

Public Works (1897)

Department.

G.O., No. 225-26 R

DATED 2 April 1897

11/4/97

4/18/97

[Despatch Abstract.]

Capital & Revenue Accounts, S. P. Ry. Attend the
the Chief Auditor's note on the — for the 2^d
half of 1896, be for forwarded to the Gov^t
of India and the Secretary of State.

Capital & Revenue Accounts, S. P. Ry. Forwarding
Pro: embodying a note by the Chief Auditor
on the — for the second half of 1896

1/4/97

6/4/97

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FOR PAPERS.

Date.

G.O.

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RAILWAY.

Government {1897} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1897.

Enclosures

Spare copies

G.O., No. 225 R., 2nd April 1897.

APRIL:

Capital and Revenue Accounts, South Indian Railway

Ordered that the Chief Auditor's note on the — for the second half of 1896, be forwarded to the Government of India and the Secretary of State.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent, South Indian Railway, dated 29th March 1897, No. 349.

ORDER—No. 225 R., dated 2nd April 1897.

Ordered that the Chief Auditor's note on the Capital and Revenue Accounts of the South Indian Railway for the second half of 1896, be forwarded to the Government of India and to the Secretary of State in continuation of G.O., No. 155 R., dated 12th March 1897.

[Here enter No. 226 R., dated 2nd April 1897.]

(True Extract.)

Under Secretary to Government,
Railway Branch.

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

Ed. T. K. Narayana Aiyangar.

NOTE by the Chief Auditor, South Indian Railway, on the Capital and Revenue Accounts for the half-year ending 31st December 1896.

CAPITAL.

Statement V.—The capital expenditure for the half-year amounted to Rs. 27,037 and was incurred on “stations and buildings,” chiefly on “staff quarters at Pākala” sanctioned by Government of India in their No. 184 R.C., dated 21st February 1895, and on “carriage and wagon stock” against the sanction conveyed in Government of India No. 472 R.S., dated 22nd December 1892.

2. *Statements VI and XVIII.*—The total capital outlay to end of December 1896, including suspense accounts, was Rs. 7,67,63,325, and excluding suspense accounts Rs. 7,40,91,954. The latter figures gave on the total open mileage 1,041·59, an average cost of Rs. 71,134 per mile.

REVENUE.

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

	Second half of 1895.	Second half of 1896.	Increase or decrease.	Percentage of increase or decrease.
	MILES.	MILES.	MILES.	
Mean mileage worked	1,041·59	1,041·59	..	..
Train mileage	1,704,879	1,692,835	12,044	·71
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8·90	8·83	·07	..
	RS.	RS.	RS.	
Gross earnings	44,84,089	43,50,195	1,33,894	2·99
Working expenses	26,21,525	23,15,633	3,05,892	11·67
Net Earnings	18,62,564	20,34,562	1,71,998	9·23
Percentage of working expenses to gross earnings	58·46	53·23	5·23	..
Percentage of net earnings on capital outlay including suspense	2·42	2·65	·23	..

4. The gross earnings per mean mile worked per week averaged Rs. 160·63 against Rs. 165·58 and were realized at a cost of 53·23 per cent. against 58·46 per cent. during the corresponding period of 1895.

5. The percentage of working expenses to gross earnings for the year 1896 was 54·89 against 56·13 for 1895, and the percentage of net earnings on the total capital outlay for 1896 was 5·26 against 5·09 of the previous year.

6. The net earnings with the adjustments shown in statement XIX gave after deducting interest charges and the additional contribution to Provident fund a surplus of Rs. 8,03,003, of which the Company's share was Rs. 1,46,418 and the Government's Rs. 6,56,585.

7. The contributions to the Provident institution during the half-year were Rs. 20,359 as under:—

	RS.
Fifty per cent. of compulsory deductions charged to working expenses	12,420
Additional contribution as per surplus profits (statement XIX) ...	7,939
Total ...	20,359

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

	Second half of 1895.	Second half of 1896.	Increase or decrease in amount.	Percentage of increase or decrease.
Coaching	23,14,230	22,90,217	24,013	1.04
Goods	21,14,208	19,98,416	1,15,792	5.48
Electric telegraph	9,789	10,975	1,186	12.12
Sundries	45,862	50,587	4,725	10.30
Total ..	44,84,089	43,50,195	1,33,894	2.99

9. *Abstract H—Coaching Traffic.*—The number of passengers carried in the several classes including Police, troops and season ticket-holders, and the earnings therefrom, compare as follows:—

	First Class.		Second Class.		Third Class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
Second-half of { 1895..	10,756	40,056	112,658	89,179	5,930,164	20,64,653	6,053,578	21,93,888
{ 1896..	11,148	34,265	110,200	85,693	6,043,888	20,53,776	6,165,236	21,73,734
Increase ..	392	5,791	2,458	3,486	113,724	10,877	111,658	20,154
Decrease ..	..	..	..	..	..	..	..	..

10. The above table shows an increase of 111,658 in the total number of passengers carried during the half-year under review and a decrease in the earnings of Rs. 20,154.

As there was no alteration in fares, the inference drawn from this is that there was a decrease in the average passenger lead.

The line being breached between Coleroon and Vaithisvarankoil stations in August, interrupted through booking for a period of three weeks.

There was a falling off in attendance of the public at the annual festivals at Srirangam and Chidambaram owing to the prevalence of cholera.

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

Sub-head.	Increase.	Decrease.
II. Passengers' luggage ...	...	545
III. Military baggage ...	93	...
IV. Carriages, horses, dogs, &c. ...	...	716
V. Military carriages, horses, &c. ...	...	...
VI. Parcels ...	1,055	...
VII. Special trains ...	...	3,033
VIII. Miscellaneous ...	...	913
IX. Post office ...	174	...
Total ...	1,322	5,207

12. *Abstract I—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the corresponding period of 1895:—

	Second half of 1895.		Second half of 1896.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise General	423,956	19,83,352	435,227	19,00,218
Military stores	50	1,010	36	870
Railway materials for construction	60,519	7,835	15,356	3,523
Coal	30,624	60,642	24,836	21,460
Revenue stores	201,942	53,551	246,539	63,683
Other goods traffic	..	7,818	..	8,662
Total ..	717,091	21,14,208	721,994	19,98,416

13. *Merchandise General.*—The traffic under this head shows the following results as compared with the corresponding period of 1895:—

Tonnage—Increase	11,271 or 2.66 per cent.
Ton mileage—Decrease	2,041,506 or 4.76 „
Earnings—Decrease	83,134 or 4.19 „

14. The average rate charged per ton per mile was 8.92 pies against 8.87 pies in the corresponding period of 1895.

15. *Railway materials for construction—Decrease of tons 45,163 and Rs. 4,312.*—Railway materials carried for construction purposes were fewer than in the corresponding period.

16. *Coal—Decrease of tons 5,788 and Rs. 39,182.*—Coal supplies were delivered at various locomotive centres instead of only at Dharmavaram-Madras as in the corresponding period of 1895; hence trainage was reduced.

17. *Revenue stores—Increase of tons 44,597 and Rs. 10,132.*—The increase was chiefly under “wood and patent fuel for Locomotive department.”

18. The following table shows some of the principal commodities included above under the head of “merchandise general” carried during the two half-years under comparison:—

	Second half of 1895.		Second half of 1896.	
	Quantity.	Amount.	Quantity.	Amount.
	TONS.	RS.	TONS.	RS.
Cotton, raw	9,703	70,622	6,772	49,186
Cotton, manufactured	9,488	1,10,212	9,296	1,06,440
Dyes and tans	7,180	53,382	7,119	56,134
Grain and pulse	132,601	5,68,658	144,685	5,34,862
Hides and skins	4,545	50,357	4,615	44,291
Metals	7,088	64,613	7,456	59,573
Oils	8,183	56,658	7,832	49,987
Oil-seeds	17,636	98,290	14,310	57,378
Provisions	14,747	88,522	16,177	96,457
Salt	34,733	1,35,557	33,771	1,25,337
Spices	7,061	53,395	7,690	56,151
Stone and lime	53,407	57,066	51,758	68,328
Sugar	25,818	1,51,090	31,710	1,66,782
Timber	36,283	55,246	31,929	53,430
All other articles of merchandise	44,279	2,85,263	46,665	2,89,760

19. *Cotton, raw—Decrease of tons 2,931 and Rs. 21,436.*—The decrease was in “loose cotton” chiefly from stations in the Madura district to Tuticorin and Tinnevely, from Trichinopoly and Erode to Virudupatti and from Panruti to Madras due to the crops being not as good as in the 1895 period.

20. *Grain and Pulse*—Increase of tons 12,084 and decrease of Rs. 33,796.—There was a remarkable falling off in the traffic under “rice in the husk” large quantities of which were conveyed in the corresponding period of 1895 from Vayalpad, Chidambaram and the Tanjore district to Madura and Tinnevely. Timely rains in the Southern and partial failure in the Northern districts during the half-year account chiefly for the decrease. The earnings under “rice not in the husk,” “jawar and bajra” and “other grains,” however, show a decided improvement, chiefly under “rice not in the husk” from the Tanjore district to Tuticorin and Negapatam, and under “jawar and bajra” from Tinnevely district to Tuticorin, Madras and the North Arcot district.

The export of “other” grains from Tanjore to the North Arcot district, Madras and foreign railways, was also large.

21. *Hides and Skins*—Increase of tons 70 and decrease of Rs. 6,066.—The English market being dull, there was less demand for “hides of cattle” and skins of sheep dressed or tanned” from Dindigul and Trichinopoly.

22. *Metals*—Increase of tons 368 and decrease of Rs. 5,040.—Nearly the whole of this decrease in amount was under “iron.” In the corresponding period of 1895 there was exceptional traffic in machinery from Tuticorin and Ammayanayakanur stations. The traffic in “iron” from Madras was poor.

23. *Oils*—Decrease of tons 351 and Rs. 6,671.—The decrease was chiefly in kerosine and castor oils from Madras owing to the Madras market prices being increased.

24. *Oil-seeds*—Decrease of tons 3,326 and Rs. 40,912.—Of the total decrease, Rs. 30,019 was in til or jingili, owing to the failure of crops in the Cuddapah and Mysore districts.

25. *Provisions*—Increase of tons 1,430 and Rs. 7,935.—The increase was under the head “others” chiefly in tamarinds to Madras and Southern districts from the Dharmavaram-Pakala section where the season was very favourable.

26. *Salt*—Decrease of tons 962 and Rs. 10,220.—This was chiefly in the traffic from Madras, Negapatam and Mutupet stations.

27. *Stone and Lime*—Decrease of tons 1,649 and increase of Rs. 11,262.—Stone carried from Tirupati to Gudur and Nellore for the Madras-Bezawada Railway accounts chiefly for the increase in the earnings. There was decrease in the stone traffic from Pallavaram to Madras for the harbour works.

28. *Sugar*—Increase of tons 5,892 and Rs. 15,692.—There was a substantial increase in the traffic under “sugar, unrefined” from Madras to Nelicuppam and Panruti for Messrs. Parry & Co.

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

	Second half of 1895.		Second half of 1896.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	Rs.		Rs.		Rs.	
Maintenance	6,07,377	13.54	4,43,012	10.18	1,64,365	27.06
Locomotive	9,77,192	21.79	8,53,477	19.62	1,23,715	12.66
Carriage and wagon ..	2,97,229	6.63	2,41,031	5.54	56,198	18.91
Traffic	3,65,938	8.23	4,10,939	9.45	42,001	11.38
General charges	3,37,023	7.52	3,16,291	7.27	20,732	6.15
Steam-boat service ..	..	..	..	..	..	..
Special and Miscellaneous ..	33,766	..75	50,883	1.17	17,117	50.69
Total ..	26,21,525	58.46	23,15,633	53.23	3,05,892	11.67

30. To admit of ready comparison being made, the proportionate expenditure under each minor head chargeable to the South Indian, Mayavaram-Mutupet and Pondicherry Railways is shown in the annexed tables.

31. *Abstract A.—Maintenance of Way, Works and Stations—Decrease Rupees 1,64,365—*

December 1895.				December 1896.			
Total.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1,23,875	478	3,344	1,20,053	I. General Superintendence ..	1,17,944	3,410	444
3,99,636	1,543	10,786	3,87,307	II. Maintenance and Renewal of Permanent-way.	1,96,899	5,693	741
84,542	326	2,282	81,934	III. Repairs of bridges, &c., wages and materials.	80,731	2,334	304
41,197	159	1,112	39,926	III-A. Conservancy of Rivers, &c...	40,924	1,183	154
4,196	16	113	4,067	IV. Repairs of stations and buildings, wages and materials.	..	..	..
43,585	168	1,176	42,241	V. Maintenance by contract ..	5,421	157	20
				VI. New Minor works ..	42,304	1,223	159
				VII. Unclassified expenditure ..	..	..	..
6,97,031	2,690	18,813	6,75,528	Total ..	4,84,223	14,000	1,822
70,320	271	1,898	68,151	Deduct Value of stores returned to stock.	41,211	1,191	155
6,26,711	2,419	16,915	6,07,377	Total ..	4,43,012	12,809	1,667

I. *General Superintendence*—Decrease Rs. 2,109.—This is due to changes in the staff consequent upon the decease of Mr. Logan, late Chief Engineer.

II. *Maintenance and Renewal of Permanent-way*—Decrease Rs. 1,90,408.—This is chiefly due to the fact that there were no renewals of permanent-way with 50 lb. rails during the half-year under review. During the corresponding period of 1895, 10.83 miles were renewed.

III. *Repairs of Bridges, etc.*—Decrease Rs. 1,203.—There was a decrease under (1) “bridges and tunnels” of Rs. 18,000 chiefly in renewals of longitudinal timbers of bridges and an increase of a nearly equal amount under (2) “miscellaneous,” due principally to extraordinary expenditure in repairing damages caused by floods.

Stores returned to stock—Decrease Rs. 26,940—Due to there being no renewals with 50 lb. rails during the half-year under review.

32. The cost of maintaining a mile of single track including sidings was Rupees 377.06 against Rs. 517.70 in the corresponding period of 1895.

33. *Abstract B.—Locomotive Expenses—Decrease Rs. 1,23,715—*

December 1895.				December 1896.			
Total.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
68,768	266	1,856	66,646	I. General Superintendence ..	65,542	1,895	247
1,74,797	675	4,718	1,69,404	II. Running expenses ..	1,59,372	4,608	600
4,41,370	1,704	11,913	4,27,753	III. Fuel	3,81,307	11,025	1,435
18,952	73	512	18,367	IV. Water	16,563	479	62
31,680	122	855	30,703	V. Oil, tallow and other stores ..	33,527	969	126
1,96,525	759	5,304	1,90,462	VI. Maintenance and renewal of Locomotive Engines ..	1,55,833	4,506	586
2,672	10	72	2,590	VI-A. Maintenance and renewal of Machinery, &c. ..	1,990	58	8
..	..	..	..	VII. New Minor Works ..	..	..	..
44	..	1	43	VIII. Payment to other lines ..	19	1	20
76,830	296	2,076	74,508	IX. Unclassified expenditure ..	42,285	1,223	159
10,11,600	3,905	27,305	9,80,390	Total ..	8,56,400	24,762	3,223
3,300	13	89	3,198	Deduct Value of stores returned to stock ..	2,923	85	11
10,08,300	3,892	27,216	9,77,192	Total ..	8,53,477	24,677	3,212

II. *Running expenses—Decrease Rs. 10,032—*Due to reduction of establishment consequent upon changes in engine runnings.

III. *Fuel—Decrease Rs. 46,446.*—There was a decrease of about Rs. 58,000 in the cost of "coal," consumed consequent upon decreased train mileage and to the average issue rate being Re. 1 per ton less than in the corresponding period of 1895. There was an increase of about Rs. 12,000 in the cost of "wood," which is explained by the issue rate being rather more than As. 8 per ton higher than in the 1895 period.

VI. *Maintenance and renewal of Locomotive Engines—Decrease Rs. 34,629.*—Repairs to engines were lighter than in the 1895 period, which is in a measure due to the temporary closing of the Negapatam Workshops during the recent riots there.

IX. *Unclassified Expenditure—Decrease Rs. 32,223.*—The decrease was under "carriage of Revenue stores" and was due to the supplies of coal having been delivered by the contractors at various Locomotive depôts instead of only at Dharmavaram and Madras as in the 1895 period.

34. The Locomotive expenses per train mile were 8·07 annas against 9·17 annas and per engine mile 6·83 annas against 7·83 annas.

35. *Abstract C.—Carriage and Wagon Expenses—Decrease Rs. 56,198—*

December 1895.				December 1896.			
Total.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.	South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Total.
Rs. 22,883	Rs. 88	Rs. 618	Rs. 22,177	Rs. 21,848	Rs. 632	Rs. 82	Rs. 22,562
I. General Superintendence ..							
II. Repairs and renewals of vehicles—							
Coaching vehicles ..	635	4,437	1,59,306	1,01,372	2,931	381	1,04,684
Goods vehicles ..	368	2,574	92,405	94,313	2,727	355	97,395
II-a. Repairs and renewals of Machinery, tools and plant ..	..	..	..	..	..	..	..
III. Cleaning carriages and wagons and oiling ..	90	628	22,551	..	..	..	..
IV. New minor works ..	1	4	145	21,252	614	80	21,946
V. Unclassified expenditure ..	8	56	2,008	2,580	74	10	2,664
Total ..	1,190	8,317	2,98,591	2,41,365	6,978	908	2,49,251
Deduct Value of stores returned to stock ..	6	38	1,362	334	9	1	344
Total ..	1,184	8,279	2,97,229	2,41,031	6,969	907	2,48,907

II. *Repairs and renewals of vehicles—Coaching vehicles—Decrease Rs. 57,934.*—Owing to the temporary cessation of work in the Negapatam Workshops during the recent riots there, the outlay under this head was reduced.

36. The carriage and wagon expenses per train mile amounted to 2·28 annas against 2·78 annas and Rs. 7·94 per 1,000 vehicle miles against Rs. 9·37.

37. *Abstract D.—Traffic Expenses—Increase Rs. 42,001—*

December 1895.				December 1896.			
Total.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.	South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Total.
Rs. 53,434	Rs. 206	Rs. 1,443	Rs. 51,785	Rs. 53,226	Rs. 1,539	Rs. 201	Rs. 54,966
I. Salaries, wages, &c.—							
(a) General superintendence ..	638	4,463	1,60,208	1,70,149	4,919	641	1,75,709
(b) Station staff ..	134	940	33,752	41,522	1,201	156	42,879
(c) Train staff ..	..	..	..	..	..	..	..

December 1895.				December 1896.			
Total.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.	South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Total.
Rs. 54,583	Rs. 210	Rs. 1,474	Rs. 52,899	Rs. 61,773	Rs. 1,786	Rs. 233	Rs. 63,792
II. Fuel, lighting, water and general stores ..	..	..	..	9,608	278	36	9,922
III. Clothing ..	40	281	10,101	..	..	..	..
IV. Printing, stationery and tickets ..	187	1,302	46,756	63,123	1,825	238	65,186
V. Charges for delivery and collection of goods ..	..	..	..	11	..	..	11
VI. Miscellaneous expenses ..	9	64	2,302	3,591	104	13	3,708
VII. Payments to other lines ..	38	262	9,419	8,294	240	31	8,565
VIII. Unclassified expenditure ..	13	88	3,174	368	11	1	380
Total ..	1,475	10,317	3,70,400	4,11,665	11,903	1,550	4,25,118
Deduct Value of stores returned to stock ..	6	40	1,462	726	21	3	750
Total ..	1,469	10,277	3,68,938	4,10,939	11,882	1,547	4,24,368

I. *Salaries, wages &c.—Increase Rs. 19,152 (a)—General Superintendence—Increase Rs. 1,441.*—This is chiefly in item (2) "office expenses" and is due to the appointment of additional clerical staff in the Traffic Manager's office and to small increases of salary.

(b) *Station Staff—Increase Rs. 9,941.*—Two trial stations were opened at Serndanur and Adiyakkamangalam. Six additional ticket examiners were employed. Extra night staff was appointed on the Erode branch consequent on the introduction of the night-train service. European stationmasters were substituted for natives in some of the principal stations, and platform inspectors were appointed at Tanjore, Trichinopoly and Madura stations. General increase was given to stationmasters and assistant stationmasters according to the new grading system.

(c) *Trains staff—Increase Rs. 7,770.*—Due to the appointment of European guards for mail trains and to the grant of mileage allowance to guards.

II. *Fuel, lighting, water, &c.—Increase Rs. 8,874.*—Extra lights provided at the trial stations at Serndanur and Adiyakkamangalam and those supplied to the stations on the Erode branch, the increased rate at which kerosine oil was obtained, additional furniture for stations, and repairs to weighing machines and cranes fully account for the increase.

IV. *Printing, Stationery and Tickets—Increase Rs. 16,367.*—This is due to the opening of trial stations at Serndanur and Adiyakkamangalam, to the purchase of two ticket printing machines, and to the revision of the train service in July and November 1896. Printing several junction rate lists and the increased rate charged for stationery owing to the fall in exchange, also contributed to this increase.

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

	Second half of 1895.	Second half of 1896.	Increase or Decrease.	Percentage of increase or decrease.
Tonnage of goods ..	TONS. 717,091	TONS. 721,994	TONS. 4,903	·68
Ton miles of goods ..	TON MILES. 52,107,127	TON MILES. 47,528,045	TON MILES. 4,579,082	8·79
Station staff ..	Rs. 1,60,208	Rs. 1,70,149	Rs. 9,941	6·21
Train staff ..	Rs. 33,752	Rs. 41,522	Rs. 7,770	23·02

39. The total cost of the department averaged As. 3·88 against As. 3·46 per train mile in the corresponding previous half-year.

40. Abstract E.—General Charges—Decrease Rs. 20,732—

December 1895.					December 1896.			
Total.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
54,356	210	1,467	52,679	I. General Administration ..	48,449	1,400	183	50,032
41,664	161	1,125	40,378	I-A. Government supervision; audit and control ..	40,346	1,166	152	41,664
1,72,998	667	4,670	1,67,661	II. Salaries of Indian management, including offices ..	1,44,590	4,180	545	1,49,315
18,181	70	491	17,620	III. Police ..	19,448	563	73	20,084
1,120	4	30	1,086	IV. Advertising ..	4,362	127	16	4,505
59,025	228	1,593	57,204	V. Electric Telegraph ..	59,867	1,731	225	61,823
..	..	..	..	VI. Clearing accounts with other lines ..	..	..	..	..
417	2	11	404	VIII. Unclassified expenditure ..	311	9	1	321
3,47,761	1,342	9,387	3,37,032	Total ..	3,17,373	9,176	1,195	3,27,744
9	..	..	9	Deduct Value of stores returned to stock ..	1,082	31	4	1,117
3,47,752	1,342	9,387	3,37,023	Total ..	3,16,291	9,145	1,191	3,26,627

I. General Administration—Decrease Rs. 4,230.—This is chiefly due to a difference in the rate of exchange.

II. Salaries of Indian Management, &c.—Decrease Rs. 23,071.—Under (1) Agent's office was included in the 1895 period a sum of Rs. 32,240, the furlough allowance and bonus paid to the late Agent Mr. Betts. The increase of Rs. 9,000 under (9) printing and stationery is mainly due to the cost of printing the "general and subsidiary rules of open lines of railways."

IV. Advertising—Increase Rs. 3,276.—This increase was due chiefly to advertising the through train service to Colombo.

41. Abstract G.—Special and Miscellaneous expenditure.—Increase Rs. 17,117—

December 1895.					December 1896.			
Total.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
407	2	11	394	I. Law charges ..	345	10	1	356
1,225	5	33	1,187	II. Compensation ..	604	18	2	624
11,697	45	316	11,336	III. Rates and taxes ..	14,468	418	55	14,941
6,819	26	184	6,609	IV. Payments to other lines ..	19,891	575	75	20,541
..	..	..	..	V. Prizes for station gardens, &c. ..	..	..	..	..
12,314	48	332	11,934	VI. Contribution to Provident institution ..	12,028	348	45	12,421
2,379	9	64	2,306	VII. Miscellaneous ..	3,547	102	14	3,663
34,841	135	940	33,766	Total ..	50,883	1,471	192	52,546

III. Rates and Taxes—Increase Rs. 3,132.—This was due to enhanced municipal assessments.

IV. Payment to other lines—Increase Rs. 13,282.—Due to the adjustment of arrear charges on account of rents of Dharmavaram joint station buildings for the period from January 1893 to December 1895.

42. Statement of train mileage—Form No. XIV.—The miscellaneous engine mileage 305,259 was 18.03 per cent. of the total train mileage 1,692,835 against 17.11 per cent. in the corresponding period of 1895.

43. Statement of outstanding earnings—Form No. XVI.—The earnings outstanding on the date of preparation of the statement were Rs. 2,297-5-4, of which Rs. 543 have since been recovered, and steps are being taken for the recovery of the balance.

Subhead.

Increase

Note by the Chief Auditor,
South Indian Railway.
on
The Capital & Revenue Accounts,
for
The Half-year ending 31st December 1897

SOUTH INDIAN RAILWAY

ACCOMPANIMENT TO THE
AGENT'S LETTER

No. 349

DATED 29-3-1897

Note by the Chief Auditor South Indian Railway on the Capital and Revenue accounts for the half year ending 31st December 1896.

Capital.

Statement. V. The capital expenditure for the half year amounted to Rs 27,037 and was incurred on Stations and Buildings chiefly on Staff Quarters at Pakala sanctioned by Government of India in their No 184 R.C dated 21st February 1895 and on Carriage & wagon stock against the sanction conveyed in Government of India No 472 R.S dated 22nd December 1892.

2/ Statement. VI and VIII. The total capital outlay to end of December 1896 including suspense accounts was Rs 767,63,325 and excluding suspense account Rs 74,09,1954. The latter figures gave the total open mileage 1041.59 and average cost of Rs 71134 per mile.

Revenue.

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

	Second Half of 1895	Second Half of 1896	Increase or Decrease	Per cent
	Miles	Miles	Miles	
Mean mileage worked	1041.59	1041.59	.	
Train mileage.	1704879	1692835	12044	
	Nº	Nº	Nº	
Average number of trains over the whole line daily in both directions.	8.90	8.83	.07	
	¢	¢	¢	
Gross Earnings.	4484089	4380195	133894	2.9
Working expenses.	2621525	2315622	305892	11.
Net Earnings.	1862564	2064562	171998	9.2
Percentage of working expenses to Gross Earnings.	58.46	53.23	5.23	
Percentage of net earnings on capital outlay including suspense.	2.42	2.65	.23	

4/ The gross earnings per mean mile worked per week averaged \$160.63 against \$165.58 and were realized at a cost of 53.23 per cent against 58.46 per cent during the corresponding period of 1895.

5/ The percentage of working expenses to gross earnings for the year 1896 was 54.89 against 56.13 for 1895 and the per cent of net earnings on the total capital 1896 was 3.26 against 3.09 of

6/ The net earnings with the adjustments shown in statement XIX gave after deducting interest charges and the additional contribution to Provident Fund a surplus of Rs 803,003 of which the company's share was Rs 146,418 and the Government Rs 656,585

7/ The Contributions to the Provident Institution during the half year were Rs 20,359 as under:—

Fifty per cent of Compulsory deductions charged to working expenses. Rs 12,420
Additional contribution as per Surplus Profits Statement XIX Rs 7,939

Total Rs 20,359/-

8/ Gross Earnings.

The following table shows the gross earnings for the two half years:—

	Second Half of 1898	Second Half of 1896	Increase or Decrease in Amount	Percentage of Increase or Decrease
Coaching	23,14,230	22,90,217	240,13	1.0
Goods	2,11,420	1,99,416	11,992	5.4
Electric Telegraph	9,739	10,975	1,186	12.
Sundries	45,862	50,587	4,725	10.
Total	44,84,089	43,50,195	1,33,894	2.

9/ Abstract. H. Coaching Traffic. The number of passengers carried in the several classes including season ticket holders and

Earnings therefrom Compare as follows:—

	First class		Second class		Third class		Total	
	Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings
		Rs		Rs		Rs		Rs
1895	10756	40056	112658	89179	8920164	2064683	6053578	2193888
1896	11148	34265	110200	86693	6043887	2063776	6165236	2173734
Increase	392	.	.	.	113724	.	111658	.
Decrease	.	5791	2458	3486	.	10377	.	20154

10/ The above table shows an increase of 111658 in the total number of passengers carried during the half year under review and a decrease in the earnings of Rs 20154.

As there was no alteration in fares the inference drawn from this is that there was a decrease in the average passenger load.

The line being breached between Cole room and Vaitthiaramkoil stations in August interrupted through booking for a period of three weeks.

There was a falling off in attendance of the public at the annual festivals at Srirangam and Bhidambaram owing to the prevalence of Cholera.

11/ Other Coaching Traffic.

The fluctuations in other Coaching traffic are shown in the following table:—

Subhead.	Increase Rupees.	Decrease Rupees.
II. Passengers Luggage.	.	545
III. Military Baggage.	93	.
IV. Carriages, horses, dogs &c.	.	716
V. Military Carriages, horses &c.	.	.
VI. Parcels.	1056	.
VII. Special Travels.	.	3033
VIII. Miscellaneous.	.	913
IX. Post Office.	174	.
Totals	1322	5207

12/ Abstract. I. Goods Traffic.

The following is a Summary of the Tonnage of goods lifted and the earnings therefrom as compared with the corresponding period of 1895.

	Second Half of 1895		Second Half of 1896	
	Quantity	Earnings	Quantity	Earnings
	Tons	Rupees.	Tons	Rupees.
Merchandise General.	423.956	1983.352	435.227	1900.218
Military Stores —	50	1010	36	870
Railway Materials for Construction.	60.519	7835	15.356	3523
Coal.	306.24	60642	24.836	21460
Revenue Stores.	201.942	53551	246.539	63683
Other goods traffic.	.	7818	.	8662
Total	717.091	2114.208	721.994	1998.416

13/ Merchandise General.

The Traffic under this head shows the following results as compared with the corresponding period of 1895.

Donnage.	Increase.	11271 or 2.66 per cent.
Don mileage.	Decrease.	2041506 or 4.76 per cent.
Earnings.	Decrease.	83134 or 4.19 per cent.

14/ The average rate charged per ton per mile was 8.92 pies against 8.87 pies in the corresponding period of 1895.

15/ Railway materials for Construction. Decrease of tons 45163 and Rs 4312/-

Railway materials carried for Construction purposes were fewer than in the corresponding period.

16/ Coal. Decrease of tons 5788 and Rs 39182/-

Coal supplies were delivered at various Loco Centres instead of only at Dharmavaram Madras as in the corresponding period of 1895, hence trainage was reduced.

17/ Revenue Stores.

Increase of tons 44897 and Rs 10132/-

The increase was chiefly under wood and patent fuel for Locomotive Department.

18/ The following table shows some of the principal commodities included above under the head of "Merchandise General" carried during the two half years under Comparison:—

	Second Half of 1895		Second Half of 1896	
	Quantity Tons	Amount Rs	Quantity Tons	Amount Rs
Cotton Raw.	9,703	70,622	6,772	49,186
Cotton Manufactured.	9,488	110,212	9,296	106,440
Dyes and Tans.	7180	53,382	7,119	56,134
Grain and Pulses.	132,601	568,658	144,685	534,862
Hides and Skins.	4,545	50,357	4,615	44,291
Metals.	7,088	64,613	7,456	59,573
Oils.	8,183	56,658	7,832	49,987
Oilseeds.	17,636	98,290	14,310	57,378
Provisions.	14,747	88,522	16,177	96,457
Salt.	34,733	135,557	33,771	125,337
Spices.	7,061	53,395	7,690	56,151
Stone and Lime.	53,407	57,066	51,758	68,328
Sugar.	25,818	151,090	31,710	166,782
Dicuber.	36,283	55,246	31,929	53,430
All other articles of Merchandise.	44,279	285,263	46,665	289,760

19/ Cotton Raw. Decrease of Tons 2931 and Rs 2,1436/-

The decrease was in "loose cotton" chiefly from stations in the Madura District to Tuticorin and Tinnevely, from Trichinopoly and Erode to Virudupatti and from Pauruti to Madras due to the crops being not as good as in the 1895 period.

20/ Grain and Pulse. Increase of Tons 12084 and
decrease of Rs 33,796/-

There was a remarkable falling off in the traffic under Rice in the husk large quantities of which were conveyed in the corresponding period of 1895 from Vayalpad Chidambaram and the Tanjore District to Madras and Tinnevely. Diminution in the Southern and partial failure in the Northern Districts during the half year account chiefly for the decrease. The earnings under Rice not in the husk, Jawar and Bajra and other grains however show a decided improvement chiefly under Rice not in the husk from the Tanjore District to Tuticorin and Negapatam and under Jawar and Bajra from Tinnevely District to Tuticorin, Madras and the North Arcot District.

The export of other grains from Tanjore to the North Arcot District, Madras and foreign Railways was also large.

21/ Hides and Skins. Increase of Tons 70 and
decrease of Rs 6,066/-

The English Market being dull there was less demand for "Hides of cattle" and "Skins of sheep dressed or tanned" from Dindigul and Trichinopoly.

22/ Metals. Increase of Tons 368 and decrease of Rs 5,040/-

Nearly the whole of this decrease in amount was under Iron. In the corresponding period of 1895 there was exceptional traffic in Machinery from

from Duficorin and Ammayanayakanur stations. The traffic in "iron" from Madras was poor.

23/ Oils. Decrease of Tons 351 and Rs 6,671/-

The decrease was chiefly in Kerosine and keros oils from Madras owing to the Madras market prices being increased.

24/ Oil Seeds. Decrease of Tons 3326 and Rs 40,912/-

Of the total decrease Rupees 30,019 was in Dill or Jingili owing to the failure of crops in the Chudapah and Mysore Districts.

25/ Provisions. Increase of Tons 1430 and Rs 7,935/-
The increase was under the head "others" chiefly in Amarindo to Madras and Southern Districts from the Charnavaram-Pakkala section where the season was very favourable.

26/ Salt. Decrease of Tons 962 and Rs 10,220/-

This was chiefly in the traffic from Madras, Negapatam and Mutupet stations.

27/ Stone and Lime. Decrease of Tons 1649 and Increase of Rs 11,262/-

Stone carried from Timpatti to Gudur and Nellore for the Madras Beysada Railway accounts chiefly for the increase in the earnings. There was a decrease in the stone traffic from Pallavaram to Madras for the Harbour works.

28/ Sugar. Increase of Tons 5892 and Rs 15,692/-

Then