Public Works (1897) Department.

G.O., No. 965. R

DATED 12th Nov. 1897.

Proof R. 17/11/97

[Despatch Abstract.]

Mileage Allowance

Letter from the Agent, M.R., forwarding an extract from a letter from his Board expressing their approval to the native guards & boatkeepers being granted half the rates of — allowed to European & Eurasian guards recommended in other references

8/2 R/30/11/97

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BACK PAPERS.

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

FURTHER PAPERS.

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RAILWAY.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

G.O., No. 965 R., 12th November 1897.

NOVEMBER.

Mileage Allowance

Letter from the Agent, Madras Railway, forwarding an extract from a letter from his Board conveying their approval to the Native guards and brakesmen being granted half the rates of — allowed to European and Eurasian guards, recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., No. 485 R., dated 20th July 1897.

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 3rd July 1897, No. 9939/630.

With reference to letter, No. 954, of the 21st ultimo, from the Secretary, I enclose, for your information, a printed copy of the Acting Traffic Manager's letter, No. S. 13362/29185, of the 24th March, also extract from my letter, No. 2304, of 15th April 1897, to the Board.

It will be noticed that the Board suggests mileage allowances as follows:—

Mail passenger and goods train—
Chief guards ... ... 10 annas per each 100 miles.
Under-guards, native guards and brakesmen ... 5 „ „

but leave the precise scale for my decision.

Taking the train mileage for the half-year ended 31st December 1896 as a basis, the following figures show a comparison of the cost of the scale suggested by the Board as a maximum with that proposed by the Acting Traffic Manager's letter of the 24th March last.

Based on the Board's suggested maximum—

	Per 100 miles. RS.	A.	P.
Total train mileage 1,275,064, chief guards, at 10 annas ...	7,969	2	5
„ „ 1,275,064, under-guards, at 5 „ ...	3,984	9	2
Total cost per half-year ...	11,953	11	7

Taking Acting Traffic Manager's proposals—

	Per 100 miles. RS.	A.	P.
Mail train mileage 325,663, chief guards, at 12 annas ...	2,442	7	7
Passenger train mileage 188,283, chief guards, at 10 annas ...	1,176	12	4
Mixed goods and ballast mileage 761,118, chief guards, at 8 annas	3,805	9	5
Total train mileage 1,275,064, under-guards, at 4 annas ...	3,187	10	7
Total cost per half-year ...	10,612	7	11

Excess of Board's scale over original proposal Rs. 11,953-11-7 — Rs. 10,612-7-11 = Rs. 1,341-3-8. The total amount paid in guards' wages for the half-year ended 31st December 1896 was Rs. 51,259-2-3. The Board's proposal, therefore, is equivalent to an additional charge under this head of 23·32 and my original proposal to 20·70 per cent.

It is gathered from the Board's letter that they prefer a uniform rate for chief guards, being of opinion that the greater mileage run by mail and passenger trains will be sufficient to secure to the men working them the higher remuneration which they deserve, and I accept this view in the following proposals. I assume also, though the point has not been specifically referred to, that the Board approve of the proposal that native guards and brakesmen shall receive half the rates sanctioned for European and Eurasian guards which is more or less in accordance with the practice on other lines.

A Madras mail guard doing a full month's work (*i.e.*, 20 trips) would perform, when working the South-West Mail to Erode, 4,860 miles; and when working the North-West Mail to Gooty, 5,150 miles: average of the two, 5,005 miles. For this he would receive at 10 annas per 100 miles Rs. 31-4-0 and at 8 annas per 100 miles Rs. 25-0-0, equivalent to 31 per cent. and 25 per cent. on his salary of Rs. 100, respectively.

His under-guard would receive Rs. 15-10-0, or Rs. 12-8-0 equal to at 5 annas per 100 miles 44 per cent. and at 4 annas per 100 miles 35 per cent., respectively, on his salary of Rs. 35.

A Madras passenger guard doing a full month's work between Madras and Salem would make 4,140 miles, for which at 10 annas he would receive Rs. 25-12-6 and at 8 annas Rs. 20-10-0, equivalent to 37 per cent. and 30 per cent. on his salary of Rs. 70, and his under-guard would draw at 5 annas Rs. 12-14-3, or at 4 annas Rs. 10-5-0, equivalent to 37 per cent. and 30 per cent., respectively, on his salary of Rs. 35.

For the goods trains, as a typical day's work, the mixed train between Madras and Jalarpet and the mixed train between Calicut and Podanur may be taken. The first would give a man for a full month's work 2,640 miles and the second 2,220 miles, average of the two 2,430 miles, which, at 10 annas, gives Rs. 15-2-6 and at 8 annas Rs. 12-2-0, equivalent to 27 per cent. and 22 per cent., respectively, on his average pay of, say, Rs. 55, and his under-guard at 5 annas Rs. 7-9-3 and at 4 annas Rs. 6-1-0, equivalent to 22 per cent. and 17 per cent. on his pay of Rs. 35.

I have been in correspondence with the Acting Traffic Manager and he is of opinion the lower of the above percentages on salary should be sufficient to remove all reasonable grounds of discontent from the men and put them on an equal footing with their neighbours. I fully support this view and suggest that the following scale be adopted for the present:—

	Per 100 miles.
European and East Indian chief guards working trains of all class ...	8 annas.
„ „ under-guards working trains of all class ...	4 „
Natives, half the above rates.	

Guards working ballast, locomotive, wood and local trains, or performing, relieving or any special duty in which they do not make mileage, to be paid proportionate allowances.

At this scale the actual cost for the half-year ended 31st December 1896 would have been—

	RS.	A.	P.
Total train mileage 1,275,064, chief guards, at 8 annas ...	6,375	4	0
„ „ „ 1,275,064, under-guards, at 4 „ ...	3,187	10	0
Total ...	9,562	14	0

less a small amount for the mileage worked by native guards and brakesmen at the lower rate, but which cannot, without much labour, be worked out in detail.

I have, therefore, to request that Government will accord sanction to the scale, viz., annas 10 (ten) and annas 5 (five) proposed by the Board, although it is not intended to adopt it to the full extent at the present time.

It is desired to bring the scale into effect from the 1st of July, therefore I request that sanction may be given as early as possible.

ENCLOSURES.

From the Acting Traffic Manager, Madras Railway Company, to the Acting Agent and Manager, Madras Railway Company, dated Madras, 24th March 1897, No. S. 13362/29185.

At a recent committee, I read a petition from the guards of the Madras Railway Company on the subject of their pay and position. I also explained certain matters which had occurred in connection with the running staff of the Traffic department, and I was then directed to put the matter before you in writing for the consideration and decision of the Board.

2. I now submit copy of a petition which was received from the guards in November last (petitions were received from all the divisions in practically identical terms), of my reply and of a second petition on behalf of the whole running staff which has been recently received.

3. The pay and allowances of the guards on the Madras Railway have remained practically unaltered for many years and that an improvement, sooner or later, was inevitable, has been long foreseen and has been mentioned in successive half-yearly reports. An increase in the commencing salary of the under-guards, which was introduced last year, had the desired effect of bringing in a better class of men, but it did not go far enough, and we have for some time been in the position of seeing our best men of from one to five years' service, just as they were becoming valuable servants, leaving us for the neighbouring lines.

4. The experience of the Southern Mahratta and South Indian Railways has been similar to our own, and their administrations have in recent years very much improved the conditions of service at considerable expense (*vide* paragraph 20, page 119 of the Administration report of the Director-General of Railways in India for 1895-96). Recent events on the Great Indian Peninsula Railway have fomented the feeling of discontent which has for years been smouldering and the spirit among the staff has now reached a stage at which I feel it my duty to bring the *matter to notice in the hope that sanction may be accorded to the improvement I am about to propose.*

5. *I attach statements* showing the rates of pay and allowances in force on the Great Indian *Peninsula Railway, Southern Mahratta Railway and South Indian Railway and the existing rates on the Madras Railway. It will be seen that the advantages on all the three lines are very considerable. The rates on the Great Indian* Peninsula Railway are far in excess of anything allowed in Southern India and need not be alluded to further, but it will also be seen that on the narrow gauge lines, while the rates of pay are approximately the same as our own, the mileage allowances granted are equivalent to from 10 to 30 per cent. on the pay in times of ordinary traffic. Our present system of overtime gives little to the men. For the last half-year it amounted to a sum of Rs. 156 on a pay sheet of Rs. 51,260.

6. The system of mileage allowances is better adapted to the work performed by guards than either overtime or batta and it offers advantages over a proposal to increase fixed salaries, inasmuch as it rises and falls automatically with the traffic.

7. I beg therefore to ask for sanction to the following scale of mileage allowances:—

For Europeans and Eurasians...	for Mail trains	...	12 annas	per 100 miles run.
" " " ... "	Passenger trains	...	10	" "
" " " ... "	Mixed and Goods trains	...	8	" "
" " " ... "	Under-guards	...	4	" "
" Natives, half the above rates.				

8. The existing scale of pay to be left untouched, but the present North-West line allowances, allowances to under-guards for passing chief guard's examination, and allowances for acting in higher grades to be abolished as men would under this proposal be recompensed by the higher rate of mileage for working in the higher grade.

9. Worked out on the train mileage of the last seven years, this scale represents a sum ranging from Rs. 9,800 to Rs. 11,000 per half-year according to the traffic, and the allowances above mentioned would represent a set off of approximately Rs. 1,500. The present expenditure upon running staff of the Traffic department is in round figures about Rs. 50,000 a half-year, so that the proposal is roughly equivalent to an increase of 20 per cent. under this head of expenditure. It will be seen that the rates proposed are moderate, compared with those in force on neighbouring lines.

10. I will only deal shortly with the details of the petition which forms the subject of this letter. They are as follows:—

(*a*) Grant of batta and system of overtime. This will be met by the proposal made above.

(*b*) Length of some of the runs. This is under investigation, but I do not think it will be felt as a hardship when it means extra money.

(*c*) Request to be placed on the same footing as the Great Indian Peninsula staff. This is out of the question, but I think the proposals now made will go far to satisfy the staff for some time to come. The men's position will not then compare so very unfavourably with the Southern Mahratta and South Indian services.

(*d*) Leave rules. There is no real grievance in this respect. The guards are under the same rules as the rest of the subordinate staff.

(*e*) Rate of salary entitling to second-class passes. The facts are not quite correctly stated. The same rules apply to the staff generally, the exceptions are very few and have been made by authority.

(*f*) Furniture passes on transfer. This is a small matter which will be settled departmentally.

11. In conclusion, I would beg to state that I had hoped that this question might be postponed until the return of the Traffic Manager from furlough, as I felt reluctant to make proposals in his absence, which must involve a permanent charge upon the working expenses of his department, but recent events have made the matter a pressing one which cannot be further postponed without serious risk to the efficient conduct of the work, and the Board may also consider it desirable to take advantage of Mr. Read's presence in England to consult him on the subject.

COPY of petition submitted by the Guards of the Madras Division, dated 1st November 1896.

[Petitions in more or less similar terms received from all the other divisions.]

We, the undersigned guards of the Madras division, beg most respectfully to approach you with the following grievances and trust you will be pleased to use your influence in obtaining for us the concessions we solicit—

(1) That we consider the rules framed regarding our work and payment, if compared with all other Indian railways, to be one-sided and nothing to our advantage, and so long as this system continues, we must deprive nature of its wants in these hard times.

(2) That all other servants of this company on consolidated salaries are drawing batta in accordance with the batta rules, dated Rávapuram, 1st July 1891, and that we are the only servants who are deprived of this benefit which is heart-rending.

(3) That the present system of reckoning overtime on a monthly average calculation gives us nothing; we therefore ask that each day's work of 8 hours, count for itself, all extra to account as overtime on the same principle as the Locomotive department.

(4) That we, as broad gauge men, have to perform the same work as other railways and wish to be placed on their scale of payment, &c., the same as the introduction of the conservancy rules which was copied from them.

(5) That in our former appeals we were informed that we were better paid than the South Indian Railway, not taking into consideration that we are working in connection with the Great Indian Peninsula Railway, which grants batta and good conduct allowance and now, as the South Indian Railway and the Southern Mahratta Railway have introduced the mileage batta system, we beg that you will be pleased to grant us the same if we are still to be deprived of the batta.

(6) That the salaries we are now drawing, after all deductions, is quite inadequate to meet our wants, our sole aim and desire being to serve the company honestly and faithfully, and to do this we need the same advantages as other railways to materially assist our salaries, it being a well-known fact that most of us are plunged in difficulties through the smallness of our salaries, the largeness of our families, the upkeep of two establishments, the dearness of articles, and finally, the curse of the sowcars, in whose hands most of us are entangled, and who without mercy attach our salaries, security and Provident fund, thereby endangering our prospects in the service and depriving us and families of our future support.

(7) Under the above circumstances, we beg most humbly and respectfully you will be graciously pleased to forward this our petition to the Traffic Manager, with your kind sympathy and recommendation for which act of benevolence we shall always pray.

COPY of further petition from all the Guards, dated 25th January 1897.

We again venture to address you on the matter of the improvement of our status respecting which we have been appealing for years past, but without any favourable result.

2. The first matter which we desire to bring to your notice is that we are deprived of our batta, while all other company's servants on consolidated salaries enjoy the privilege. We might point out the traffic inspectors, prosecuting inspectors, lamp inspectors, relieving station masters, and the travelling ticket staff, all of whom are employés on consolidated salaries and

whose duty, like ours, is to travel about, get their batta; while drivers of the Locomotive Department draw overtime, each man earning about 8 to 10 days pay extra, during the month for working only half the distance we have to work.

3. With regard to the present system of reckoning overtime upon the aggregate of our month's work, this is scarcely productive of any pecuniary benefit to us; only on the Madras-Erode run do the mail guards earn one day's pay, and that if they make no fewer than 22 trips per mensem; on the other runs such a thing as overtime is unknown, although nominally a system of reckoning overtime exists on the Madras Railway where guards are concerned; all that we asked for in our last petition was to be placed on a par with the Great Indian Peninsula Railway regarding pay and batta and we are sanguine that such a request could scarcely be considered preposterous. The country through which the railway runs might be cited as an argument in favour of our Great Indian Peninsula *confreres*. We might however point out that while there are certain advantages in the Madras Presidency, there are corresponding disadvantages in the North and *vice versâ*. For instance, house rent is dearer in Bombay than in Madras, but clothing is cheaper.

4. We might also point out that our position does not compare favourably with that of the guards on the Southern Mahratta Railway and South Indian Railway. On the South Indian Railway, the European guards are started on Rs. 60 per mensem, and as soon as they pass their examination, it may be within a month they draw Rs. 80, and this added to their mileage allowance, bring their total earnings to a higher figure than that received by any mail guard on our line with a service ranging from 25 to 30 years. The maximum pay for mail guards on the Madras Railway no doubt is Rs. 100, but there are only 7 guards on the whole line drawing that salary and matters in this respect have been *in statu quo* for years.

5. We also beg to draw your attention to the fact that the pay of the guards on the Madras Railway was fixed some 40 years ago, when the state of the country and the conditions of the labour market was considerably cheaper, since then, as you no doubt are fully aware, the cost of living has gone up very much higher, but the status of the guards continues unimproved.

6. Our leave rules ought to be revised, for under existing regulations, men with 30 years' service and those with but a short period of service are both treated alike. When applications are at present sent in, our names are registered in the list and we have to wait and take our turn which might perhaps take years to come. We beg that if our privilege leave cannot be granted one year, that two months' leave may be granted the following year, at least to those who have served the company for 10 years and above.

7. It might be pointed out that all locomotive men (with the exception of natives), school teachers and apothecaries drawing salaries of Rs. 60 are entitled to second-class passes, but according to the present rules second-class passes are only granted in the Traffic Department to those who draw Rs. 75 and above, this puts us to great inconvenience and we therefore beg that the old rule granting second-class passes to those drawing Rs. 50 and above will be again brought into operation.

8. The grant of furniture passes is a concession which exists in other railways and we beg that it might be extended to us also. We are, as a rule, transferred at a very short notice and not being allowed furniture passes to cover the whole of our furniture, we are invariably put to the necessity of sacrificing for little or nothing our household belongings which it often takes us years to procure and fit up. Beside this we are again put to the necessity of furnishing our houses when we get to our new destination—an expenditure we could ill-afford to incur.

9. We beg that the 4–45 and 2–30 trains the run might be shortened, respectively, to Katpadi and also the 18–40 and 8–10 mails which covers a distance of 243 miles and which entails the risk of guards through over-work and fatigue collapsing during their duty, might be shortened to Salem, and we also beg that our work might be restricted to 8 hours per day indiscriminately of the trains we are required to work.

10. In these circumstances, we request you will be kindly pleased to give these matters your early consideration and pass favourable orders hereon.

COPY of letter from Acting Traffic Manager, to all Divisional Officers, dated 9th December 1896.

With your letter, No. F. 7249, dated 3rd November 1896, you forwarded a petition from the guards of your division, asking for a reconsideration of the rules governing their pay and overtime. Similar petitions have been received from the other divisions.

2. Taking these representations together, the men's request may be summarised as follows:—

(*a*) That all Company's servants except guards draw batta when away from head-quarters.

(*b*) The present system of reckoning overtime upon the aggregate work of the month instead of upon each day separately.

(*c*) That the Madras Railway being a broad gauge line, the pay and allowances of the staff should be on the same basis as the Great Indian Peninsula and not as the narrow gauge line of Southern India.

(*d*) That the men's position compares unfavourably with that of guards on the Southern Mahratta Railway and South Indian Railway under the existing rules on those lines as well as on the Great Indian Peninsula and the system of grading into mail, passenger and goods guards.

(*e*) The question of mileage allowances.

3. I have obtained from the Traffic Managers of the Southern Mahratta, South Indian and Great Indian Peninsula Railways full particulars of their present rules and scales of pay to enable me to make full enquiry into the men's representations. I will deal with the above points in detail—

(*a*) That guards are deprived of the batta drawn by all other company's servants when away from head-quarters. This is not quite correct as drivers of the Locomotive Department also receive no batta. Drivers and guards are the only classes of employés whose duties necessarily keep them constantly away from head-quarters while actually at work, and their pay is fixed on that basis.

(*b*) The present system of reckoning overtime is upon the aggregate of the month's work instead of upon each day separately. I cannot hold out any hope of an alteration in this respect. It is a necessary condition of the system on which the work is performed and whether called overtime, batta or mileage is the manner in which extra allowances are calculated in the Traffic Department of all Indian Railways.

(*c*) That the Madras Railway being a broad gauge line, that the scale of wages should be based on that of the Great Indian Peninsula Railway and not of the narrow gauge lines of Southern India. If this idea had not appeared to be so widely prevalent among the men, I should not have taken serious notice of it. The gauge of the line in no way affects the work of the men employed on it and wages are fixed not by the gauge of the line, but by the conditions of the labour market and the cost of living in the country in which the railway is situated. Wages on the Great Indian Peninsula Railway are undoubtedly higher, though I learn that under the new regulations they have been very considerably reduced, but the rates of wages generally, and also the cost of living are much greater in the Bombay Presidency than in Madras.

(*d*) That the position of the guards on the Madras Railway compares unfavourably with that of the guards on the Southern Mahratta Railway and South Indian Railway as regards pay and system of grading. My enquiries do not bear this out. The commencing pay of our guards has been improved within the last 12 months, and the rates now are for Europeans Rs. 35 and Eurasians Rs. 30. On the South Indian Railway, guards commence on Rs. 20, and on the Southern Mahratta Railway on Rs. 35. The maximum pay for mail guards is on the South Indian Railway Rs. 80, on the Southern Mahratta Railway Rs. 100 and on the Madras Railway Rs. 100. It must be remembered that the greater part of the Southern Mahratta Railway lies in the Bombay Presidency, where rates of wages generally and the cost of living are higher. I find, moreover, that while when appointed goods guards, our men get their increments by length of service to the maximum of goods guards, on the other lines the number in each grade is limited and promotions are only made as vacancies occur. The rate of promotion is therefore on the average higher on the Madras Railway. Appointment as passenger and mail guards are of course on all lines made by selection, but the prospects of such promotion are at any rate not worse on the Madras Railway than on the other lines.

(*e*) The last point is the system under which extra allowances in addition to their pay are granted to the men. On the Southern Mahratta and South Indian Railways, this system is called mileage and is based on the miles worked by the men during the month. On the Great Indian Peninsula Railway it is called batta and is based on the number of nights the men are out during the month. On the Madras Railway it is called overtime and is based on the number of hours' work performed during the month and also as "North-west line allowance" upon the station to which men are posted, stations at which all men have their turn. Sometimes one system is more profitable to the men and sometimes another; but they are essentially different and it is difficult to compare them. I cannot find however that the Madras Railway system which has been in force for many years puts the men to undue disadvantage. It will be within their recollection that the overtime rules were revised some three years ago with a view to insure a more equal distribution of the work and extra pay for extra work performed. Any consideration of a total change of the system of allowances cannot be undertaken during the absence from India of the Agent and Manager and the Traffic Manager, as I cannot see that it is in any sense a matter of urgency and it is very doubtful if it would be of pecuniary advantage to the men.

4. I have written at length in order that the men may understand that their representations have been taken into careful consideration and I shall be obliged if you will make this reply known to them.

5. I am not unmindful of the fact that the prospects of scarcity and prices of food grains press with severity on the subordinate staff of the railway, as on all the labouring classes of the Presidency; but this is unfortunately a fact over which the company has no control and which it cannot prevent as the grant of rice money to any one except the lower subordinates is out of the question. I am hopeful however that the recent change in the weather will soon reduce prices to their normal level.

MADRAS RAILWAY COMPANY.

SCALE OF SALARY AND ALLOWANCES OF GUARDS.

Salary.

	RS.	A.	P.
Rate of pay on first appointment as Probationary Under-Guards, Europeans	35	0	0
Rate of pay on first appointment as Probationary Under-Guards, East Indians	30	0	0
On passing Under Guard's Examination	35	0	0
„ Chief „ „	37	8	0
On first appointment as Chief Guard	45	0	0
After twelve months in grade	50	0	0
After twelve months further	55	0	0
After four years further (maximum for Goods Guards)	60	0	0
Passenger Guards on appointment	65	0	0
After twelve months (maximum for Passenger Guards)	70	0	0
Mail Guards on appointment	80	0	0
After twelve months	85	0	0
After a further twelve months	90	0	0
For the nine senior guards maximum	100	0	0

Native Brakesmen and Ghaut guards from Rs. 10 to Rs. 45.

Overtime.

	Hours per day.
The ordinary day's work for Guards working Mail trains	8
Do. do. other traffic trains	9
Do. Ballast or Locomotive wood and local trains or when booked spare	10

Overtime calculated at the rate of salary upon the aggregate hours worked during the month in excess of above.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

Scale of Salary and Allowances of Guards and Brakesmen.

	Salary. RS.
Ghaut incline Guards—	
On appointment	130
After twelve months	140
After further twelve months (maximum)	150
European Guards—	
On appointment, probationary	80
Do. after three months to fourth class	100
Do. as Head Passenger Guard if an interval of twelve months has passed since last promotion	110
After further twelve months to	120
Do. do. (maximum)	125
East Indian Guards—	
On appointment, probationary	60
After three months to 3rd class	80
After further twelve months to 2nd class	90
Do. do. to 1st class (maximum)	100
Native and Parsee Guards—	
On appointment, probationary	40
After three months to 3rd class	50
After twelve months to 2nd class	60
After further twelve months to 1st class	70

	Salary. RS.
Brakesmen—	
On appointment	15
By yearly increment of Rs. 2 up to as a 1st-class brakesman	25
Second-class brakesmen promoted to, or other staff appointed as first-class brakesmen	25
And by yearly increment of Rs. 5 up to	40

Batta.

Train staff are paid batta at double the ordinary single rates shown in the following list between the 1st January and 30th June of every year and at the ordinary rate (shown in the list) during the second-half of each year.

	RS.	A.	P.
Ghaut-Guards, whether European or Eurasian	1	0	0
Head Passenger Guard, European	1	0	0
Do. Eurasian	0	10	0
Head Guard, European	1	0	0
Do. Eurasian	0	10	0
Second Assistant Guard, European	1	0	0
Probationary Guard, European	1	0	0
Second Assistant Goods Guard, Eurasian	0	10	0
Probationary Guard, Eurasian	0	10	0
Parsee and Goanese Guards	0	10	0
Head Guard, Native	0	6	0
Second Assistant Guard, Native	0	6	0
Probationary Guard, Native	0	6	0
First-class brakesmen	0	3	0
Second-class brakesmen	0	3	0
Ghaut brakesmen	0	2	0

Good conduct money is also given as an encouragement to guards and brakesmen and is calculated at the rate of 10 per cent. on the gross amount paid as wages exclusive of allowances for batta, &c. It is usually paid with the wages for the months of January, April, July and October for the quarter ending on the day previous to the first of each of those months, respectively.

SOUTH INDIAN RAILWAY.

Scale of Salary and Allowances of Guards and Brakesmen.

SALARY.

	RS.
Probationary Guards	20

	After passing an examination. RS.
Under-Guards, 6th grade	30
Do. 5th do.	40
Do. 4th do.	50
Do. 3rd do.	60
Chief Passenger Guards, 2nd grade	70
Do. Mail Guards, 1st grade	80

Mileage Allowance.

Grade.	Rate per 100 miles. AS.
Probationers	...
Guards, 6th	3
Do. 5th	4
Do. 4th	6
Do. 3rd	8
Do. 2nd	10
Do. 1st	12

SOUTHERN MAHRATTA RAILWAY.

SCALE OF SALARY AND ALLOWANCES OF GUARDS AND BRAKESMEN.

Salary.

	Europeans, Eurasians and Parsees.	Natives.
	RS.	RS.
8th class	35	*Nil.*
7th „	40	20
6th „	45	25
5th „	50	30
4th „	60	35
3rd „	75	40
2nd „	90	45
1st „	100	50

Allowances.

Train staff are paid mileage allowance at the rates given below for every 100 miles of the aggregate worked during each calendar month :—

	RS.	A.	P.	
Guards—Europeans, Eurasians and Parsees ...	1	0	0	Per 100 miles worked.
Natives	0	8	0	
Brakesmen	0	8	0	

EXTRACT from a letter to the Secretary, No. 2304, dated 15th April 1897.

Proposed revised scale of salary and allowances of guards.

17. I forward a letter (with enclosures) from the Acting Traffic Manager submitting a petition from the guards whose pay and position are found to compare unfavourably with those of the guards on the Southern Mahratta and South Indian Railways, on which the conditions of service of this class of employés have been recently improved. The subject of guards' salaries and allowances on the Great Indian Peninsula, Southern Mahratta and South Indian Railways has been carefully investigated by Mr. Ross-Johnson. The high rates, however, on the first named line should be excluded from the comparison inasmuch as nearly the whole of that railway traverses another presidency. The system of mileage allowances in force on the Southern Mahratta and South Indian Railways is advocated by the Acting Traffic Manager as more advantageous in many respects, and I strongly recommend, for the favourable consideration of the Board, the adoption on this line of his proposals in their entirety. This, it is urged, will improve the position of the Company's guards and place them on an equal footing with their comrades on the lines contiguous to this Company's system. The recent strike on the Great Indian Peninsula Railway appears to have had a widespread influence on the running staff of other Indian lines, and from the marked indications of discontent already observed here, it is felt that any further postponement of redress would be highly undesirable. It is pointed out that the revised system of payment will involve an increased expenditure of about Rs. 10,000 per half-year in the Traffic department, but in the circumstances explained, it is strongly urged that the Board will be so good as to accord their sanction to the proposed revised scale with effect from 1st July 1897.

From the Secretary, Madras Railway Company, 61, New Broad Street, London, E.C., to the Acting Agent and Manager, Madras Railway, dated 21st May 1897, No. 954.

Re Guards' petition.

I have laid before the Board the letter from the Acting Traffic Manager (with enclosures) referred to in paragraph 17 of your No. 2304, submitting petitions from the guards, alleging that their pay and position compare unfavourably with those of the guards on the Southern Mahratta and South Indian Railways.

These petitions have been fully considered by the Board with a view to meet, as far as possible, the wishes of their servants, and after consulting with the Agent and Manager and the Traffic Manager, both of which officers are now in this country, they suggest, for your consideration and (if approved) adoption, the following scale of enhanced mileage allowances, which it is trusted will give satisfaction :—

	AS.	MILES.
Mail passenger and goods train chief guards	10	each per 100
Under guards, Native guards and brakesmen	5	each per 100

The Board, however, will leave the precise scale to you, but desire that you will introduce without delay such scale of allowances as will remove all reasonable grounds of discontent.

Order—No. 485 R., dated 20th July 1897.

The following scale of mileage allowances, as proposed by the Board of Directors for guards on the Madras Railway, is sanctioned with effect from 1st July 1897 :—

	AS.	MILES.
Mail passenger and goods train chief guards	10	each per 100
Under guards, Native guards and brakesmen	5	each per 100

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

Read also the following papers :—

From the Consulting Engineer for Railways, to the Agent and Manager, Madras Railway, dated Ootacamund, 20th July 1897, No. 104/O.

With reference to your letter, No. 9939/630, dated 3rd July 1897, and to G.O., No. 485 R., dated 20th July 1897, in which sanction is given to the allowance proposed by the Board of Directors for guards on your Railway, I have the honour to remark that the scale sanctioned by the Board includes Native guards in the class to which an allowance of 5 annas is given, whereas under the arrangement which you propose to adopt, Native guards will get 4 annas or 2 annas only according as they are employed as chief or under guards.

You state that the practice of giving half the allowance to Native guards and brakesmen is in accordance with the practice on other lines, but as it seems to involve a departure from the general principle laid down by the Board, I shall be glad if you will refer the matter specifically to them.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th November 1897, No. 9939/B. 1025.

Adverting to paragraph 2 of your letter, No. 104/O., dated the 20th July 1897, I have the honour to enclose an extract paragraph 15 from a letter from the Secretary, No. 961, dated the 8th ultimo, in which the approval of the Board is intimated to the Native guards and Native brakesmen being granted half the rates allowed to European and Eurasian guards.

ENCLOSURE.

EXTRACT from a letter from the Secretary, dated 8th October 1897, No. 961.

15. Adverting to paragraph 14 of No. 2320, I am to convey the Board's approval of the scale of allowances to guards introduced from the 1st July last. It is noticed that Native guards and Native brakesmen are entered along with under guards, and are considered to be sufficiently paid by the receipt of half the allowances given to European and Eurasian guards.

Scale of allowances to guards.

ORDER—No. 965 R., dated 12th November 1897.

Recorded.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

6 S. P

S. 13362 29185.

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
CENTRAL STATION, MADRAS, 24*th March* 1897.

THE ACTING AGENT AND MANAGER,
Rayapuram.

DEAR SIR,

At a recent Committee, I read a petition from the Guards of the Madras Railway Company on the subject of their pay and position. I also explained certain matters which had occurred in connection with the running staff of the Traffic Department, and I was then directed to put the matter before you in writing for the consideration and decision of the Board.

2. I now submit copy of a petition which was received from the Guards in November last (petitions were received from all the Divisions in practically identical terms), of my reply and of a second petition on behalf of the whole running staff which has been recently received.

3. The pay and allowances of the Guards on the Madras Railway have remained practically unaltered for many years and that an improvement sooner or later was inevitable has been long foreseen and has been mentioned in successive half-yearly reports. An increase in the commencing salary of the Under-Guards which was introduced last year, had the desired effect of bringing in a better class of men, but it did not go far enough and we have for some time been in the position of seeing our best men of from one to five years' service, just as they were becoming valuable servants, leaving us for the neighbouring lines.

4. The experience of the Southern Mahratta and South Indian Railways has been similar to our own, and their administrations have in recent years very much improved the conditions of service at considerable expense (*vide* para. 20, page 119 of the Administration Report of the Director-General of Railways in India for 1895-96). Recent events on the Great Indian Peninsula Railway have fomented the feeling of discontent which has for years been smouldering and the spirit among the staff has now reached a stage at which I feel it my duty to bring the matter to notice in the hope that sanction may be accorded to the improvement I am about to propose.

5. I attach statements showing the rates of pay and allowances in force on the Great Indian Peninsula Railway, Southern Mahratta Railway and South Indian Railway and the existing rates on the Madras Railway. It will be seen that the advantages on all the three lines are very considerable. The rates on the Great Indian Peninsula Railway are far in excess of anything allowed in Southern India and need not be alluded to further, but it will also be seen that on the narrow gauge lines, while the rates of pay are approximately the same as our own, the mileage allowances granted are equivalent to from 10 to 30% on the pay in times of ordinary traffic. Our present system of overtime gives little to the men. For the last half-year it amounted to a sum of Rs. 156 on a pay sheet of Rs. 51,260.

6. The system of mileage allowances is better adapted to the work performed by Guards than either overtime or batta and it offers advantages over a proposal to increase fixed salaries inasmuch as it rises and falls automatically with the traffic.

7. I beg therefore to ask for sanction to the following scale of mileage allowances :—

For Europeans and Eurasians...	for Mail trains	...	12	annas	per 100 miles run.
" "	... " Passenger trains	...	10	"	"
" "	... " Mixed & Goods	"	8	"	"
" "	... " Under-Guards	...	4	"	"

" Natives, half the above rates.

8. The existing scale of pay to be left untouched, but the present North-West Line allowances, allowances to Under-Guards for passing Chief Guard's examination and allowances for acting in higher grades to be abolished as men would under this proposal be recompensed by the higher rate of mileage for working in the higher grade.

9. Worked out on the train mileage of the last seven years, this scale represents a sum ranging from Rs. 9,800 to Rs. 11,000 per half-year according to the traffic, and the allowances above mentioned would represent a set off of approximately Rs. 1,500. The present expenditure upon running staff of the Traffic Department is in round figures about Rs. 50,000 a half-year, so that the proposal is roughly equivalent to an increase of 20% under this head of expenditure. It will be seen that the rates proposed are moderate compared with those in force on neighbouring lines.

10. I will only deal shortly with the details of the petition which forms the subject of this letter. They are as follows:—

(*a*). Grant of batta and system of overtime. This will be met by the proposal made above.

(*b*). Length of some of the runs. This is under investigation, but I do not think it will be felt as a hardship when it means extra money.

(*c.*) Request to be placed on the same footing as the Great Indian Peninsula staff. This is out of the question, but I think the proposals now made will go far to satisfy the staff for some time to come. The men's position will not then compare so very unfavourably with the Southern Mahratta and South Indian services.

(*d.*) Leave Rules. There is no real grievance in this respect. The Guards are under the same rules as the rest of the subordinate staff.

(*e.*) Rate of salary entitling to second class passes. The facts are not quite correctly stated. The same rules apply to the staff generally, the exceptions are very few and have been made by authority.

(*f.*) Furniture Passes on transfer. This is a small matter which will be settled departmentally.

11. In conclusion, I would beg to state that I had hoped that this question might be postponed until the return of the Traffic Manager from furlough, as I felt reluctant to make proposals in his absence, which must involve a permanent charge upon the working expenses of his Department, but recent events have made the matter a pressing one which cannot be further postponed without serious risk to the efficient conduct of the work and the Board may also consider it desirable to take advantage of Mr. Read's presence in England to consult him on the subject.

Yours faithfully,
D. ROSS-JOHNSON,
Acting Traffic Manager.

Copy of Petition submitted by the Guards of the Madras Division, dated 1st November 1896.
Petitions in more or less similar terms received from all the other Divisions.

We, the undersigned Guards of the Madras Division, beg most respectfully to approach you with the following grievances and trust you will be pleased to use your influence in obtaining for us the concessions we solicit.

1. That we consider the rules framed regarding our work and payment, if compared with all other Indian Railways, to be one-sided and nothing to our advantage, and so long as this system continues we must deprive nature of its wants in these hard times.

7 S.P

2. That all other servants of this Company on consolidated salaries are drawing batta in accordance with the batta rules, dated Rayapuram, 1st July 1891, and that we are the only servants who are deprived of this benefit which is heart-rending.

3. That the present system of reckoning overtime on a monthy average calculation gives us nothing; we therefore ask that each day's work of *8 hours*, count for itself, all extra to account as overtime on the same principle as the Locomotive Department.

4. That we, as broad gauge men, have to perform the same work as other Railways and wish to be placed on their scale of payment, &c., the same as the introduction of the conservancy rules which was copied from them.

5. That in our former appeals we were informed that we were better paid than the South Indian Railway, not taking into consideration that we are working in connection with the Great Indian Peninsula Railway which grants batta and good conduct allowance and now as the South Indian Railway and the Southern Mahratta Railway have introduced the mileage batta system, we beg that you will be pleased to grant us the same if we are still to be deprived of the batta.

6. That the salaries we are now drawing after all deductions is quite inadequate to meet our wants, our sole aim and desire being to serve the Company honestly and faithfully, and to do this we need the same advantages as other Railways to materially assist our salaries, it being a well-known fact that most of us are plunged in difficulties through the smallness of our salaries, the largeness of our families, the keep of two establishments, the dearness of articles, and finally the curse of the Sowcars in whose hands most of us are entangled, and who without mercy attach our salaries, security and Provident Fund, thereby endangering our prospects in the service and depriving us and families of our future support.

7. Under the above circumstances, we beg most humbly and respectfully you will be graciously pleased to forward this our petition to the Traffic Manager with your kind sympathy and recommendation for which act of benevolence we shall always pray.

Copy of further Petition from all the Guards, dated 25th January 1897.

We again venture to address you on the matter of the improvement of our status respecting which we have been appealing for years past, but without any favourable result.

2. The first matter which we desire to bring to your notice is that we are deprived of our batta, while all other Company's servants on consolidated salaries enjoy the privilege. We might point out the Traffic Inspectors, Prosecuting Inspectors, Lamp Inspectors, Relieving Station Masters, and the Travelling Ticket Staff, all of whom are employés on consolidated salaries and whose duty, like ours, is to travel about, get their batta; while drivers of the Locomotive Department draw overtime, each man earning about 8 to 10 days pay extra, during the month for working only half the distance we have to work.

3. With regard to the present system of reckoning overtime upon the aggregate of our month's work, this is scarcely productive of any pecuniary benefit to us; only on the Madras-Erode run do the Mail Guards earn one day's pay, and that if they make no fewer than 22 trips per mensem; on the other runs such a thing as overtime is unknown, although nominally a system of reckoning overtime exists on the Madras Railway where Guards are concerned; all that we asked for in our last petition was to be placed on a par with the Great Indian Peninsula Railway regarding pay and batta and we are sanguine that such a request could scarcely be considered preposterous. The country through which the Railway runs might be cited as an argument in favour of our Great Indian Peninsula *confreres*. We might however point out that while there are certain advantages in the Madras Presidency, there are corresponding disadvantages in the north and vice versâ. For instance, house rent is dearer in Bombay than in Madras, but clothing is cheaper.

4. We might also point out that our position does not compare favourably with that of the Guards on the Southern Mahratta Railway and South Indian Railway. On the South Indian Railway, the European Guards are started on Rs. 60 per mensem, and as soon as they pass their examination, it may be within a month they draw Rs. 80, and this added to their mileage allowance, bring their total earnings to a higher figure than that received by any Mail Guard on our line with a service ranging from 25 to 30 years. The maximum pay for Mail Guards on the Madras Railway no doubt is Rs. 100, but there are only 7 Guards on the whole line drawing that salary and matters in this respect have been *in statu quo* for years.

5. We also beg to draw your attention to the fact that the pay of the Guards on the Madras Railway was fixed some 40 years ago, when the state of the country and the conditions of the labour market was considerably cheaper; since then, as you no doubt are fully aware, the cost of living has gone up very much higher, but the status of the Guards continues unimproved.

6. Our leave rules ought to be revised, for under existing regulations, men with 30 years' service and those with but a short period of service are both treated alike. When applications are at present sent in, our names are registered in the list and we have to wait and take our turn which might perhaps take years to come. We beg that if our privilege leave cannot be granted one year, that two months' leave may be granted the following year, at least to those who have served the Company for 10 years and above.

7. It might be pointed out that all Locomotive men (with the exception of natives), school teachers and apothecaries drawing salaries of Rs. 60 are entitled to 2nd class passes, but according to the present rules second class passes are only granted in the Traffic Department to those who draw Rs. 75 and above, this puts us to great inconvenience and we therefore beg that the old rule granting second class passes to those drawing Rs. 50 and above will be again brought into operation.

8. The grant of furniture passes is a concession which exists in other Railways and we beg that it might be extended to us also. We are as a rule tranferred at a very short notice and not being allowed furniture passes to cover the whole of our furniture, we are invariably put to the necessity of sacrificing for little or nothing our household belongings which it often takes us years to procure and fit up. Beside this we are again put to the necessity of furnishing our houses when we get to our new destination and expenditure we could ill-afford to incur.

9. We beg that the 4-45 and 2-30 trains the run might be shortened respectively to Katpadi and also the 18-40 and 8-10 Mails which covers a distance of 243 miles and which entails the risk of Guards through over-work and fatigue collapsing during their duty, might be shortened to Salem, and we also beg that our work might be restricted to 8 hours per day indiscriminately of the trains we are required to work.

10. In these circumstances, we request you will be kindly pleased to give these matters your early consideration and pass favourable orders hereon.

Copy of Letter from Acting Traffic Manager to all Divisional Officers, dated 9th December 1896.

With your letter, No. F. 7249, dated 3rd November 1896, you forwarded a Petition from the Guards of your Division, asking for a reconsideration of the rules governing their pay and overtime. Similar petitions have been received from the other Divisions.

2. Taking these representations together, the men's request may be summarised as follows :—

(*a*). That all Company's servants except Guards draw batta when away from head quarters.

(*b*). The present system of reckoning overtime upon the aggregate work of the month instead of upon each day separately.

(*c*). That the Madras Railway being a broad gauge line, the pay and allowances of the staff should be on the same basis as the Great Indian Peninsula and not as the narrow gauge line of Southern India.

(*d*). That the men's position compares unfavourably with that of Guards on the Southern Mahratta Railway and South Indian Railway under the existing rules on those lines as well as on the Great Indian Peninsula and the system of grading into Mail, Passenger and Goods Guards.

(*e*). The question of mileage allowances.

3. I have obtained from the Traffic Managers of the Southern Mahratta, South Indian and Great Indian Peninsula Railways full particulars of their present rules and scales of pay to enable me to make full enquiry into the men's representations. I will deal with the above points in detail.

(*a*). That Guards are deprived of the batta drawn by all other Company's servants when away from head quarters. This is not quite correct as drivers of the Locomotive Department also receive no batta. Drivers and Guards are the only classes of employés whose duties necessarily keep them constantly away from head quarters while actually at work, and their pay is fixed on that basis.

(*b*). The present system of reckoning overtime is upon the aggregate of the month's work instead of upon each day separately. I cannot hold out any hope of an alteration in this respect. It is a necessary condition of the system on which the work is performed and whether called overtime, batta or mileage is the manner in which extra allowances are calculated in the Traffic Department of all Indian Railways.

(*c*) That the Madras Railway being a broad gauge line, that the scale of wages should be based on that of the Great Indian Peninsula Railway and not of the narrow gauge lines of Southern India. If this idea had not appeared to be so widely prevalent among the men, I should not have taken serious notice of it. The gauge of the line in no way affects the work of the men employed on it and wages are fixed not by the gauge of the line, but by the conditions of the labour market and the cost of living in the country in which the Railway is situated. Wages on the Great Indian Peninsula Railway are undoubtedly higher, though I learn that under the new regulations they have been very considerably reduced, but the rates of wages generally, and also the cost of living are much greater in the Bombay Presidency than in Madras.

(*d*). That the position of the Guards on the Madras Railway compares unfavourably with that of the Guards on the Southern Mahratta Railway and South Indian Railway as regards pay and system of grading. My enquiries do not bear this out. The commencing pay of our Guards has been improved within the last 12 months, and the rates now are for Europeans Rs. 35 and Eurasians Rs. 30. On the South Indian Railway, Guards commence on Rs. 20, and on the Southern Mahratta Railway on Rs. 35. The maximum pay for Mail Guards is on the South Indian Railway Rs. 80, on the Southern Mahratta Railway Rs. 100, and on the Madras Railway Rs. 100. It must be remembered that the greater part of the Southern Mahratta Railway lies in the Bombay Presidency, where rates of wages generally and the cost of living are higher. I find moreover that while when appointed Goods Guards, our men get their increments by length of service to the maximum of Goods Guards, on the other lines the number in each grade is limited and promotions

are only made as vacancies occur. The rate of promotion is therefore on the average higher on the Madras Railway. Appointment as Passenger and Mail Guards are of course on all lines made by selection, but the prospects of such promotion are at any rate not worse on the Madras Railway than on the other lines.

(e). The last point is the system under which extra allowances in addition to their pay are granted to the men. On the Southern Mahratta and South Indian Railways, this system is called mileage and is based on the miles worked by the men during the month. On the Great Indian Peninsula Railway it is called batta and is based on the number of nights the men are out during the month. On the Madras Railway it is called overtime and is based on the number of hours' work performed during the month and also as "North-West Line allowance" upon the station to which men are posted, stations at which all men have their turn. Sometimes one system is more profitable to the men and sometimes another; but they are essentially different and it is difficult to compare them. I cannot find however that the Madras Railway system which has been in force for many years puts the men to undue disadvantage. It will be within their recollection that the overtime rules were revised some three years ago with a view to insure a more equal distribution of the work and extra pay for extra work performed. Any consideration of a total change of the system of allowances cannot be undertaken during the absence from India of the Agent and Manager and the Traffic Manager, as I cannot see that it is in any sense a matter of urgency and it is very doubtful if it would be of pecuniary advantage to the men.

4. I have written at length in order that the men may understand that their representations have been taken into careful consideration and I shall be obliged if you will make this reply known to them.

5. I am not unmindful of the fact that the prospects of scarcity and prices of food grains press with severity on the subordinate staff of the Railway, as on all the labouring classes of the presidency; but this is unfortunately a fact over which the Company has no control and which it cannot prevent as the grant of rice money to any one except the lower subordinates is out of the question. I am hopeful however that the recent change in the weather will soon reduce prices to their normal level.

MADRAS RAILWAY COMPANY.

Scale of Salary and Allowances of Guards.

SALARY.

	RS.	A.	P.
Rate of pay on first appointment as Probationary Under-Guards, Europeans	35	0	0
Rate of pay on first appointment as Probationary Under Guards, East-Indians	30	0	0
On passing Under Guard's Examination	35	0	0
„ Chief „ „	37	8	0
On first appointment as Chief Guard	45	0	0
After twelve months in grade	50	0	0
After twelve months further	55	0	0
After four years further (maximum for Goods Guards) ...	60	0	0
Passenger Guards on appointment	65	0	0

	RS.	A.	P.
After twelve months (maximum for Passenger Guards) ...	70	0	0
Mail Guards on appointment	80	0	0
After twelve months	85	0	0
After a further twelve months	90	0	0
For the 9 senior Guards maximum	100	0	0

Native Brakesmen and Ghaut Guards from Rs. 10 to Rs. 45.

Overtime.

The ordinary day's work for Guards working Mail trains ...	8	hours per day.
„ „ other Traffic trains ...	9	„
„ Ballast or Locomotive wood and Local trains or when booked spare...	10	„

Overtime calculated at the rate of salary upon the aggregate hours worked during the month in excess of above.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

Scale of Salary and Allowances of Guards and Brakesmen.

		Salary.
Ghat incline Guards—		
On apppointment	Rs.	130
After twelve months	„	140
After further twelve months (maximum)	„	150
European Guards—		
On appointment probationary	„	80
„ after three months to fourth class	„	100
On appointment as Head Passenger Guard if an interval of twelve months has passed since last promotion	„	110
After further twelve months to	„	120
After further twelve months (maximum)	„	125
East Indian Guards—		
On appointment probationary	„	60
After three months to third class...	„	80
After further twelve months to 2nd class	„	90
„ „ to 1st class (maximum) ...	„	100
Native and Parsee Guards—		
On appointment probationary	„	40
After three months to 3rd class	„	50
After twelve months to 2nd class	„	60
After further twelve months to 1st class	„	70
Brakesmen—		
On appointment	„	15
By yearly increment of Rs. 2 up to as a first class brakesman...	„	25
Second class brakesmen promoted to, or other staff appointed as 1st class brakesmen	„	25
And by yearly increment of Rs. 5 up to	„	40

Batta.

Train staff are paid batta at double the ordinary single rates shown in the following list between the 1st January and 30th June of every year and at the ordinary rate (shown in the list) during the second half of each year.

	Rs.	A.	P.
Ghat Guards whether European or Eurasian	1	0	0
Head Passenger Guard, European	1	0	0
„ Eurasian	0	10	0
Head Guard, European	1	0	0
„ Eurasian	0	10	0
2nd Assistant Guard, European	1	0	0
Probationary Guard, European	1	0	0
2nd Assistant Goods Guard, Eurasian	0	10	0
Probationary Guard „	0	10	0
Parsee and Goanese Guards	0	10	0
Head Guard, Native	0	6	0
2nd Assistant Guard, Native	0	6	0
Probationary Guard, Native	0	6	0
Fisrt Class Brakesmen	0	3	0
Second Class „	0	3	0
Ghat Brakesmen	0	2	0

Good Conduct money is also given as an encouragement to Guards and Brakesmen and is calculated at the rate of 10 per cent. on the gross amount paid as wages exclusive of allowances for batta, &c. It is usually paid with the wages for the months of January, April, July and October for the quarter ending on the day previous to the first of each of those months respectively.

SOUTH INDIAN RAILWAY.

Scale of Salary and Allowances of Guards and Brakesmen.

Salary.

Probationary Guards	Rs. 20
Under-Guards, 6th grade	Rs. 30 after passing an examination.
„ 5th „	Rs. 40 „
„ 4th „	„ 50 „
„ 3rd „	„ 60 „
Chief Passenger Guards, 2nd grade ...	„ 70 „
„ Mail Guards, 1st grade ...	„ 80 „

Mileage Allowance.

Grade.	Rate per 100 miles.
Probationers	Nil.
Guards, 6th	3 annas.
„ 5th	4 „
„ 4th	6 „
„ 3rd	8 „
„ 2nd	10 „
„ 1st	12 „

SOUTHERN MAHRATTA RAILWAY.

Scale of Salary and Allowances of Guards and Brakesmen.

Salary.

	Europeans, Eurasians and Parsees	Natives.
8th class	Rs. 35	*Nil.*
7th „	„ 40	Rs. 20
6th „	„ 45	„ 25
5th „	„ 50	„ 30
4th „	„ 60	„ 35
3rd „	„ 75	„ 40
2nd „	„ 90	„ 45
1st „	„ 100	„ 50

Allowances.

Train staff are paid mileage allowance at the rates given below for every 100 miles of the aggregate worked during each calendar month.

Guards—Europeans, Eurasians and Parsees ...	Rs. 1 0 0	per 100 miles worked.
Natives	„ 0 8 0	
Brakesmen	„ 0 8 0	

LAWRENCE ASYLUM PRESS.

F. 1 (Secret) 2908 97
630 3.7.97
F. K-M

Encl. from a letter to the Secretary No. 230 + D/15th April '97.

118.

Proposed revised scale of salary and allowances of Guards.

17.- I forward a letter (with enclosures) from the Acting Traffic Manager submitting a petition from the Guards whose pay and position are found to compare unfavourably with those of the Guards on the Southern Mahratta and South Indian Railways, on which the conditions of service of this class of employés have been recently improved. The subject of Guards' salaries and allowances on the Great Indian Peninsula, Southern Mahratta, and South Indian Railways has been carefully investigated by Mr. Ross-Johnson. The high rates however on the first named line should be excluded from the comparison inasmuch as nearly the whole of that railway traverses another presidency. The system of mileage allowances in force on the Southern Mahratta and South Indian Railways, is advocated by the Acting Traffic Manager as more advantageous in many respects, and I strongly recommend for the favourable consideration of the Board the adoption on this line of his proposals in their entirety. This it is urged will improve the position of the Company's Guards and place them on an equal footing with their comrades on the lines contiguous to this Company's system. The recent strike on the Great Indian Peninsula Railway appears to have had a wide-spread influence on the running staff of other Indian lines, and from the marked indications of discontent already observed here, it is felt that any further postponement of redress would be highly undesirable. It is pointed out that the revised system of payment will involve an increased expenditure of about Rs. 10,000 per half-year in the Traffic Department, but in the circumstances explained, it is strongly urged that the Board will be so good as to accord their sanction to the proposed revised scale with effect from 1st July 1897.

2 DEC 1908 17
630 3.7.97
Ans

5,000-15-3-88.
(No. 12.) MADRAS RAILWAY.
From The Agent and Manager
To The Consulting Engineer for Railways.
Dated 188
Read. No.

MADRAS RAILWAY COMPANY,

No. 954. 61 NEW BROAD STREET,

LONDON, E.C., *21st May, 1897.*

SIR,

Re Guards' Petition.

I have laid before the Board the letter from the Acting Traffic Manager (with enclosures) referred to in para. 17 of your No. 2,304, submitting Petitions from the Guards, alleging that their pay and position compare unfavourably with those of the Guards on the Southern Mahratta and South Indian Railways.

These petitions have been fully considered by the Board with a view to meet, as far as possible, the wishes of their servants, and after consulting with the Agent and Manager and the Traffic Manager, both of which officers are now in this country, they suggest for your consideration and (if approved) adoption the following scale of enhanced mileage allowances, which it is trusted will give satisfaction :—

Mail Passenger and Goods Train Chief Guards	10 annas per each 100 miles.
Under Guards, Native Guards and Brakesmen	5 annas per each 100 miles.

The Board, however, will leave the precise scale to you, but desire that you will introduce without delay such scale of allowances as will remove all reasonable grounds of discontent.

I am, Sir,

Your obedient servant,

(Sd.) Julian Byrne

Secretary.

To THE ACTING AGENT AND MANAGER,
Madras Railway,
Madras.

3 2908
630. 3.7.97
From Am

(No. II.)
No. 9989.
630

Cons: Engrs current No 2908

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 3rd July, 1897

18

From

The Actg: *Agent and Manager.*

Madras Railway.

To

The *Consulting Engineer for Railways.*

Madras.

SIR,

With reference to letter No. 984 of the 21st Ultimo from the Secretary I enclose for your information a printed copy of the Ag: Traffic Managers letter No. T.18882/29185 of the 24th March also extract from my letter No.2304 of 15th April 1897 to the Board.

It will be noticed that the Board suggests mileage allowances as follows:-

Mail Passenger and Goods Train Chief Guards.	10 annas per each 100 miles.
Under Guards, Native Guards and Brakesmen.	5 annas per each 100 miles.

but leave the precise scale for my decision.

Taking the train mileage for the half year ended 31st December 1896 as a basis the following figures show a comparison of the cost of the scale suggested by the Board as a maximum with that proposed by the Ag Traffic Manager's letter of the 24th March last.

based.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

No. *Dated* 188

Recd.

2p

Based on the Board's suggested maximum:-

	Per 100 miles.		
Total train mileage 1275064	Chief Guards at 10 annas	Rs.	7969- 2 - 5
" " " "	Under Guards at 5 annas	"	3984- 9 -2
	Total cost per half year.	Rs.	11953-11 -7

Taking Ag Traffic Manager's proposals:-

	Per 100 miles.		
Mail train mileage 325663	Chief Guards at 12 annas	Rs.	2442- 7- 7
Passenger —Do— 188,285	Chief Guards at 10 annas	"	1176-12- 4
Mixed goods and Ballast 761118	Chief Guards at 8 annas	"	3805- 9- 5
Total train mileage 1275064	Under Guards at 4 annas	"	3187-10- 7
	Total cost per half year.	Rs.	10612- 7- 11

Excess of Board's scale over original proposal Rs 11953-11-7 - Rupees. 10,612-7-11 = Rupees. 1,341-3-8. The total amount paid in guard's wages for the half year ended 31-12-96 was Rs 51,259-2-8. The Boards proposal therefore is equivalent to an additional charge under this head of 23.32 and my original proposal to 20.70 %

It is gathered from the Board's letter that they prefer a uniform rate for Chief Guards, being of opinion that the greater mileage run by mail and passenger trains will be sufficient to secure to the men working them the higher remuneration which they deserve and I accept this view in the following proposals. I assume also, though the point has not been specifically referred to, that the Board approve of the proposal that native guards and ~~brakesmen~~ shall receive half the rates

(No. 12.)

MADRAS RAILWAY.

5,000—14-11-35.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Read.

188

No.

3P

sanctioned for European and Eurasian guards which is more or less in accordance with the practice on other lines.

A Madras Mail Guard doing a full months work (i.e.20 trips) would perform when working the South West Mail to Erode 4880 miles and when working the North West Mail to Gooty 5150 miles average of the two 5005 miles. For this he would receive at 10 annas per 100 miles Rs 31-4-0, and at 8 annas per 100 miles Rs 25-0-0 equivalent to 31 % and 25 % on his salry of Rs 100 respectively.

His under Guard would receive Rs 15-10-0 or Rs 12-8-0 equal to at 5 annas per 100 miles 44 % and at 4 annas per 100 miles 35 % respectively, on his salry of Rs 35/

A Madras Passenger Guard doing a full months work between Madras and Salem would make 4140 miles for which at 10 annas he would receive Rs 25-12-6 and at 8 annas Rs 20-10-0 equivalent to 37 % and 30 % on his salary of Rs 70/ and his under guard would draw at 5 annas Rs 12-14-3 or at 4 annas Rs 10-5-0 equivalent to 37 % and 30 % respectively on his salary of Rs 35/

For the goods trains as a typical days work the mixed train between Madras and Jolarpet and the mixed train between Calicut and Podanur may be taken. The first would give a man for a full month work 2640 miles and the second 2220 miles average of the two 2430 miles which at 10 annas gives Rs 15-2-6 and at 8 annas Rs 12-2-0 equivalent to 27 % and 22 % respectively on his average pay of say Rs 55/and his under guard at 5 annas Rs 7-9-3 and at 4 annas Rs 6-1- equivalent to 22 % and 17 % on his pay of Rupees 35.

(No. 12.)

MADRAS RAILWAY.

5,000—14-11-85.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

No.

188

4 P

I have been in correspondence with the Ag Traffic Manager and he is of opinion the lower of the above percentages on salary should be sufficient to remove all reasonable grounds of discontent from the men and put them on an equal footing with their neighbours. I fully sup-port this view and suggest that the following scale be adopted for the present.

	Per 100 miles.
European & East Indian Chief Guards working trains of all class	8 annas.
European and East Indian Under Guards working trains of all class	4 annas.

N a t i v e s half the above rates.

Guards working ballast loco wood and local trains or performing relieving or any special duty in which they do not make mileage to be paid proportionate allowances.

At this scale the actual cost for the half year ended 31st December 1896 would have been:-

Total train mileage 1275064	Chief Guards at 8 annas	Rs	6375-4-0
" " "	Under Guards at 4 annas	"	3187-10-0
	T o t a l	Rs.	9562-14-0

less a small amount for the mileage worked by native guards and Brakesmen at the lower rate but which cannot without much labour be worked out in detail.

I have therefore to request that Government will accord sanction to the scale viz Annas 10 (ten) and Annas 5 (five) proposed

by

(No. 12.)

MADRAS RAILWAY.

5,000—14-11-28.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Read.

No.

5P

by the Board although it is not ~~proposed~~ intended to adopt it to the full extent at the present time.

It is desired to bring the scale into effect from the 1st of July therefore I request that sanction may be given as early as possible.

I have the honor to be,

Sir,

Your most Obedient Servant,

Ag Agent and Manager.

C. No. 2908
Recd. 6/7/97

(No. 12.) 5,000—14-11-55.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Reed. No.

500—26-6-97.

CONSG. ENGR.'s No. 21.

RECEIVED
407
7 JUL 1897
ACCOUNTS, MADRAS.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 6th July 1897.

No. 2230.

OFFICE NOTE.

Letter from the Agent, & Manager, Madras Railway, No. 9939/630 dated 3rd July 1897, forwarded to the Examiner of Railway Accounts, for favour of remarks.

for E. R.

965 R
12/7/97.

EXAMINER'S REPLY.

10.7.97

21

The grant of the proposed railway allowance to guards will cause an extra expenditure half yearly under Abstract D.I.(1) of the Revenue Accts of about Rs 11500 according to the Board's scale for such remittances as stated, or of about Rs 9000 according to the reduced scale which the Agent proposes to introduce at first.

The reasons for the grant of the allowances are very fully explained in the correspondence.

If approved, the scale of railway allowances proposed by the Board may be sanctioned by the Local Govt with effect from 1st July 97, and the sanction recorded at the next Audit meeting.

C.A. 9/7/97

Vide Go Exp 485 R 20/7/97

Cons: Engrs Current Ls 2908.

Application for sanction to a scale of enhanced mileage allowances for guards Madras Rs

To

H. E. the Governor

The Guards of the Madras Rs forwarded in Nov. 1896 to the Traffic Manager a petition for revision of the present system of reckoning overtime on a monthly average calculation and asked for an 8 hours day & overtime - They forwarded a second petition in Jan. 1897 for redress of this and certain other minor grievances. The traffic manager in his printed letter of the Agent d. 24/3/97 shows that the present system gives practically nothing to the men, while on the S.I.R and S.M.R, the mileage allowances (which correspond to overtime) are equivalent to from 15 an increase of from 10 to 30% on the pay, which latter is about the same as on the M.R.

The traffic Man.r recommended allowances ranging from 12 annas per 100 miles to 4 annas " " " for Europeans, and Eurasians a half that amount for Natives: the pay being the same as at present. The Agent recommended these proposals to this Board, and recommended their adoption in order to place the men on the same footing as their comrades on the S.I.R. and S.M.R. The cost will be about ₹ 10,000 per half year. He considered that the new rules should come into force at once and alluded to the guards strike on the S.I.R.

The Board sanctioned a scale of 10 as per 100 miles for Mail, pass.r & Goods Guard 5 " " " Under Guard, Native Guard & Brakesman but left the precise scale to the settlement of the Agent.

12/3/97

but does not allude to the proposal for half rates for native guards which the Agent says is the practice on other lines.

The Agent proposes for the present to fix only 8 as and 4 as instead of 10 and 5 sanctioned by the Board this will amount to an increased cost per half year of ₹ 9562 against the sanctioned sum of ₹ 11,953 which the Board's proposal works out to.

He asks however that Govt will accord sanction to the higher rates sanctioned by the Board being brought into effect from 1st July.

A draft G.O is put up for approval giving sanction to the Board's proposals.

It might be well if the Consulting Engineer addressed the Agent with regard to the matter of half rates for natives, and asked him to act in further orders of this Board with respect to the actual rates which he adopts.

J.H. 12/7/97

A.S.H 16.7.97

(R.) Form No. 3.

No. 485 W, dated 20.7.97.

Rld. DEPARTMENT.

Railway Board.

184

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent & Manager Madras Ry & Enclosures.. } No. & Rs. 2939/630 dy 3rd July 1897

A.S.H 16.7.97

The following scale of mileage allowances approved by the Board of Directors for Guards on the Madras Railway is sanctioned with effect from 1st July 1897.-

Mail Passenger & Goods Guards, Train Chief Guards .. } 10 annas per each 100 miles

Under Guards, Native Guards & Watchmen .. } 5 annas each per 100 miles.

J.H. 13/7/97

P.R.

To

The Agent & Manr. M. Ry

-- Ext G. Rs. & Encls

Sd/- 20/7/97

2/7

J.H. 27/7

8

B/ No. 4854 R. dated 20.7.97.

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, Duty Tues 20th July 1897.

To

157

AGENT AND MANAGER, M. R.

No. 104/0 Reply No. 1025, dated 4.11.97

Reminders.

Subject.

SIR,

With ref to your letter
No. 9939/630 d. 3/7/97 and to
Lo. No. 485 R. o/20/7/97 in
which sanction is given
to the allowance proposed by
the Bd. directors for guards on
your Rs. I have the h. to
remark that the scale
sanctioned by the Board in-
cludes native guards in
the class to which an allowance
of 5as is given, whereas,
under the arrangement
which you propose to adopt,
native guards will get 4as
or 2as only according as they
are employed as chief or
under guards.
You state that the practice
of giving half the allowance

Locates guard & brakesmen
is in accordance with the
practice on other lines, but
as it seems to involve a departure from
the general principle laid down
by the Board I shall be glad
if you will refer the matter
specially to your Board of Directors

NF 17/7/97

Despatched on 22-7-97

17 S.P

C

Extract from a letter from the Secretary No. 961 of 8-10-97

Scale of allowances to Guards.

15. Adverting to para: 14 of No. 2,320, I am to convey the Board's approval of the scale of allowances to Guards introduced from the 1st July last. It is noticed that Native Guards and Native Brakesmen are entered along with Under Guards, and are considered to be sufficiently paid by the receipt of half the allowances given to European and Eurasian Guards.

(True extract.)

Agent and Manager.

4952
25/7/97

(No. II.)

No. 9939

Rs. 11925

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 4th November 1897

JOINT SECRETARY TO GOVT. OF MADRAS RYS. RECEIVED 5 NOV. 1897

E. No. 4853 Read. 5/11/97

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Madras.

SIR,

Adverting to para 2 of your letter No. 104/0 dated the 20th July 1897, I have the honour to enclose an extract para 15 from a letter from the Secretary No. 961 dated the 8th ultimo in which the approval of the Board is intimated to the native Guards and native brakesmen being granted half the rates allowed to European and Eurasian Guards.

I have the honour to be,

Sir,

Your most obedient Servant,

Agent and Manager.

Ady / Eur. / 1.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Read.

No.

(R.) Form No. 3.

A/-

No. 965-R dated 12/11/97

P. W. Department.

Ry. Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

18P

again

Read the following

Progs: of the Madras Govt. P. W. Depte:— } No. No. 485 Ry 20 July 1897

Letter from the Agent & Manager Ry — 1014 G. dated 20 July 97 Read also

Letter from the Consulting Engineer for Railways.. — 2939 & 4 how 97 B 1025

Recorded.

J W S
R
10/11

To

The Consulting Engineer for Rys & Hbr. 10/12/97

— " Exv. & Rybenes

Madras Railway Company.

CAPITAL AND REVENUE ACCOUNTS

FOR THE

Half-year ending 30th June, 1896.

Printed by H. Plumbe, at the Lawrence Asylum Press, Mount Road, Madras—1896.

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MADRAS RAILWAY COMPANY.

Accounts for the Half-year ending 30th June 1896.

No. I.

STATEMENT OF CAPITAL AUTHORISED AND CREATED.

Contracts with the Secretary of State or other Authority :—	Capital authorised.			Capital created or sanctioned.			Balance.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
	£	£	£	£	£	£	£	£	£
Acts 16th Vict. Sessions 1852-53 ..... 14th June 1853									
,, 17th ,, do. 1854 ..... 2nd June 1854									
,, 18th ,, do. 1854-55 ..... 15th June 1855									
Contracts in respect of Share Capital.									
Viz : 22nd December 1852	500,000		500,000	500,000		500,000			
,, 19th December 1855	2,500,000		2,500,000	2,491,440		2,491,440			
,, 13th August 1858	1,000,000		1,000,000	1,000,000		1,000,000			
,, 28th October 1867	2,500,000		2,500,000	2,498,760		2,498,760			
,, 28th July 1875	1,828,300		1,828,300	1,827,880		1,827,880			
	8,328,300		8,328,300						
Less 511, £20 Shares included in the above contracts which were extinguished by resolution of the Board of Directors in October, 1883, and by arrangement with the Secretary of State for India.....	10,220		10,220						
	8,318,080		8,318,080						
* *Contracts in respect of Loans on Debentures.*									
Viz : 13th March 1860		1,000,000			1,000,000				
,, 28th October 1867		1,500,000			1,500,000				
,, 28th July 1875		171,700			171,700				
		2,671,700			2,671,700				
Less Debentures paid off and not replaced by Capital or other Loans		732,150			732,150				
Amount converted into Stock and replaced by issue of Capital Stock		* 1,939,550			* 1,939,550				
7th October 1878 and 13th March 1885		400,000			400,000				
Not yet prepared		400,000			400,000				
		800,000	800,000		800,000	800,000			
Balance of borrowing powers authorised under the above Acts		2,619,210	2,619,210					2,619,210	2,619,210
* These comprise Debentures that have been converted into Stock amounting to ..... £ 1,905,800									
Add Capital (Stock) raised to replace Debentures paid off..... ,, 33,750									
£ 1,939,550	* 1,939,550		1,939,550	* 1,939,550		1,939,550			
Debentures paid off and not replaced . £ 732,150									
Do. and replaced by issue of Capital Stock ..... ,, 33,750									
Do. converted into Stock ..... £ 1,905,800									
£ 2,671,700									
	10,257,630	3,419,210	13,676,840	10,257,630	800,000	11,057,630	...	2,619,210	2,619,210

No. II.

STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description.	Amount created.	Amount received.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£
Capital Stock bearing interest at the rate of 4½ per cent. per annum for amount guaranteed by the Secretary of State.....	500,000	500,000	....	....	....
Do. at 4¾ per cent.	999,960	999,960	....	....	....
Do. at 5 per cent.	8,757,670	8,757,670	....	....	....
Total £ ...	10,257,630	10,257,630	....	....	....

No. III.

CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

	Raised by Loans.			Raised by issues of Debenture stock.	Total raised by Loans & Debenture stock.
	At 3½ per cent.	At 3 per cent.	At 2¾ per cent.		
	£	£	£	£	£
Existing at 31st December, 1895.....	402,200	337,800	.....	....	800,000
Do. at 30th June, 1896.....	402,200	337,800	60,000	....	800,000
Increase.....	....	....	60,000	....	....
Decrease	60,000	....	.....	....	....

Total amount authorised to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. 1	3,419,210
Total amount raised by Loans as above	800,000
Balance being available borrowing powers at 30th June, 1896	2,619,210

No. IV.

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr. Cr.

To Expenditure :—	Amount expended to 31st December, 1895. £ s. d.	Amount expended during half-year as per Account No. 5. £ s. d.	Total. £ s. d.	By Receipts :—	Amount received to 31st December, 1895. £ s. d.	Amount received during half-year. £ s. d.	Total. £ s. d.
On Line open for Traffic...	9,434,743 9 10	14,650 13 5	9,449,394 3 3	Shares and Stock per last Statement	10,257,630 0 0	...	10,257,630 0 0
„ Line in course of construction	...	...	...	₽ Account No. 2 ...	...	...	
„ Working Stock ...	1,393,461 9 7	6,750 14 2	1,400,212 3 9	Capital not bearing interest	12,038 13 4	...	12,038 13 4
Total ...	10,828,204 19 5	21,401 7 7	10,849,606 7 0				
For Stores			* 210,205 13 0	Loans—			
To Balance			9,856 13 4	Per last statement ...	800,000 0 0	...	800,000 0 0
				₽ Account No. 3 ..	...	...	
			11,069,668 13 4		11,069,668 13 4	...	11,069,668 13 4

	£ s. d.
* Value of Stores in Stock and in Transit per Capital Balance Sheet	214,211 16 7
Add Stores Sales Accounts	394 18 5
	214,606 15 0
Deduct Stores Purchase Account	4,401 2 0
Total ...	210,205 13 0

No. V.

DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDING 30TH JUNE, 1896.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Line open for Traffic.			
Construction of Line—			
Earthwork	.....	1,918 0 10	
Bridge Work—			
Minor Bridges	291 15 2		
Large Bridges	5,133 12 9	5,425 11 11	
Ballast and Permanent Way—			
Ballasting	1,329 0 4		
Permanent Way	18,468 6 0	19,797 6 4	
Stations and Buildings—			
Stations and Offices	35,850 7 7		
Workshops Store Buildings	4,597 0 0		
Staff Quarters	39,836 2 4		
Station Machinery	10,169 12 6	90,453 6 5	
Electric Telegraph—		2,300 14 10	
Plant—			
Locomotive Shop Plant		39,929 15 5	1,59,825 7 4
Working Stock.			
Engines and Tenders		19,394 7 8	
Carriages		38,734 6 10	
Wagons		15,515 3 5	73,644 1 11
Total expenditure for half-year as per Account No. 4, £21,401-7-7 at 1/10 exchange			2,33,469 9 8

No. VI.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	Total Expenditure from commencement of operations to 30th June 1896.	Further Expenditure. During the half-year ending 31st December 1896.	In subsequent half-years.	Total.
	Rs.	Rs.	Rs.	Rs.
Lines opened for Traffic more than two years	10,30,84,300	...	...	...
Engineering Department	...	2,68,979	...	2,68,979
Telegraph do.	...	20,000	...	20,000
Lines opened for Traffic less than two years	...	...	...	...
Lines in Course of Construction	...	...	...	...
Working Stock	1,52,75,042	...	...	...
Gas-making plant, lamps and fittings	...	25,000	...	25,000
Two Tank wagons for conveying oil, 15 tons	...	3,751	...	3,751
Two Composite carriages...	...	4,625	...	4,625
Fitting Automatic Vacuum brake gear for 15 engines and 50 carriages.	...	12,233	...	12,233
Do. do. do. for 10 engines and 50 carriages.	...	26,650	...	26,650
One support wagon for 15-ton crane	...	545	...	545
Six sets steam sanding gear	...	367	...	367
Twenty-five Timber trucks	...	29,019	...	29,019
Four composites	...	50,000	...	50,000
Twenty IIIrd class carriages				
Two do. do. with brakes...				
Two Ordinary brake vans				
Two New Locomotive engines	...	20,000	...	20,000
One Bogie corridor composite carriage	...	10,000	...	10,000
Rupees ...	11,83,59,342			
Total estimated further expenditure of Capital Rupees.	...	4,71,169	...	4,71,169

No. VII.

CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER ACCOUNT No. VI.

	£	£ s. d.
Share and Loan Capital authorised or created but not yet received :—		
Share (No. II) Calls in arrear	.....	.....
Amount uncalled	.....	.....
Loans (No. III).		
Available borrowing powers		2,619,210 0 0
Capital Account—Balance at credit thereof (No. 4)		220,062 6 4
Total...		2,839,272 6 4

No. VIII.

MADRAS RAILWAY COMPANY.

REVENUE ACCOUNT for the Half-year ending 30th June 1896.

Dr. **Cr.**

EXPENDITURE.						EARNINGS.					
Half-year ending 30th June 1895.		Per cent. on Gross Receipts.	Half-year ending 30th June 1896.		Abstract.			Half-year ending 30th June 1896.		Abstract.
Rs.	a. p.	Rs.	Rs.	a. p.				Rs.	a. p.	
5,99,458	2 2	10·50	6,09,639	4 4	A	By Coaching Traffic	...	23,44,745	1 0	H
10,22,263	15 11	17·91	10,50,269	4 5	B	,, Goods Traffic	...	30,22,149	14 9	I
3,01,882	12 8	5·29	3,10,480	4 1	C	,, Electric Telegraph earnings.	...	9,815	11 3	J
4,22,114	12 9	7·40	4,45,372	14 6	D	,, Steam Boat earnings ...	...	*Nil.*		
2,88,153	9 2	5·05	2,58,769	4 4	E	,, Sundries	...	91,689	9 6	K
Nil.			*Nil.*		F					
48,293	5 0	·85	39,563	13 6	G					
25,82,134	9 1	47·24	27,14,044	15 2						
30,24,937	5 8	53·00	27,24,355	5 4						
57,07,065	14 9	100·00	54,68,400	4 6		Total ...	...	54,68,400	4 6	

Details of outstandings, 8th August 1896.

		Amount.		
		Rs.	a.	p.
Due by	Government	1,370	8	0
	Traffic Department	6,577	12	2
	Other Railways	9,378	3	1
	Total	17,326	7	3

HENRY C. WEST,
Ag. Agent and Manager.

F. D. FOWLER,
Consulting Engineer for Railways.

F. DUNSTERVILLE,
Chief Auditor.

E. A. WALLER, Major, R.E.,
Examiner of Railway Accounts.

MADRAS,
2nd September 1896.

No. IX.

ABSTRACT A.

Maintenance of Way, Works and Stations.

JUNE, 1895.							JUNE, 1896.				
Amount.							Amount.				
Rs.	a.	p.	Rs.	a.	p.		Rs.	a.	p.	Rs.	a. p.
			66,896	5	5	1st.—*General Superintendence*—					
			4,513	10	6	(1)—Engineers' salaries	53,822	14	1		
			37,528	8	1	(2)—Allowances of ditto, including travelling ...	5,055	8	0		
			990	4	0	(3)—Subordinate Superintendents	38,347	3	8		
			.....			(4)—Allowances of ditto, including travelling ...	1,188	0	0		
			28,812	13	3	(5)—Overtime allowances	.....				
1,38,741	9	3				(6)—Office expenses	29,581	15	9	1,27,995	9 6
			1,41,081	15	1	2nd—*Maintenance & Renewal of Permanent Way*—					
			83,293	0	11	(1)—Wages	1,39,428	5	1		
2,24,375	0	0				(2)—Materials	1,30,133	14	8		
			27,253	2	4					2,69,562	3 9
			32,454	4	11	3rd.—*Repairs of Bridges, &c.—Wages & Materials.*					
						(1)—Bridges and Tunnels	a 30,617	3	5		
59,707	7	3				(2)—Miscellaneous, including earth-work, roads, fencing, &c.	28,428	9	1		
.....			.....							59,045	12 6
			36,990	9	7	3rd (a)—Conservancy of Rivers	.....			.....	
						4th.—*Repairs of Stations and Buildings—Wages and Materials*—					
			22,948	13	10	(1)—Repairs of buildings of every description including station-yards and signals, but excepting quarters of the staff... ...	51,229	14	3		
59,939	7	5				(2)—Repairs of staff quarters	19,673	10	9		
			.....							70,903	9 0
			.....			5th.—*Maintenance by Contract*—					
.....						(1)—Amount paid to contractors	.....				
6,041	9	9	.....			(2)—Material, supplied by the Company ...	.....				
			1,454	3	11	6th.—*New Minor Works*—	.....			5,931	1 6
			3,384	9	5	7th.—*Unclassified Expenditure*—					
			.....			(1)—Plantations	1,331	4	9		
			79,380	3	1	(2)—Tools and Plant	5,230	0	6		
			34,492	2	0	(3)—Loss on Stores, &c.	.....				
			.....			(4)—Loss by exchange	50,894	14	6		
1,18,711	2	5				(5)—Carriage of Revenue Stores	23,995	3	7		
						(6)—Arcot-Ranipet Survey	3,973	7	9	85,424	15 1
6,07,516	4	1	.....			Total...	.....			6,18,863	2 10
211	0	0				Deduct sum chargeable to Fire Insurance Fund.	.....			.....	
6,07,305	4	1								6,18,863	2 10
7,847	1	11	7,847	1	11	Do. cost of working Kolar Gold Fields Railway	.....			9,223	12 6
						Total...	.....			6,09,639	6 4
5,99,458	2	2	.....								

Mean Mileage maintained by Revenue—		Departmentally.			By Contract.			Total.		
		Ms.	Chs	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.
Railway Line ...	Double	42	52	34½	.....			84	65	3
	Single	806	65	30½	.....			806	65	30½
Sidings...		140	64	59	.....			*140	64	59
Total single track, including sidings...		.....			.....			† 1,032	35	26½
Cost per mile of track, including sidings		.....			.....			Rs. 599·42		

a.	Includes expenditure on strengthening weak girders on the South-West and North-West Lines ...	...	Rs.	12,392	11 2
b.	Do. on covering sand ballast with broken stones	...	,,	18,514	14 3
	Value of stores credited to sub-head 2nd (2)	...	,,	1,05,069	3 11
	Do. do. 3rd (1)	...	,,	1,917	0 0
	Do. do. 4th (1)	...	,,	1,121	12 1

* For explanation of the increased sidings, see Foot note of the Form No. 13.

† Madras Railway and Kolar Gold Fields Railway.

NOTE.—Maintenance charges of the Madras-Ennore Railway recorded separately and not included in this abstract. The mean mileage worked is also therefore excluded.

ABSTRACT B.

Locomotive Expenses.

JUNE 1895. Amount.						JUNE 1896. Amount.				
Rs.	a.	p.	Rs.	a.	p.		Rs.	a.	p.	Rs. a. p.
			16,762	1	1	1st.—*General Superintendence*—				
			833	15	3	(1)—Salaries of Superintendents and Assistants.	16,871	7	5	
			29,252	3	0	(2)—Allowances of ditto, including travelling ...	585	0	0	
			1,082	10	0	(3)—Subordinate Superintendents	29,133	4	8	
			.....			(4)—Allowances of ditto, including travelling ...	1,606	0	4	
			18,523	0	0	(5)—Overtime allowances	.....			
66,453	14	1				(6)—Office expenses	20,022	6	9	68,218 3 2
			1,13,802	4	7	2nd.—*Running Expenses (Wages connected with the working of Locomotive Engines)*—				
			39,060	11	0	(1)—Wages of Drivers and Firemen	1,10,188	4	7	
			24,568	12	11	(2)—Overtime allowances	36,245	2	2	
						(3)—All labour connected with fuelling, cleaning and looking after engines in yards ...	27,120	6	8	
			136	14	8	(4)—Contingent expenses, including clothing and travelling expenses	164	7	11	
1,77,568	11	2								1,73,718 5 4
			1,99,415	10	3	3rd.—*Fuel*—				
			.....			1895. 1896.				
			247	12	9	Tons 15,685 $\frac{222}{2240}$ (1) Coal ... Tons 15,858 $\frac{50}{2240}$	2,29,312	10	2	
			1,76,408	9	7	do. ... (2) Coke ... do. ...	.....			
3,76,072	0	7				do. 111 $\frac{172}{224}$ (3) Patent Fuel... do. 6 $\frac{204}{2240}$	143	14	8	
12,779	8	7	.....			do. 39,376 $\frac{269}{2240}$ (4) Wood ... do. 41,440 $\frac{200}{2240}$	2,21,323	0	7	
										4,50,809 9 5
17,091	7	5	.....			4th.—*Water (including Wages and Stores)*	.....			12,983 12 2
			1,24,304	2	3	5th.—*Oil, Tallow and other Stores (expended on Engines in work)*	.....			21,495 2 4
			3,683	7	1	6th.—*Maintenance and Renewals of Locomotive Engines*				
			1,48,955	4	2	(1)—Wages	1,19,572	5	5	
2,76,942	13	6				(2)—Overtime allowances	6,482	1	5	
						(3)—Materials	*1,28,253	15	5	2,54,308 6 3
			3,306	12	9	6th (a)—*Maintenance and Renewals of Machinery, Tools and Plant*—				
			1,935	4	0	(1)—Wages	3,736	1	11	
			884	14	0	(2)—Overtime and allowances	2,399	2	3	
6,126	14	9				(3)—Materials	1,063	8	8	
.....			.....							7,198 12 10
						7th.—*New Minor Works*	.....			.....
.....			.....			8th.—*Payments to other Lines*—				
						(1)—For haulage of Trains	.....			.....
			.....			9th.—*Unclassified Expenditure*—				
			70,466	6	7	(1)—Loss on Stores, &c.	.....			
1,02,931	1	7	32,464	11	0	(2)—Loss by Exchange	52,278	0	8	
						(3)—Carriage of Revenue Stores	28,000	15	0	80,278 15 8
10,35,966	7	8	.....			Total..	.....			10,69,011 3 2
316	10	6				Deduct sum chargeable to Fire Insurance Fund...				.....
10,35,649	13	2								10,69,011 3 2
			13,385	13	7	Do. cost of working Kolar Gold Fields Railway	13,996	12	4	.....
13,385	13	3	.....			Do. do. Madras-Ennore line ...	4,745	2	5	18,741 14 9
10,22,263	15	11	...			Total...	.....			10,50,269 4 5

Value of stores credited to sub-head 6th ... ... Rs. 36,704 8 6
Do. do. 6th *a* ... ... „ 2,182 13 11
* Expenditure included on account of two new engines ... ... „ 56,008 2 5

ABSTRACT C.

Carriage and Wagon Expenses.

JUNE 1895. Amount.							JUNE 1896. Amount.				
Rs.	a.	p.	Rs.	a.	p.		Rs.	a.	p.	Rs. a. p.	
			5,587	6	1	1st.—*General Superintendence*—					
			277	15	9	(1)—Salaries of Superintendents and Assistants.	4,758	10	0		
			9,750	11	8	(2)—Allowances of ditto, including travelling...	165	0	0		
			360	14	0	(3)—Subordinate Superintendents	8,217	1	2		
			.....			(4)—Allowances of ditto, including travelling...	452	15	8		
			6,174	5	0	(5)—Overtime allowances	...				
22,151	4	6				(6)—Office expenses	5,647	5	7	19,241 0 5	
						2nd.—*Repairs and Renewals of Vehicles*—					
						Coaching Vehicles.					
			33,193	4	7	(1)—Wages ...	35,144	2	4		
			169	1	10	(2)—Overtime ...	485	12	8		
			24,127	0	2	(3)—Materials ...	28,013	1	5		
										63,643 0 5	
57,189	6	7				Goods Vehicles—					
			55,368	12	3	(1)—Wages ...	47,441	11	10		
			1,005	15	1	(2)—Overtime ...	1,347	4	7		
			1,00,756	15	11	(3)—Materials ...	1,16,451	14	8		
										1,65,240 15 1	
											2,28,883 15 6
1,61,071	11	3									
2,18,561	1	10				2 (*a*) *Repairs and Renewals of Machinery, Tools and Plant*—					
			2,522	7	3	(1)—Wages	2,276	10	4		
			1,361	13	10	(2)—Overtime	1,510	12	1		
			705	3	6	(3)—Materials	962	14	1		
4,389	8	7									4,750 4 6
						3rd.—*Cleaning Carriages and Wagons and Oiling*—					
			18,525	10	9	(1)—Labour, including wages of Oilers, Carriage Cleaners and Examiners	18,869	7	8		
			12,115	12	1	(2)—Stores, including oil, grease, and other stores for consumption on running vehicles ...	12,196	1	10		
30,641	6	10									31,065 9 6
			.....			4th.—*New Minor Works*	...				
						5th.—*Unclassified Expenditure*—					
			.....			(1)—Loss on Stores, &c....	...				
			27,691	2	11	(2)—Loss by Exchange	29,295	9	10		
			2,416	3	0	(3)—Carriage of Revenue Stores	2,735	4	0		
30,107	5	11									32,030 13 10
3,05,850	11	8				Total ...	...				3,15,971 11 9
14	14	0				Deduct sum chargeable to Fire Insurance Fund ..					...
3,05,835	13	8									3,15,971 11 9
						Do. Cost of working Kolar Gold Fields Railway.	4,138	15	0		
3,953	1	0	3,953	1	0	Do. do. Madras-Ennore line ...	1,402	8	8		5,541 7 8
3,01,882	12	8	.....			Total ...					3,10,430 4 1

Value of stores credited to sub-head 2nd Coaching Vehicles (3) ... ... Rs. 3,172 11 2
Do. do. 2nd Goods „ (3) ... ... „ 6,210 3 10
Do. do. 2nd (*a*) ... ... „ 2,258 13 6

ABSTRACT D.

Traffic Expenses.

JUNE 1895.

Amount.						JUNE 1896. Amount.	
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		1st.—*Salaries, Wages, &c.*—					
		(a)—General Superintendence—					
		(1)—Traffic Manager, Asst. do. District Supts. and Traffic Canvassers ...	45,217 14 4				
		(2)—Office Establishment ...	22,751 12 6	48,160 1 6			
		(3)—Travelling Allowances ...	4,241 11 3	23,663 2 5			
	72,659 11 9	(4)—Contingencies	448 5 8	4,873 6 9			
		(b)—Station Staff—		581 5 0			
		(1)—Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of Level-crossings, Signalmen, Station Servants, &c			77,277 15 8		
	1,88,748 8 6	(c)—Train Staff—		...			
		(1)—Guards and Assistant Guards	48,506 1 1	51,082 13 11			
		(2)—Overtime Allowances ...	309 11 9	266 11 8			
3,10,524 1 1	49,115 12 10				1,93,857 12 6		
		2nd.—*Fuel, Lighting, Water and General Stores*—					
	33,816 0 3	(1)—Fires, lights, water and general stores for Carriages, Stations, Offices, &c.			51,349 9 7		
	3,174 1 4	(2)—Wagon covers, ropes, &c.			59,143 7 4		
39,047 8 9	2,057 7 2	(3)—Office and Station fittings and furniture ...			4,019 2 9		
4,839 9 10	...	3rd.—*Clothing*			702 12 9		
					...	63,865 6 10	
42,122 2 6	...	4th.—*Printing, Stationery and Tickets*				5,817 1 8	
					...	38,368 2 8	
874 7 4	...	5th.—*Charges for delivery and collection of Goods, &c.*			...	1,090 5 9	
		6th.—*Miscellaneous Expenses*			...	3,073 11 4	
2,502 8 1	...	7th.—*Payments to other Lines*—					
		(1)—Traffic expenses at joint stations			...	12,391 6 11	
7,397 0 0	...	8th.—*Unclassified Expenditure*—					
		(1)—Loss on Stores, &c.			...		
	18,949 14 5	(2)—Loss by Exchange			5,033 3 9		
20,429 5 5	1,479 7 0	(3)—Carriage of Revenue Stores			1,181 11 0	6,214 14 9	
4,27,736 11 0	...	Total ...			...	4,53,306 7 8	
97 15 6		Deduct sum chargeable to Fire Insurance Fund ...			...	195 6 10	
4,27,638 11 6						4,53,111 0 10	
5,523 15 4	5,523 15 4	Do. Cost of working Kolar Gold Fields Railway.			5,726 0 0		
4,22,114 12 2	...	Do. do. Madras-Ennore line ...			2,012 2 4	7,738 2 4	
		Total ...				4,45,372 14 6	

ABSTRACT E.

General Charges.

JUNE 1895.

Amount.			JUNE 1896. Amount.	
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
	28,703 10 11	1st.—*Home Expenditure*—		
		(1)—Directors and Secretary, or Managing Director	29,084 10 11	
	8,132 8 9	(2)—Auditors and Accountants		
36,836 3 8	...	(3)—Consulting Engineer and Inspecting Officers' fees and travelling allowances ...	6,404 8 0	
		(4)—Office expenses	...	35,489 2 11
		2nd.—*Salaries of Indian Management, including Offices.*		

	Salaries.	Travelling Allowances.	Contingencies.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
(1)—Agent's Office.	28,074 15 8	787 4 9	...	28,862 4 5
(2)—Auditor's ,, (3)—Accounts' ,, (4)—Cash ,,	71,115 1 5	2,118 5 11	395 3 0	73,628 10 4
(5)—Stores Dept...	11,024 3 3	148 15 0	...	11,173 2 3
(6)—Medical ,, ...	14,622 3 0	211 14 0	480 0 0	15,314 1 0

29,972 3 11	(7)—Rents of buildings and lands		791 7 3
71,643 9 1	(8)—Furniture, fittings, and other miscellaneous expenses		3,081 7 7
11,568 14 9	(9)—Printing and Stationery		4,304 10 10
14,724 8 0	(10)—Medicine and contributions to Hospitals ...		3,642 7 8
229 13 5			
3,418 6 10			
5,871 8 3			
1,814 5 1			
1,39,243 5 4			1,40,798 3 4
6,090 11 5	3rd.—*Police*—		
9,475 4 10	(1)—Supervision	6,143 14 6	
2,498 13 5	(2)—Constables	9,878 15 9	
18,064 13 8	(3)—Contingencies	2,706 4 11	
2,425 11 6	4th.—*Advertising (All Advertisements of all Departments).*	...	18,729 3 2
...	5th.—*Electric Telegraph*—		2,458 5 1
9,895 12 11	(1)—Salaries of Superintendents and Assistants	10,229 3 7	
35,818 2 2	(2)—Signallers	35,187 4 6	
1,109 0 0	(3)—Travelling expenses	1,270 8 0	
1,409 1 8	(4)—Office expenses, contingencies, &c. ...	1,332 9 4	
17,049 2 3	(5)—Maintenance, wages and stores	22,648 14 3	
66,065 14 10	(6)—Government Telegraph Department for rent, maintenance and inspection ...	949 12 5	71,618 4 1
784 11 10	6th.—*Clearing accounts with other lines*	...	...
...	7th.—*Unclassified Expenditure*—		
...	(1)—Loss on Stores, &c.	...	
3,885 12 6	(2)—Expenses connected with Fire-engines ...	2,863 6 5	
28,802 15 1	(3)—Loss by exchange	23,376 8 9	
33,171 15 7	(4)—Carriage of Revenue Stores	1,367 12 0	27,607 11 2
483 4 0	Total ...	...	2,96,700 13 9
2,95,808 0 7	Deduct sum chargeable to Fire Insurance Fund ...	...	2,863 6 5
3,885 12 6			
2,91,922 4 1			2,93,837 7 4
3,768 10 11	Do. Cost of working Kolar Gold Fields Railway.	3,751 3 0	
...	Do. do. Madras-Ennore Line ...	1,317 0 0	5,068 3 0
2,88,153 9 2	Total ...	...	2,88,769 4 4

Value of stores credited to sub-head, 5th (5) Rs. 265-13-3.

ABSTRACT G.

Special and Miscellaneous Expenditure.

JUNE 1895.

JUNE 1896.

Amount.			Amount.	
Rs. a. p.	*Rs. a. p.*		*Rs. a. p.*	*Rs. a. p.*
1,962 10 8	...	1st.—*Law Charges*	...	604 8 3
		2nd.—*Compensation*—		
	934 8 3	(1)—For goods lost or damaged	860 1 4	
	...	(2)—For personal injury	...	
	...	(3)—For other claims	...	860 1 4
934 8 3				
6,607 10 6	...	3rd.—*Rates and Taxes* (including Muncipal Water Rates)	...	5,278 13 9
		4th.—*Payments to other lines*—		
		1895. Rs. A. P. / 1896. Rs. A. P.		
	...	..... / ..... (1)—Hire of Locomotives { Gross Charges ... ... / „ Receipts	...	
	...	..... / ..... (2)—Hire of Vehicles { Gross Charges ... ... / „ Receipts	...	
		23,226 13 0 / 12,205 5 0 (3)—Mileage & Demurrage of Foreign Stock { Gross Charges 22,788 12 0 / „ Receipts 19,955 2 0		
	10,961 8 0	..... / ..... (4)—Rent of Stations, &c., jointly occupied ... ... { Gross Charges ... ... / „ Receipts	2,833 10 0 / ...	2,833 10 0
10,961 8 0				
549 14 3	...	5th.—*Prizes for Station Gardens, &c.*	...	15 0 0
		6th.—*Contributions to*—		
20,687 15 11	...	(1)—Railway Provident Institution	...	20,694 6 7
		7th.—*Miscellaneous*—		
	...	(1)—Loss on light coins	...	
	...	(2)—Bridge Toll Collection Establishment, &c...	...	
	1,194 10 5	(3)—Conservancy...	1,230 7 5	
	240 13 4	(4)—Loss by Exchange	1,147 0 10	
	5,170 8 10	(5)—Railway Schools	5,760 7 5	
	...	(6)—Locomotive School	...	
	600 0 0	(7)—Grant to employés for passing in the Vernacular...	...	
7,206 0 7	...	(8)—Commission and Stamp duty on Debentures.	1,923 13 1	10,061 12 9
48,910 4 2	...	Total ...	...	40,348 4 8
14 11 0		Deduct sum chargeable to Fire Insurance Fund ...	...	95 11 0
48,895 9 2				40,252 9 8
	634 4 2	Do. Cost of working Kolar Gold Fields Railway.	509 10 7	
634 4 2	...	Do. do Madras-Ennore line ...	179 1 7	688 12 2
48,261 5 0		Total ...	...	39,563 13 6

ABSTRACT H.

Coaching Traffic.

JUNE. 1895.

JUNE, 1896.

Amount.	Tariff Mileage fares. Single Return	First Class. Rs. 0 1 0		Second Class. Rs. 0 0 6		Third Class. Day Rs. 0 0 2 Mail „ 0 0 2½		Total.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Rs. a. p.			*Rs. a. p.*		*Rs. a. p.*		*Rs. a. p.*		*Rs. a. p.*
19,98,292 15 1	1st—*Passengers*— Single journeys..	9,627	93,914 11 8	33,199	1,04,255 4 11	4,594,576½	17,73,191 12 4	4,637,402½	19,71,361 12 11
7,810 5 2	Excess fares ...	*Nil.*	1,423 0 0	*Nil.*	1,369 1 3	*Nil.*	4,455 15 11	*Nil.*	7,248 1 2
13,716 13 9	Return journeys.	76	1,521 10 0	102	634 4 0	35,814	6,558 9 6	35,992	8,714 7 6
62,150 7 3	Troops and Police	423½	4,441 15 6	4,188	14,671 13 0	27,181½	31,835 10 7	31,793	50,949 7 1
	Total...	10,126½	1,01,301 5 2	37,489	1,20,930 7 2	4,657,572	18,16,042 0 4	4,705,187½	20,38,273 12 8
20,82,000 9 3	*Corresponding Period of* 1895 ...	9,025	97,516 13 7	34,751	1,16,635 11 7	4,343,530	18,67,848 0 1	4,387,306	...
	Season Tickets* ...	16	524 6 5	142	3,531 0 7	1,489	2,634 14 11	1,647	6,690 5 11
6,034 5 0	*Corresponding Period of* 1895 ...	16	1,560 0 0	89	2,039 14 0	1,322	2,434 7 0	1,427	...
...	Passenger Miles ...	1,691,705		5,303,419		165,485,985		172,481,109	
61,367 2 0	2nd.—*Passenger's Luggage* ... ... Ton-miles....							238,571	67,442 13 7
6,564 4 7	3rd.—*Military Baggage* ... ... „							57,446	10,737 4 7
	4th.—*Carriages, Horses, Dogs, &c.*—								
10,724 5 6	(1)—Carriages ... ... No.							259	10,215 12 6
38,525 15 9	(2)—Horses ... ... „							1,563	30,904 11 11
3,109 11 9	(3)—Dogs, &c. ... ... „							2,872	3,142 5 7
	5th.—*Military Carriages, Horses, &c.*—								
106 2 0	(1)—Carriages ... ... „							...	...
1,768 9 4	(2)—Horses ... ... „							190	3,810 10 10
48 14 4	(3)—Dogs, &c. ... ... „							28	26 15 5
	6th.—*Parcels*—								
1,39,135 13 5	(1)—For the Public ... ... Ton-miles.							860,660	1,42,225 5 4
1,807 1 6	(2)—For Revenue ... ... „							27,748	2,377 6 10
2,733 0 0	7th.—*Special Trains* ... ... Train-miles.							1,063	2,540 0 0
814 10 2	8th.—*Miscellaneous*...							...	812 3 7
	9th.—*Post Office*—								
25,169 9 9	(1)—Haulage and hire of Post Office Vehicles ... { Number of Vehicles ... .. / Mileage of „							... / ...	25,545 4 3
...	(2)—Special Trains ... ... Train-miles ..							...	...
...	(3)—Parcels ... ... Ton-miles ..							...	...
23,74,060 2 5	Total ...							...	23,44,745 1 0
...	Less outstandings irrecoverable							...	...
23,74,060 2 5	Total ...							...	23,44,745 1 0

* Season Tickets, 1st Class (reckoned at the rate of 40 Single Journey Passengers per month) 16 Tickets equal ... 1,200
Do. 2nd Class (do. do. do.) 142 do. ... 14,800
Do. 3rd Class (do. do. do.) 1,489 do. ... 183,960

ABSTRACT I.

JUNE, 1895. — *Goods' Traffic.* — JUNE, 1896.

Amount.		Number of tons lifted.	Average. Rate per ton per mile.	Ton-miles.	Amount.
Rs. a. p.			*Pies.*		*Rs. a. p.*
22,06,369 14 1	1st.—*Merchandise, General*	383,126	8·96	58,708,672	27,40,170 11 2
36,269 7 0	2nd.—*Military Stores*	903	27·52	243,074	34,844 5 0
6,512 8 0	3rd.—*Railway Materials for Construction*...	583	6·21	57,035	1,845 13 7
29,49,151 13 1	Total....	384,612	9·04	59,008,781	27,76,860 13 9
	4th.—*Coal*—				
1,75,496 4 0	(1)—For the Public	41,172	4·25	7,217,714	1,59,774 8 0
...	(2)—For the Company (Construction only)	...	...	...	...
15,076 0 0	(3)—For Locomotive Department (Revenue only)	10,638	4·13	586,121	12,606 5 0
143 6 0	(4)—For other Departments	54	4·07	4,894	103 11 0
1,90,715 10 0	Total Coal...	51,864	4·24	7,808,729	1,72,484 8 0
	5th.—*Revenue Stores*—				
40,061 1 0	(1)—For all Departments excepting Coal and Locomotive Fuel ..	76,787	3·94	1,421,674	29,197 10 0
14,150 3 0	(2)—Wood and patent fuel for Locomotive Department	28,324	4·02	618,152	12,945 4 0
54,211 4 0	Total...	105,111	3·97	2,039,826	42,142 14 0
31,94,078 11 1	Total Goods...	541,587	8·34	68,857,336	29,91,488 3 9
	6th.—*Live Stock*—			No.	
2,775 13 4	(1)—Horses			758	7,265 15 0
4,504 11 4	(2)—Cattle			1,802	3,912 11 0
2,498 8 6	(3)—Sheep, &c.			10,794	3,664 13 0
9,779 1 2	Total...			13,354	14,843 7 0
	7th.—*Military Live Stock*—				
25,389 10 0	(1)—Horses			432	4,831 4 8
60 12 0	(2)—Cattle			...	...
...	(3)—Sheep, &c.			...	...
25,450 6 0	Total...			432	4,831 4 8
6,188 13 0	8th.—*Rents and Demurrage, Wharfage, Storage, &c.*			...	7,646 2 2
...	9th.—*Interest on outstanding Bills*			...	...
2,716 3 5	10th.—*Miscellaneous*			...	3,340 13 2
32,38,163 2 8	Total...			...	30,22,149 14 9
	Less outstandings irrecoverable			...	...
32,38,163 2 8	Total...			...	30,22,149 14 9

Coal Tons 41,172, Rs. 1,59,774-8-0, *vide* Consulting Engineer's letter, No. 942, dated 30th September 1891.
Coke „ *Nil.* „ *Nil.* „ „ „ „ „

ABSTRACT K.

Sundries.

JUNE, 1895. — JUNE, 1896.

Amount.			Amount.
Rs. a. p.			*Rs. a. p.*
1895. Rs. A. P. 3,325 0 0	Hire of Locomotives...	1896. Rs. A. P. Gross Receipts 6,576 14 2; „ Charges ...	6,576 14 2
3,325 0 0			
....	Hire of Vehicles ...	Gross Receipts 552 0 0; „ Charges ...	552 0 0
....	Mileage and Demurrage of Vehicles over Foreign lines	Gross Receipts .....; „ Charges	.....
.....			
17,729 6 3; 7,948 4 8	Rent of Stations, &c., jointly occupied	Gross Receipts 17,874 1 11; „ Charges 14,186 15 3	3,687 2 8
9,781 1 7			.....
...	Clearing accounts with other Lines...		.....
....	Tolls on Bridges		29,306 5 7
27,794 0 2	Rents of Dwelling-houses		20,208 1 5
19,030 7 4	Rents of Refreshment-rooms		1,343 2 11
1,334 11 8	Fees on share transfers, &c.		8,809 3 7
3,636 15 3	Profits of Workshops for work done for State Railways, &c...		1,090 13 4
801 4 5	Sale of unclaimed and damaged goods...		2,197 14 7
1,975 10 8	Unpaid or unclaimed salaries		
	1895. Rs. A. P. — Sale of Revenue Stores— — 1896. Rs. A. P.		
393 5 0	1.—Maintenance	1,253 9 4	
3,824 9 11	2.—Locomotive	4,753 15 7	
.....	3.—Carriage and Wagon	...	
329 5 11	4.—Traffic	196 7 10	
807 3 10	5.—General	1,433 1 3	7,637 2 0
5,153 15 8	Miscellaneous Receipts		5,536 10 6
8,754 6 0	From K. G. F. Railway for use of Rolling Stock		3,510 10 6
3,482 0 8	„ Madras-Ennore line do		1,233 8 3
.....		Total ...	91,689 9 6
84,169 9 5	Less outstandings irrecoverable		.....
.....		Total ...	91,689 9 6
84,169 9 5			

No. XI.

FIRE INSURANCE FUND.

	Rs. a. p.		*Rs. a. p.*
To Amount paid for loss by fire, &c., as per Revenue Account, Abstracts D., E. and G., *viz.* :—	*Rs. a. p.*	By Balance in hand at 1st January 1896.	3,55,257 9 11
Tarpaulins	195 6 10		
Equipment of Fire Engines...	2,863 6 5		
Sundry claims	95 11 0		
	3,154 8 3	„ Interest on Government Paper less debits for commission, &c. ...	5,592 0 4
To Balance on 30th June 1896, *viz.*, invested in the purchase of Rs. 3,29,000 Government Paper.	3,45,266 0 2		
Cash	13,962 15 9		
	3,59,228 15 11		
	3,62,383 8 2		
Deduct amount charged above but unpaid at 30th June 1896	1,533 13 11		
Total...	3,60,849 10 3	Total...	3,60,849 10 3

No. XII.

STATEMENT OF ROLLING-STOCK FOR HALF-YEAR ENDING 30TH JUNE 1896.

	DESCRIPTION.	1 Total stock authorized.	2 Total stock constructed against authorization up to the last day of the previous half-year.	3 Additions to stock during the half-year.	4 Reduction of stock.	5 Total stock on the list at end of the half-year.	6 Actual stock in running order on the last day of the half-year.	Repairs and Renewals. 7 Number of Vehicles repaired during the half-year.	8 Number of Vehicles renewed during the half-year.	9 Number of Vehicles undergoing or awaiting repairs on the last day of the half-year.	10 Number of Vehicles undergoing or awaiting renewals on the last day of the half-year.	11 Average number undergoing repairs and renewals at any one time.	12 Stock condemned in this and previous half-years, awaiting replacement.	13 Average carrying capacity of each description of Vehicles.
Engines.	Passenger and Mail	*168	41	2	2	41	121	38	...	45	...	7	...	...
	Mixed		40	...	...	40						12	...	...
	Goods		69	...	...	69						15	...	...
	Tank		16	...	...	16						3	...	...
	Total...	168	166	2	2	166	121	38	...	45	...	37	...	...
Coaching Vehicles.	Saloon State	a 2	2	...	...	2	2	2	...	...	...	...	...	...
	Saloons, ordinary (1st Class Night Carriages)	26	26	...	...	26	21	53	...	5	...	5	...	4·00
	Reserved Carriages	b 7	9	...	...	h 9	8	9	...	1	...	1	...	8·00
	Composites 1st and 2nd Class Carriages													3·00
	Ordinary, Sleeping	39	37	...	...	37	31	56	...	6	...	7	...	14·00
	Do. do. do. day	*9	5	...	...	5	5							26·00
	Bogie Corridor Composite Carriage	+1	...	...	...	...	...	...	...	...	...	...	...	...
	2nd Class Carriages, ordinary	70	70	...	...	70	63	109	...	6	1	7	...	22·50
	3rd Class Carriages without brakes, ordinary		342	...	...	j 342	311					33	...	51·72
	Do. do. do. Ambulance		28	...	...	28	28	572	...	29	2		...	55·00
	Do. and Postal Vans, ordinary	*379	7	...	...	7	7					1	...	30·00
	Do. Carriages with brakes, ordinary		6	...	...	6	6	4	...	...	...	1	...	3·50
	Postal Vans	9	9	...	...	9	9	23	...	...	...	2	...	42·50
	Carriage Trucks	21	21	...	...	21	19	17	...	1	1	2	...	3·25
	Horse Boxes	46	46	...	...	46	41	48	...	5	...	4	...	6·00
	Luggage Vans (Baggage Vans)	24	24	...	...	24	23	35	...	...	1	2	...	3·00
	Total...	633	632	...	...	632	574	928	...	53	5	65	...	6·00
Goods Vehicles.	Covered Goods Wagons, ordinary, Iron	400	397	...	f 1	396	380	189	...	16	...	...	...	...
	Do. do. do. Wooden	1,086	876	k 40	...	916	887	550	...	29	...	57	4	11·75
	High Sided Wagons, ordinary, Iron 16 Tons	a 50	50	...	...	50	47	4	...	3	...	8	...	12·00
	Do. do. do. Wooden, 10 Tons	800	800	...	...	800	745	625	...	54	1	67	...	6·00
	Do. do. do. do. 8 Tons	...	60½	...	k 5½	55½	55½	15	...	..	...	...	...	18·50
	Low Sided do. do. do.		213	...	...	213	183	107	...	...	30	3	...	12·00
	Coal or Coke do.	130	60	...	...	60	101	74	...	2	27	2	...	10·00
	Fuel Trucks		70	...	...	70								12·00
	Cattle Wagons	50	50	...	...	50	48	20	...	2	...	2	...	6·00
	Platform Wagons	c 3	3	...	...	3	3	2	...	...	...	...	...	7·00
	Powder Vans	4	4	...	...	4	3	3	...	1	...	...	...	6·33
	Tool or Accident Vans	10	10	...	...	10	8	...	...	...	2	...	...	20·00
	Timber Trucks, Wooden, double bolster	g 175	50	...	...	50	145	86	...	5	..	5	...	12·00
	Do. do. do. single do.		100	..	...	100								7·50
	Rail Trucks	a 50	50	...	...	50	35	28	...	15	...	3	...	6·50
	Travelling Oil Tanks	a 12	10	...	...	10	8	11	...	2	...	5	...	10·00
	Do. Water do.	4	4	...	..	4	4	...	...	...	...	1	...	18·00
	Do. Cranes	d 7	7	...	...	7	7	1	...	...	...	...	...	12·00
	Brake Vans	e*178	f 174	f 1	...	175	158	158	...	16	1	4	...	11·50
	Trucks to carry gas holders	2	1	f 1	..	2	2	2	...	...	...	17	...	5·75
	Support Wagon for 15 Ton Crane	1	...	..	...	...	...	...	..	...	...	...	...	15·00
	Total...	3,175	2,989½	42	6½	3,025½	2,819½	1,875	...	145	61	174	4	10·00
														3·00
														8·00
														4·70
														...
														...

The particulars of Composite Carriages are as follows :—

	1st Class.	2nd Class.	3rd Class.
42 Carriages...	½	½	0

The following Carriages have been fitted up for the accommodation of the Post Office :—

9 Post Office-vans, 27 feet long.

7 Third-class Composites each ½ of a Carriage.

* *Vide* G. O., No. 135 R., dated 18th February 1896.

† ,, do. 136 R., ,, do.

a. These are six-wheeled vehicles.

b. Two of these are six-wheeled.

c. One of these is eight-wheeled.

d. Three of these are six wheeled

e. Twenty of these are six-wheeled.

f. Four of these are temporary addition to Stock, *vide* G. O., No. 461 R., dated 12th July 1895.

g. G. O., No. 311 R., dated 1st April 1896.

h. Two of these are temporary addition to stock

j. Twenty-six of these are converted Second Class Carriages of an obsolete type and are only a temporary addition to stock. Consulting Engineer's letter, No. 60, dated 29th January, 1886.

k. All eight ton wagons are renewed as ten ton covered Goods Wagons, G. O., No. 561 R., dated 17th May 1889. The figures are given in terms of ten ton wagons.

l. Increase of Stock sanctioned, *vide* Consulting Engineer's letter, No. 2425, dated 26th July 1895.

m. *Vide* Consulting Engineer's letter, No. 1374, dated 27th April 1894.

STATEMENT SHEWING THE ROLLING-STOCK INCLUDED IN COLUMN 5 ABOVE WHICH IS ADAPTED FOR MILITARY PURPOSES.

	Number of Coaching Vehicles fitted for Ambulance.								Number of Coaching Vehicles fitted with hooks or racks for suspending rifles.								Number of covered Goods wagons adapted for the carriage of horses.				Number of Horse Boxes.						Number of open Goods wagons suitable for the carriage of artillery guns.			
	1 First class.	2 Upper class.	3 Second class.	4 Intermediate class.	5 Lower class.	6 Third class.	7 Total.	8 Percentage of column 7 on entire stock of First, Upper, Second, Intermediate, Lower and Third class carriages on the Line included in column 5 of above statement.	9 First class.	10 Upper class.	11 Second class.	12 Intermediate class.	13 Lower class.	14 Third class.	15 Total.	16 Percentage of column 15 on entire stock of First, Upper, Second, Intermediate, Lower and Third class carriages on the Line included in column 5 of above statement.	23 Wooden.	24 Iron.	25 Total.	26 Percentage of column 25 on entire stock of covered wooden and Iron Goods wagons on the Line included in column 5 of above statement.	17 Capable of carrying 12 Horses.	18 Capable of carrying 8 Horses.	19 Capable of carrying 6 Horses.	20 Capable of carrying 4 Horses.	21 Capable of carrying 3 Horses.	22 Capable of carrying 2 Horses.	27 Medium or high sided.	28 Ballast or low sided.	29 Total.	30 Percentage of column 29 on entire stock of medium or high sided and ballast or low sided Goods wagons on the Line included in column 5 of above statement.
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	899	396	b 1,295	98·70	...	...	2	...	44	...	...	136	136	12·16
Coaching Vehicles.	...	...	...	...	...	28	a 28	5·37	...	...	70	...	...	309	379	72·74														

(*a*) The orders of Government are that 8 per cent. of the III class sanctioned stock should be fitted for Ambulance purposes.

(*b*) Fitted for carriages of 8 horses each.

No. XIII.

MILEAGE STATEMENT.

	Double Line.			Single Line.			Total.			Sidings.		
	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.
Lines owned by Company, sanctioned, not commenced	...			...			...			...		
" " " under construction	...			...			...			...		
" " " constructed, but not worked	...			...			...			...		
" " " " " and worked by Company	42	32	34½	796	65	30½	839	17	65	*137	77	1
" " " " " by others ...	...			...			...			...		
Lines worked by Company—												
Its own ... ... Total ...	42	32	34½	796	65	30½	839	17	65	137	77	1
Foreign—												
Kolar Gold Fields Railway	42	32	34½	796	65	30½	839	17	65	137	77	1
†Madras-Ennore line	...			10	0	0	10	0	0	2	67	58
Total ...	...			8	36	8	8	36	8	1	69	50
Foreign Lines worked over by Company...	42	32	34½	815	21	38½	857	54	7	142	54	48
Total mean mileage worked (including mileage worked over) during the half-year	...			...			...			...		
	42	32	34½	812	68	26½	855	20	61	142	11	57

* Increased Mileage of sidings—

	Miles.
1st District	·3671
2nd do.	·4335
Total ...	·8006

† Opened on 22nd February 1896.

No. XIV.

STATEMENT OF TRAIN MILEAGE FOR THE HALF-YEAR ENDING 30TH JUNE 1896.

	Railways.				
	Madras.	Kolar Gold Fields.	Madras-Ennore.	Total.	Total estimated Locomotive expenses.
	Miles.	Miles.	Miles.	Miles.	Rs.
(1). Train miles run for Public Traffic. Passengers	457,522		10,328	467,850	3,32,921
Goods	78,199	1,296	2,531	82,026	58,370
Mixed (*a*)	646,740	14,560	2,080	663,380	4,72,060
Light (*b*)	18,092	...	308	22,652	16,049
(2). " " for Locomotive Department	22,244	...	...	18,692	13,301
(3). " " for Maintenance	14,105	...	976	15,081	10,732
Total Train-mileage...	1,237,502	15,856	16,223	1,269,581	9,03,432
(4). Miles of assisting engines (actual distance)	421	6	...	427	304
(5). " of engines shunting and standing in steam for traffic purposes, calculated at five miles an hour	213,715	170	50	213,935	1,52,226
(6). " run for miscellaneous services (actual distance)	18,295	2	27	18,324	13,050
Total Miscellaneous Engine-mileage...	232,431	178	77	232,686	1,65,579
Total Engine-mileage...	1,469,933	16,034	16,300	1,502,267	10,69,011
(*a*) Coaching	171,752	7,728	1,355	180,835	
(*a*) Goods	474,988	6,832	725	482,545	
Total...	646,740	14,560	2,080	663,380	
(*b*) Coaching	5,884	...	203	6,087	
(*b*) Goods	16,360	...	105	16,465	
Total...	22,244	...	308	22,552	

No. XV.

DISTRIBUTION STATEMENT OF AUDITED SALARIES, INCLUDING ALLOWANCES AND OFFICE EXPENSES.

Department.	Capital.	Revenue.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Home Expenditure	...	35,489 2 11	35,489 2 11
Engineering	...	1,27,995 9 6	1,27,995 9 6
Locomotive...	...	87,459 3 7	87,459 3 7
Carriage and Wagon	...	77,277 15 8	77,277 15 8
Traffic	...	28,862 4 5	28,862 4 5
Agency	...	73,628 10 4	73,628 10 4
Audit, Account and Cash	...	11,173 2 3	11,173 2 3
Stores	...	15,314 1 0	15,314 1 0
Medical	...	6,143 14 6	6,143 14 6
Police	...	12,832 4 11	12,832 4 11
Electric Telegraph	...	4,76,176 5 1	4,76,176 5 1
Total ...	...		

No. XVII.—NET REVENUE ACCOUNT.

Dr. Cr.

	£.	s.	d.		£.	s.	d.
To Guaranteed interest (Gross) received from the Secretary of State for the half-year as under :—				By net profits of the half-year as per Form No. 8—			
On Subscribed Capital.					s.	d.	
£ 8,757,670 at 5 per cent. Stock ...	218,941	15	0	Rs. 27,24,355-5-4 at 1/10 exchange	249,732	11	5
£ 999,960 at 4¾ " " ...	23,749	1	0				
£ 500,000 at 4½ " " ...	11,250	0	0				
	253,940	16	0				
On Debentures.				By Balance being net amount carried to the guaranteed interest account	16,635	19	7
£ 60,000 at 2¾ per cent.	825	0	0				
£ 337,800 at 3 "	5,067	0	0				
£ 402,200 at 3¼ "	6,535	15	0				
	12,427	15	0				
Total £	266,368	11	0	Total £.	266,368	11	0

No. XVIII.—CAPITAL BALANCE SHEET.

Dr. Cr.

	Rs. A. P.		Rs. A. P.	Rs. A. P.
To Govt. of India Capital Account ...	4,39,65,207 2 0	By Line open for Traffic...		10,30,84,300 0 1
" London Office Home Payments A/c ...	54,45,494 12 7	Preliminary Expenses	1,02,912 11 7	
" London Office Store Account	7,12,41,792 11 2	Construction of Line	1,92,53,277 1 8	
" Stores Purchase Account...	48,012 0 0	Brickwork and Masonry	1,82,05,715 12 2	
" Traffic Store Account	478 10 10	Additional Works...	11,90,265 4 9	
Suspense Accounts.		Ballast and Permanent Way	3,94,03,279 8 6	
To Refunds to Government ... 45,454 15 8		Stations and Buildings	96,62,190 4 10	
" Cheques Payable Capital... 2,469 0 5	47,924 0 1	Electric Telegraph	11,60,614 6 3	
		Plant	11,45,473 0 2	
		Maintenance	4,92,039 4 1	
		Establishment	78,47,908 9 9	
		Contingencies	46,19,624 0 4	
		" Rolling Stock	...	1,52,75,042 0 8
		Store Accounts.		
		By General Store Account	3,57,769 11 7	
		" Locomotive Store and Workshop Account	12,67,390 12 6	
		" Engineering Store and Workshop Account	5,53,994 2 1	
		" Telegraph Store and Workshop Account	97,087 8 11	
		" Stores in Transitu...	61,492 13 2	
		" Stores Sales Account	4,308 3 7	23,41,643 3 10
		Suspense Accounts.		
		By Cashier	3,005 1 9	
		" Advance Account	6,455 0 0	
		" Government of India Capital Advance Account	38,463 14 4	47,924 0 1
Total ...	12,07,48,909 4 8	Total ...	...	12,07,48,909 4 8

Dr.

REVENUE BALANCE SHEET.

Cr.

	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
To Cheques Payable Revenue ...	4,530 9 11		By Government of India Revenue Account ...	1,73,657 2 5	
„ Revenue Establishment ...	2,85,557 8 1		„ Traffic Cash Account ...	1,57,679 12 6	
„ Income Tax	2,467 3 0		„ Refreshment Rooms Account ...	12,404 2 1	
„ Unpaid Salaries and Wages... ...	6,983 0 5		„ Cashier	5,001 0 8	
„ Home Payments Suspense Account.	580 9 0		„ Foreign Railways Account	2,378 9 4	
„ Municipal Tolls collected by the Company	3,072 7 8				3,51,120 11 0
„ Railway Schools Account	1,218 0 9		**Special Funds.**		
„ Government of India Revenue Advance Account	17,284 7 6		By Government of India Special Funds Account	5,17,650 8 2	
„ Kolar Gold Fields Railway... ...	29,356 1 5		„ Government and other Securities, Madras Railway Provident Institution...	5,70,757 12 0	
„ General Suspense Account	120 11 3		„ Bank of Madras, Madras Railway Fire Insurance Funds	13,962 15 9	
		3,51,120 11 0	„ Government Securities, Madras Railway Fire Insurance Funds ...	3,45,266 0 2	
Special Funds.			„ Cashier	3,317 2 9	
To Madras Railway Employés' Guarantee Fund...	6 63,608 4 1		„ Government Securities Employés' Guarantee Fund	2,72,700 0 0	
„ Madras Railway Contractors' Security Fund	60,032 4 9		„ Government Securities Contractors' Security Fund	11,500 0 0	
„ Madras Railway Provident Institution	6,52,284 14 1				17,35,154 6 10
„ Buildings Plant and Stores Fire Insurance Fund	3,24,721 10 0		**Private Funds.**		
„ Goods Traffic Fire Insurance Fund..	34,507 5 11		By Government Securities Sick and Allowance Fund	82,556 0 0	
		17,35,154 6 10	„ Government Securities Madras Railway Library Association ...	12,600 0 0	
Private Funds.			„ Bank of Madras General Account...	9,998 0 5	
To Madras Railway Sick and Allowance Fund	90,187 9 10		„ New Oriental Bank Corporation, Limited, Sick and Allowance Fund.	392 8 3	
„ Madras Railway Library Association	15,358 14 10				1,05,546 8 8
		1,05,546 8 8			21,91,821 10 6
		21,91,821 10 6			

ABSTRACT OF RETURNED STORES.

	Amount.	Remarks.
	Rs. A. P.	
Balance in hand at the end of the previous half-year	4,24,351 3 11	
Add—Value of stores returned to stock during the half-year	2,05,610 13 5	
Total...	6,29,962 1 4	
Deduct—Value of stores issued or otherwise disposed of during the half-year	2,86,105 5 4	
Balance...	3,43,856 12 0	

ABSTRACT OF PRINCIPAL COMMODITIES.

Description of Commodity.	Quantity. First Half of 1895.	Quantity. First Half of 1896.	Receipts. First Half of 1895.	Receipts. First Half of 1896.	Quantity. Increase.	Quantity. Decrease.	Receipts. Increase.	Receipts. Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I. Coal & Coke carried for the Public and Foreign Railways ...	45,459	41,172	1,75,496	1,59,775	...	4,287	...	15,721
II. Cotton—								
1. Raw	10,029	8,953	1,55,236	1,31,632	...	1,076	...	23,604
III. Cotton, Manufactured—								
1. Twist and Yarn, European ...	2,116	1,886	28,507	27,437	...	230	...	1,070
2. Do. Indian ...	2,333	2,586	25,200	28,436	253	...	3,236	...
3. Piece Goods, European ...	863	1,055	16,394	18,528	192	...	2,134	...
4. Do. Indian	3,450	3,262	52,335	51,465	...	188	...	870
IV. Drugs and Chemicals—								
1. Intoxicating other than Opium	13	25	361	226	12	...	...	135
2. Non-intoxicating—								
(*a*) Cinchona Bark ...	174	100	1,993	1,154	...	74	...	839
(*b*) Others	1,556	1,293	15,134	11,759	...	263	...	3,375
V. Dyes and Tans—								
1. Indigo	584	319	10,809	5,183	...	265	...	5,626
2. Myrabolams	851	983	5,885	6,974	132	...	1,089	...
3. Cutch	...	4	2	21	4	...	19	...
4. Turmeric	3,518	1,801	27,583	13,516	...	1,717	...	14,067
5. Aniline dyes	2	11	18	138	9	...	120	...
6. Others	9,802	7,310	94,956	76,637	...	2,492	...	18,319
VI. Grain and Pulse—								
1. Wheat	2,299	1,173	16,928	8,036	...	1,126	...	8,892
2. Rice in the husk	16,615	8,562	1,31,936	58,463	...	8,053	...	73,473
3. Rice not in the husk	22,476	24,965	1,47,324	1,53,923	2,489	...	6,599	...
4. Jawar and Bajra	4,648	2,983	30,967	16,911	...	1,665	...	14,056
5. Gram and Pulse	18,345	14,400	1,17,062	95,519	...	3,945	...	21,543
6. Others	24,389	21,746	1,71,261	1,40,967	...	2,643	...	30,294
VII. Hides and Skins—								
1. Hides of Cattle—								
(*a*) Dressed or Tanned ...	586	1,693	5,141	19,507	1,107	...	14,366	...
(*b*) Raw	2,421	1,495	31,087	21,972	...	926	...	9,115
2. Skins of Sheep, &c.—								
(*a*) Dressed or Tanned ...	5,022	3,615	73,261	57,749	...	1,407	...	15,512
(*b*) Raw	8,930	7,278	1,13,623	94,699	...	1,652	...	18,924
VIII. Horns	70	63	756	731	...	7	...	25
IX. Jute—								
1. Raw	37	23	254	153	...	14	...	101
2. Gunny Bags and Cloth ...	3,602	3,592	34,410	37,411	...	10	3,001	...
Carried forward ...	190,190	162,348	14,83,919	12,38,922	4,198	32,040	30,564	2,75,561

DESCRIPTION OF COMMODITY.	Quantity. First Half of 1895.	Quantity. First Half of 1896.	Receipts. First Half of 1895.	Receipts. First Half of 1896.	Quantity. Increase.	Quantity. Decrease.	Receipts. Increase.	Receipts. Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward ...	190,190	162,348	14,83,919	12,38,922	4,198	32,040	30,564	2,75,561
X. Lac—								
1. Stick	40	42	495	481	2	...	...	14
2. Shell	29	18	257	171	...	11	...	86
XI. Leather, Manufactured	97	95	2,379	2,582	...	2	203	...
XII. Liquors—								
1. Beer	1,908	1,900	27,393	30,165	...	8	2,772	...
2. Spirits	2,199	2,447	14,982	16,650	248	...	1,668	...
3. Wines	153	135	3,221	2,677	...	18	...	544
XIII. Metals—								
1. Copper, unwrought	98	82	799	805	...	16	6	...
2. Brass, „	100	16	892	182	...	84	...	710
3. Copper, wrought	51	36	518	503	9	...	...	15
4. Brass, „	546	430	5,849	4,785	...	116	...	1,064
5. Iron	6,757	7,315	75,049	73,794	558	...	...	1,255
6. Others	437	483	5,129	5,797	46	...	668	...
XIV. Oils—								
1. Kerosine	4,663	3,113	58,358	42,537	...	1,550	...	15,821
2. Castor	1,413	1,328	6,135	3,338	...	85	...	2,797
3. Cocoanut	779	551	7,313	4,921	...	228	...	2,392
4. Others	2,311	2,399	15,817	15,197	88	...	...	620
XV. Oil Seeds—								
1. Linseed	396	780	1,160	2,511	384	...	1,351	...
2. Rape and Mustard	210	224	1,818	1,529	14	...	...	289
3. Til or Jinjili	2,990	4,135	24,913	28,890	1,145	...	3,977	...
4. Poppy	38	29	412	285	...	9	...	127
5. Earthnuts	5,769	5,765	17,772	19,055	...	4	1,283	...
6. Castor	5,277	8,499	39,372	60,227	3,222	...	20,855	...
7. Others	7,515	8,038	46,950	55,325	523	...	8,375	...
XVI. Opium—	...	...	...	...	...	...	...	...
XVII. Paper and Paste Board	452	220	5,350	3,797	...	232	...	1,553
XVIII. Provisions—								
1. Ghee	1,383	1,254	16,871	17,647	...	129	776	...
2. Dried fruits and nuts	1,899	1,060	9,586	5,299	...	839	...	4,287
3. Others	34,871	32,830	2,67,698	2,41,115	...	2,041	...	26,583
XIX. Railway Plant and Rolling Stock *carried for the Public and Foreign Railways*—								
1. Loco. Engines and Tenders and parts thereof	3	...	32	...	...	3	...	32
2. Carriages and Trucks do.	...	71	...	328	71	...	328	...
3. Materials—								
(*a*) Steel rails and fish plates	135	...	1,329	...	...	135	...	1,329
(*b*) Sleepers and keys of steel and cast iron ...	35	...	96	...	...	35	...	96
(*c*) Other sorts	88	418	373	2,428	330	...	2,055	...
Carried forward ...	272,832	246,085	21,42,237	18,81,943	10,838	37,585	74,881	3,35,175

DESCRIPTION OF COMMODITY.	Quantity. First Half of 1895.	Quantity. First Half of 1896.	Receipts. First Half of 1895.	Receipts. First Half of 1896.	Quantity. Increase.	Quantity. Decrease.	Receipts. Increase.	Receipts. Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward...	272,832	246,085	21,42,237	18,81,943	10,838	37,585	74,881	3,35,175
XX. Salt	25,812	25,160	1,45,044	1,42,106	...	652	...	2,938
XXI. Saltpetre, &c.—								
1. Saltpetre	86	218	691	1,494	132	...	803	...
2. Other Saline substances...	2	3	13	24	1	...	11	...
XXII. Silk, Raw—								
1. Foreign	...	...	...	...	...	...	...	...
2. Indian	47	18	999	384	...	29	...	615
XXIII. Silk Piece Goods—								
1. Foreign	7	9	356	397	2	...	41	...
2. Indian	29	23	540	475	...	6	...	65
XXIV. Spices—								
1. Betel nuts	3,458	3,064	37,902	33,452	...	394	...	4,450
2. Pepper	477	553	5,915	8,165	76	...	2,250	...
3. Ginger	381	315	2,290	2,687	...	66	397	...
4. Chillies	3,776	3,553	47,825	43,080	...	223	...	4,745
5. Cardamoms	4	5	39	83	1	..	44	...
6. Others	934	1,249	6,580	9,468	315	...	2,888	...
XXV. Stone and Lime	17,921	19,264	36,998	40,143	1,343	...	3,145	...
XXVI. Sugar—								
1. Refined or crystalized including Sugarcandy ...	2,810	2,171	21,064	15,395	...	639	...	5,669
2. Unrefined, *viz.*, Molasses & Jaggery or Gur & other Saccharine produce ..	11,900	25,919	71,729	1,72,633	14,019	...	1,00,904	...
XXVII. Tea—								
1. Foreign	1	...	11	1	...	1	...	10
2. Indian	214	189	5,146	4,689	...	25	...	457
XXVIII. Timber	54,299	56,523	2,02,606	1,86,427	2,224	...	...	16,179
XXIX. Tobacco—								
1. Unmanufactured... ...	5,647	5,734	52,228	55,220	87	...	2,992	...
2. Manufactured—								
(*a*) Cigars	328	459	5,658	6,574	131	...	916	...
(*b*) Other sorts ...	573	319	7,041	3,935	...	254	...	3,106
XXX. Wool, Raw	99	126	1,342	1,146	27	...	...	196
XXXI. Wool, manufactured—								
1. Piece Goods, European ...	29	25	668	574	...	6	...	94
2. Do. Indian ...	188	230	1,756	2,883	42	...	1,127	...
3. Shawls	4	2	28	17	...	2	...	11
XXXII. All other Articles of Merchandise	30,057	33,987	3,21,429	3,21,395	3,930	...	...	34
TOTAL...	431,915	a 425,201	31,18,135	29,34,790 *b*	33,168	39,882	1,90,309	3,73,744

ABSTRACT I.—	Tons.	Rs.
1st Merchandise, General	383,126	27,40,171
2nd Military Stores	903	34,844
4th Coal. (1).—For the Public ...	41,172	159,775
	a 425201	b 29,34,790

CERTIFICATES.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

We hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Telegraph, Fencing, &c., have, during the past half-year, been maintained in good working condition and repair.

E. W. STONEY,

Ag. Chief Engineer.

14th July 1896.

G. K. WINTER,

Telegraph Engineer.

16th July 1896.

CERTIFICATE RESPECTING THE ROLLING-STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools have, during the past half-year, been maintained in good working order and repair.

C. E. PHIPPS,

Locomotive Superintendent.

20th July 1896.

I hereby confirm the Certificates given above by the Railway Officials.

F. D. FOWLER,

for *Senior Government Inspector of Railways and Consulting Engineer to the Government of Madras for Railways.*

4th September 1896.

MADRAS RAILWAY.

Analysis of the working results for the Half-year ending 30th June, 1896.

A.—PASSENGER TRAFFIC.

Average length open	Miles.	839·22
1.—Receipts from Coaching Traffic...	Rs.	23,44,745
2.—Passenger Train miles run	No.	635,158
3.—Average Passenger Train mile receipts	Rs.	3·69
4.—Number of Passengers carried one mile	No.	197,765,962
5.—Average sum received for carrying a Passenger one mile	Ans.	·19
6.—Average number of Passengers in a train at any one time	No.	311
7.—Average number of Passenger trains per diem each way, supposing each train to traverse the whole line open	,,	2·08
8.—Average number of Passengers passing over each mile of line daily (both ways)	,,	1,295
9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on goods	Rs.	26,34,894
10.—Average cost of running a train mile: Passenger and Goods miles assumed to cost the same	,,	2·13
11.—Average cost of carrying a Passenger one mile	Ans.	·08

B.—GOODS TRAFFIC.

Average length open	Miles.	839·22
1.—Receipts from Goods Traffic, exclusive of demurrage on Goods	Rs.	30,14,504
2.—Goods Train miles run	No.	602,344
3.—Average Goods Train mile receipts	Rs.	5·00
4.—Tons of Goods carried one mile	Tons.	69,310,204
5.—Average sum received for carrying one ton one mile	Ans.	·70
6.—Average number of tons in a Goods train at any one time	Tons.	115
7.—Average number of Goods trains per diem each way, supposing each train to run over the whole line open	No.	1·97
8.—Average number of tons of Goods passing over each mile of line daily (both ways)	Tons.	454
9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on Goods	Rs.	26,34,894
10.—Average cost per train mile: Goods and Passenger miles assumed to cost the same	,,	2·13
11.—Average cost of carrying a ton of goods one mile	Ans.	·38