				
7. Traffic.				
Total.			1,69,62,253	1,18,617.

W. H. H. H.

Total Expenditure Rs. 1,69,62,253

FORM E I.

Sakleshpur to Frontier Station
ARSIKERE-MANGALORE RAILWAY.
 (Metre Gauge.)

From AR

Abstract of Railway. 25.2 1/8 miles of Cost

HEADS OF ACCOUNT.	SUB-HEADS.		MAIN HEADS.		SUB-
	Post.	Rate per mile.	Total Cost.	Rate per mile.	Total Cost.
I.—Preliminary Expenses				1593	
Survey Expenses					
Plant					
Establishment					
II.—Land				800	
III.—Formation			3259704	129271	
Earth-work	56	66111			1401739
Tunnels	48	63160			
IV.—Bridge Work			1411610	55981	
Major Bridges	82	37789			733626
Minor „	28	18192			931001
V.—Fencing			14627	580	
Fencing	66	110			24485
Road Crossings	27	429			90140
Mile and Gradient posts	34	41			2850
VI.—Electric Telegraph				100	
VII.—Ballast and Permanent-way			691022	27404	
Ballast	02	1733			106143
Permanent-way	20	25671			1179895
VIII.—Stations and Buildings				5138	
Stations and Offices					
Workshops, Store Buildings, &c.					
Staff Quarters					
Station Machinery					
IX.—Plant...				306	
Engineering					
Locomotive, Carriage & Wagon					
Station and Office Furniture					
X.—Ferries &c.					
XI.—Rolling Stock				8000	
XII.—General Charges				6874	
TOTAL EXPENDITURE				236047	
TOTAL RATE PER MILE					

(59,52,161)

Without
 Totals