Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1188-9 Ry

DATED 29th Sept 1898

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[Despatch Abstract.]

Capital and Revenue Accounts S.I.Ry.

Forwarding copy of proceedings embodying the — for the half year ending the 30th June 1898, together with a brief note thereon by the Consulting Engineer for Railways.

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

South Indian Railway.

CAPITAL STATEMENTS AND REVENUE ACCOUNTS,

Half-Year ending 30th June 1898.

TRICHINOPOLY:—BRANCH "ECLIPSE" PRESS.

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SOUTH INDIAN RAILWAY COMPANY, LD.

PART I.

No. 1.

STATEMENT OF CAPITAL OUTLAY AUTHORIZED.

No.	Date of Sanction.	Sanctioning authority.	Nature of Estimate.	Amount.
	Contract dated 24th November 1890.	H. M. Secretary of State.	Authority to the South Indian Railway Company to execute Capital works on behalf of Government connected with the following :—	Rs.
			THE PURCHASED RAILWAY TO 31ST DECEMBER 1890.	
			Actual outlay on Final Heads by the Old Company	4,62,65,978
			THE UNFINISHED RAILWAY TO 31ST DECEMBER 1890.	
			Villupuram—Dharmavaram Railway—Actual outlay on Final Heads to 31st December 1890 ... ... Rs. 1,16,88,502	
			Nellore Branch do. ... ... ,, 62,26,218	
				1,79,14,720
			Outlay on the Combined Undertaking from 1st January 1891 to 31st March 1898 ... ... Rs. 1,01,07,400	
			Provided in the Budget Estimate 1898-99 ... ... ,, **17,39,000**	
				83,68,400
			Total ...	7,25,49,098

ABSTRACT OF ABOVE.

	Sanctions by					
	Secretary of State.			Government of India.		Grand Total.
	South Indian Railway Purchase of Line.	Villupuram Dharmavaram Railway Completion and Project estimates.	Nellore Branch to end of June 1888.	Outlay to 31st March 1898 on S. I. Ry. from 1st January 1891, & Nellore Branch from July 1888.	Combined Undertaking Budget Estimate 1898-99.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Preliminary Expenses ...	5,44,851	4,05,712	48,994	24,745	**14,167**	10,10,135
Land ...	...	2,73,874	60,186	67,333	7,030	4,08,423
Formation ...	25,17,489	19,69,564	9,76,912	1,06,503	**4,09,703**	51,60,765
Bridgework ...	86,43,955	46,82,542	14,14,549	4,01,397	**7,61,721**	1,43,80,722
Fencing &c. ...	13,47,096	1,63,980	54,588	25,719	**6,860**	15,84,523
Electric Telegraph ..	71,576	7,099	...	19,334	780	98,789
Ballast and Permanent Way....	1,24,12,797	49,36,653	15,12,580	1,21,005	**4,18,731**	1,85,64,304
Stations and Buildings ...	53,66,941	10,13,528	4,10,207	8,31,600	26,617	76,48,893
Plant ...	13,03,196	2,01,517	1,72,198	70,102	**48,969**	16,98,044
Ferries, &c. ...	...	...	...	...	...	...
Rolling Stock ...	69,54,950	33,38,809	5,16,093	16,99,606	1,40,000	1,26,49,458
General Charges ...	59,84,847	16,42,299	6,19,922	**9,390**	**2,53,276**	79,84,402
Loss by Exchange ...	...	...	2,42,360	...	...	2,42,360
Maintenance ...	11,18,280	...	...	...	...	11,18,280
Total ...	4,62,65,978	1,86,35,577	60,28,589	33,57,954	**17,39,000**	7,25,49,098

No. II.

STATEMENT OF SHARE CAPITAL CREATED SHOWING THE PROPORTION RECEIVED.

	Amount Created.			Amount Received.			Amount Uncalled.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Contract between the Secretary of State in Council for India and the South Indian Railway Company, Limited, dated 24th November 1890 £ 1,000,000 (Rs. 1,40,00,000) at 3 per cent per annum ...	1,000,000	0	0	1,000,000	0	0	...	...	...

No. V

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING 30TH JUNE 1898.

		Rs.	A.	P.	Rs.	A.	P.
I.	LINES OPENED FOR TRAFFIC						
	Preliminary Expenses ...	...	...	...			
	Land ...	19,724	13	1			
	Formation ...	1,501	3	6			
	Bridgework ...	(1) **597**	**9**	**0**			
	Fencing &c. ...	914	4	5			
	Electric Telegraph ...	468	1	6			
	Ballast and Permanent Way ...	14,488	7	6			
	Stations and Buildings ...	28,306	14	6			
	Plant ...	1,973	2	4			
	Ferries &c. ...	...	...	...			
	General Charges ...	(2) **63**	**11**	**9**			
					66,715	10	1
II.	LINES IN COURSE OF CONSTRUCTION						
	Preliminary Expenses ...	...	...	...			
	Land ...	...	...	...			
	Formation ...	...	...	...			
	Bridgework ...	...	...	...			
	Fencing &c. ...	...	...	...			
	Electric Telegraph ...	...	...	...			
	Ballast and Permanent Way ...	...	...	...			
	Stations and Buildings ...	...	...	...			
	Plant ...	...	...	...			
	General Charges ...	...	...	...			
					...	...	...
III.	WORKING STOCK						
	Locomotive ...	(3) **108**	**1**	**0**			
	Carriage and Wagon ...	6,279	10	4			
					6,171	9	4
	Docks, Steam-boats and other Expenditure ...				...	...	...
	Total Expenditure of Half-Year ...				72,887	3	5

(1) Due to value of stores returned and to write back of previous debit.
(2) Due chiefly to issue of a mathematical instrument, belonging to V. D. Ry., to Erode Nanjangod Railway Survey.
(3) Due to write back of previous debit.

No. VI.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

PARTICULARS.	Total Expenditure from commencement of operations to end of the half-year ending 30th June 1898.			FURTHER EXPENDITURE.		
				During the following half-year.	In Subsequent half-years.	Total.
	Rs.	A.	P.	Rs.	Rs.	Rs.
LINES OPENED FOR TRAFFIC MORE THAN TWO YEARS—						
Preliminary Expenses ...	10,24,302	1	0	**14,167**	...	...
Land ...	4,07,209	4	2	**7,517**	...	...
Formation ...	55,72,102	3	0	**4,15,789**	...	...
Bridgework ...	1,51,42,025	1	6	**7,64,632**	...	...
Fencing &c. ...	15,91,567	11	3	**13,676**	...	...
Electric Telegraph ...	98,132	5	9	437	...	...
Ballast and Permanent Way ...	1,89,85,916	0	8	**4,38,493**	...	...
Stations and Buildings ...	76,42,507	15	3	**65,126**	...	...
Plant ...	17,47,981	0	16	**52,956**	...	...
General Charges ...	82,37,667	5	9	**2,52,952**	...	...
Maintenance ...	11,18,279	15	9	...	...	...
Loss by Exchange ...	2,42,360	0	0	...	...	...
Total ...	6,18,10,051	0	11	**20,24,871** *	...	...
LINES OPENED FOR TRAFFIC LESS THAN TWO YEARS—						
Preliminary Expenses ...	...	...	...	...	...	...
Land ...	...	...	...	...	...	...
Formation ...	...	...	...	...	...	...
Bridgework ...	...	...	...	...	...	...
Fencing &c. ...	...	...	...	...	...	...
Electric Telegraph ...	...	...	...	...	...	...
Ballast and Permanent Way ...	...	...	...	...	...	...
Stations and Buildings ...	...	...	...	...	...	...
Plant ...	...	...	...	...	...	...
General Charges ...	...	...	...	...	...	...
Total ...	...	...	...	...	...	...
LINES IN COURSE OF CONSTRUCTION—						
Preliminary Expenses ...	...	...	...	...	...	...
Land ...	...	...	...	...	...	...
Formation ...	...	...	...	...	...	...
Bridgework ...	...	...	...	...	...	...
Fencing &c. ...	...	...	...	...	...	...
Electric Telegraph ...	...	...	...	...	...	...
Ballast and Permanent Way ...	...	...	...	...	...	...
Stations and Buildings ...	...	...	...	...	...	...
Plant ...	...	...	...	...	...	...
General Charges ...	...	...	...	...	...	...
Total ...	...	...	...	...	...	...
ROLLING STOCK—						
Locomotive ...	44,39,334	7	3	92,090	...	...
Carriage and Wagon ...	80,71,988	2	11			
Total ...	1,25,11,322	10	2	92,090	...	...
DOCKS, STEAM BOATS AND OTHER SPECIAL ITEMS	...	...	...	...	...	...
SUBSCRIPTION TO OTHER RAILWAYS	...	...	...	...	...	...
WORKS NOT YET COMMENCED AND IN ABEYANCE	...	...	...	...	...	...
OTHER ITEMS	...	...	...	...	...	...
Total Expenditure to end of the half-year ...	7,43,21,373	11	1	...	...	...
Estimated further Expenditure on Capital ...				**19,32,781**	...	...

* Due to anticipated credit on account of transfer of Gudur Nellore section to Bezwada Madras Railway.

PART II.

FORM No. VIII.

SOUTH INDIAN RAILWAY COMPANY, LIMITED.

REVENUE ACCOUNT FOR THE HALF-YEAR ENDING 30TH JUNE 1898.

Dr. *Cr.*

EXPENDITURE.

Half-year ending 30th June 1897.			Per cent on Gross Receipts.		Abstract.	Half-year ending 30th June 1898.			Per cent on Gross Receipts.
Rs.	*A.*	*P.*				Rs.	A.	P.	
5,37,659	*4*	*2*	*11·63*	To Maintenance of Way, Works and Stations.	(A)	4,63,736	15	8	10·66
8,42,170	*11*	*2*	*18·21*	„ Locomotive Expenses ...	(B)	8,43,097	13	0	19·39
2,65,894	*10*	*6*	*5·75*	„ Carriage and Wagon Expenses ...	(C)	2,56,386	3	10	5·89
4,04,248	*11*	*7*	*8·74*	„ Traffic Expenses ...	(D)	3,97,732	4	10	9·15
3,10,981	*0*	*6*	*6·73*	„ General Charges ...	(E)	3,10,841	4	0	7·15
...	...	...	...	„ Steam-boat Service ...	(F)	...	...	...	...
35,797	*7*	*1*	*·77*	„ Special and Miscellaneous Expenditure ...	(G)	39,155	6	8	·90
23,96,751	*13*	*0*	*51·83*			23,10,949	15	7	53·14
22,27,312	*2*	*4*	*48·17*	„ Balance Net Earnings ...		20,38,104	13	9	46·86
46,24,063	*15*	*4*	*100·00*	Total ...		43,49,054	13	4	100·00

EARNINGS.

Half-year ending 30th June 1897.				Abstract.	Half-year ending 30th June 1898.			
Rs.	*A.*	*P.*			Rs.	A.	P.	
25,92,076	*2*	*9*	By Coaching Traffic ...	(H)	23,32,919	5	0	
19,30,286	*1*	*7*	„ Goods Traffic ...	(I)	18,35,746	5	11	
10,867	*2*	*6*	„ Electric Telegraph Earnings ...	...	10,625	9	10	
...	...	...	„ Steam-boat Earnings ...	(J)	...	...	...	
90,834	*8*	*6*	„ Sundries ...	(K)	1,69,763	8	7	
46,24,063	*15*	*4*	Total ...		43,49,054	13	4	

Dated Trichinopoly, *7th September 1898.*

FRANCIS J. E. SPRING,
Consulting Engineer for Railways, Madras.

T. H. LEMESURIER,
for Offg. Agent, S. I. R.

E. A. WALLER,
Major, R. E.,
Examiner of Ry. Accts., Madras.

H. BUTTERFIELD,
Accountant in charge, Office of Dy. Examiner of Ry. Accts., Trichinopoly.

E. E. B. BAILEY,
for Chief Auditor, S. I. R.

ABSTRACT A.
MAINTENANCE OF WAY, WORKS AND STATIONS.
June 1897.

Rs.	A.	P.	Rs.	A.	P.
			Maintenance and Renewal of Permanent Way—		
			IF DONE DEPARTMENTALLY.		
			I.—*General Superintendence—*		
			(1) Engineers' Salaries	44,340	8 5
			(2) Allowances of ditto, including Travelling ...	8,454	3 8
			(3) Subordinate Superintendents	36,713	9 0
			(4) Allowances of ditto, including Travelling...	1,964	2 0
			(5) Overtime Allowances	35,337	... 2
			(6) Office Expenses		
1,81,819	2	1		1,14,843	4 11
			II.—*Maintenance and Renewal of Permanent Way—*	2,46,972	12 4
			(1) Wages		
3,61,816	1	3	(2) Materials	43,263	13 10
			III.—*Repairs of Bridges, &c.—Wages and Materials*	8,916	7 2
			(1) Bridges and Tunnels		
			(2) Miscellaneous, including earthwork, roads, fencing, &c.	33,214	12 10
52,180	5	0		5,067	13 1
...	...	...			
			IV.—*Repairs of Stations and Buildings—Wages and Materials—*		
			(1) Repairs of buildings of every description, including Station yards and signals, but excepting quarters of the Staff		
33,382	9	11	(2) Repairs of Staff Quarters	177	12 15
...	...	...		8,858	15 9
...	...	...		1,110	9 11
9,494	3	4		32,955	13 0
			V.—*Maintenance by Contract—*		
			(1) Amount paid to Contractors	...	...
			(2) Materials supplied by the Company	...	...
			VI.—*New Minor Works,*		
43,703	2	3			
			VII.—*Unclassified Expenditure.*		
6,27,995	7	9	(1) Plantations	...	
72,017	10	3	(2) Tools and Plant	...	
			(3) Loss on Stores, &c.	...	
5,55,977	14	7	(4) Carriage of Revenue Stores	...	
			Deduct—Value of Stores Returned to Stock	...	
			Less—Proportion chargeable to M. M. Ry.	...	
17,618	10	5	Do. to Pondicherry Ry.	...	
			Do to P. K. Ry.	...	
5,37,659	4	2	Total	...	

The following Extraordinary and Special expenditure is included in the above Abstract.

Nature of Work.	Maintenance and Renewal of Permanent Way.		Repairs to Bridges and Tunnels.		Repairs Miscellaneous.		Repairs to Stations and Buildings.		Repairs to Staff Quarters.		Carriage of Revenue Stores.		Total.	
	Wages.		Materials.											
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
1. Demolishing and reconstructing 1-30 ft. girder bridge at 214 mile 10 T. P. ...	...	...	...	...	1,224	5 7	...	...	...	...	153	7 0	1,377	12 7
2. Temporary watering arrangement at Koriyar ...	...	...	...	...	...	...	...	...	2,249	11 2	...	...	2,290	12 11
3. Renewing with cross sleepers the longitudinal timbers of the Pooniar Bridge at 105 mile ...	...	...	...	...	4,706	8 7	...	...	...	...	41	1 9	4,706	8 7
4. Lowering the line and pitching the bank between 251-36 and 252-69 ...	...	...	1,997	7 11	...	...	...	...	...	...	...	...	1,997	7 11
5. Renewals with cross sleepers of longitudinal timbers of 30 ft., 50 ft. and 70 ft. span girders, Divisions A. & B. ...	...	...	...	...	1,776	11 8	...	...	...	...	0	12 0	1,777	7 8
6. Special renewal with 50 lbs. rails on 1 mile. (1)	166	12 5	16,492	7 2	...	...	...	...	...	...	...	...	16,659	3 7
7. Adding tie bars to each of the 60 lbs. rail pot sleepers on Divisions A. & B	3,803	14 9	57,662	9 8	...	...	...	...	...	...	...	...	61,466	8 5
8. Renewing with cast iron cushions the present wooden cushions laid in the 50 lbs. rail pot sleepers on Divisions A. and B. ...	2,409	1 11	55,651	6 7	...	...	...	...	...	...	...	...	58,060	8 6
9. Other minor items of less than Rs. 500 each. ...	71	14 11	106	1 5	25	2 0	847	15 6	644	11 4	39	2 11	2,061	5 4
Total ...	6,451	12 0	1,31,910	0 9	7,732	11 10	847	15 6	2,894	6 8	39	2 11	1,50,807	11 6

Mileage Maintained by Revenue—

		Departmentally.	By Contract.	Total.
		M. C. L.		M. C. L.
Railway Line ...	Double ...	...	...	...
	Single ... South Indian Railway	1,041-47-20	...	1,041-47-20
Sidings ...	South Indian Railway	...	...	...
		133-59-20	...	133-59-20
	Total single track, including sidings ...			1,175-26-40
	Cost per mile of track, including sidings ...			Rs. 394-8-11

(1) Aggregate total of corresponding half year of 1897 was miles 6·39 at a cost of Rs. 92,195-7-11.

No. IX.—(Continued.)

ABSTRACT B.

LOCOMOTIVE EXPENSES.

June 1897.							June 1898.					
Rs.	*A.*	*P.*	*Rs.*	*A.*	*P.*		Rs.	A.	P.	Rs.	A.	P.
						I.—*General Superintendence*—						
			17,570	*13*	*4*	(1) Salaries of Superintendents and Assistants ...	16,027	5	9			
			999	*9*	*7*	(2) Allowances of ditto, including Travelling ...	1,259	7	11			
			28,403	*11*	*3*	(3) Subordinate Superintendents ...	27,294	13	11			
			1,433	*2*	*4*	(4) Allowances of ditto, including Travelling ...	465	0	0			
			...	...	...	(5) Overtime Allowances ...	...	...	...			
			21,519	*14*	*9*	(6) Office Expenses ...	19,874	9	1			
69,927	*3*	*3*								64,921	4	8
						II.—*Running expenses (wages connected with the working of Locomotive Engines)*—						
			92,212	*1*	*5*	(1) Wages of Drivers and Firemen ...	91,480	8	5			
			49,363	*11*	*3*	(2) Overtime Allowances ...	46,255	13	2			
			23,349	*12*	*10*	(3) All labour connected with fuelling, cleaning and looking after Engines in yards ...	29,291	10	1			
			840	*4*	*11*	(4) Contingent Expenses, including clothing and travelling expenses ...	858	3	9			
1,65,765	*14*	*5*								1,67,886	3	5
						III.—*Fuel*—						
			3,18,525	*14*	*7*	Tons. Cwts. Qrs. lbs. ...23,942 17 1 17 (1) Coal	Tons. Cwts. Qrs. lbs. 22,058 6 3 8...			2,78,932	4	2
			...	...	...	... „ „ „ „ (2) Coke	„ „ „ „ ...			...	...	...
			...	...	...	... „ „ „ „ (3) Patent fuel	„ „ „ „ ...			...	...	...
3,92,396	*11*	*4*	*73,870*	*12*	*9*	...15,399 6 2 1 (4) Wood	15,520 18 2 13...			75,839	4	3
										3,54,771	8	5
17,622	*11*	*2*				IV.—*Water (including Wages and Stores)*—				21,722	9	0
36,767	*12*	*4*				V.—*Oil, Tallow and other Stores (expended on Engines in work)*—				37,937	0	3
						VI.—*Maintenance and Renewals of Locomotive Engines*—						
			69,505	*2*	*2*	(1) Wages ...	41,136	9	6			
			5,072	*3*	*7*	(2) Overtime Allowances ...	4,717	10	4			
			83,473	*8*	*4*	(3) Materials ...	1,60,965	10	5			
1,58,050	*14*	*1*								2,06,819	14	3
						VI. (A)—*Maintenance and Renewals of Machinery, Tools and Plant*—						
			331	*12*	*10*	(1) Wages ...	75	0	0			
			180	*7*	*5*	(2) Overtime Allowances ...	...	...	...			
2,039	*14*	*0*	*1,527*	*9*	*9*	(3) Materials ...	4,638	3	9			
...	...	...								4,713	3	9
						VII.—*New Minor Works*—				...	...	...
						VIII.—*Payment to other Lines*—						
...	...	...				(1) For haulage of trains ...				(1) **27**	**0**	**0**
						IX.—*Unclassified Expenditure*—	(2)					
			2,173	*4*	*1*	(1) Loss on Stores &c. ...	**17,411**	**11**	**4**			
			...	...	...	(2) Expenses in connection with the Committee of Loco. and Carr. Superintendents ...	...	...	...			
31,929	*3*	*8*	*29,755*	*15*	*7*	(3) Carriage of Revenue Stores ...	37,054	8	4	19,642	13	0
8,74,500	*4*	*3*				Total ...				8,78,387	8	9
			...	...	...	*Deduct*— Credit received for work done in Workshops for other Departments &c. ...	...	...	...			
4,732	*5*	*4*	*4,732*	*5*	*4*	Value of Stores returned to stock ...	6,828	8	3	6,828	8	3
8,69,767	*14*	*11*				Total ...				8,71,559	0	6
			24,219	*14*	*9*	Less—Proportion chargeable to M. M. Ry. ...	24,026	6	7			
			3,377	*5*	*0*	Do. Pondicherry Ry. ...	3,107	0	1			
27,597	*3*	*9*	...	...	...	Do. P. K. Ry. ...	1,327	12	10	28,461	3	6
8,42,170	*11*	*2*				Total ...				8,43,097	13	0

(1) Write back of previous debit.
(2) Write back of a debit in December 1897 on account of loss on stores sold, taken as a set off against the gross profits in Abstract K.

No. IX.—(Continued.)

ABSTRACT C.

CARRIAGE AND WAGON EXPENSES.

June 1897.							June 1898.					
Rs.	*A.*	*P.*	*Rs.*	*A.*	*P.*		Rs.	A.	P.	Rs.	A.	P.
						1.—*General Superintendence.*—						
			5,856	*15*	*2*	(1) Salaries of Superintendents and Assistants ...	5,342	7	5			
			333	*3*	*3*	(2) Allowances of ditto, including Travelling ...	419	13	3			
			9,467	*15*	*1*	(3) Subordinate Superintendents ...	9,098	4	11			
			477	*11*	*5*	(4) Allowance of ditto, including Travelling ...	155	0	0			
			...	...	...	(5) Overtime Allowances ...	...	...	...			
23,308	*14*	*1*	*7,173*	*1*	*2*	(6) Office Expenses ...	6,624	13	9			
										21,640	7	4
						II.—*Repairs and Renewals of Vehicles*—						
						COACHING VEHICLES.—						
			Rs.	*A.*	*P.*		Rs.	A.	P.			
			30,135	*2*	*10*	(1) Wages ...	42,676	13	3			
			391	*10*	*9*	(2) Overtime ...	205	11	9			
			1,02,059	*12*	*4*	(3) Materials ...	1,00,816	7	11			
			1,32,586	*9*	*11*					1,43,699	0	11
						GOODS VEHICLES.—						
			22,145	*6*	*6*	(1) Wages ...	18,546	4	2			
			244	*0*	*7*	(2) Overtime ...	255	0	1			
			72,916	*14*	*3*	(3) Materials ...	58,088	15	0			
			95,306	*5*	*4*					76,890	3	3
2,27,892	*15*	*3*										(1)
										2,20,589	4	2
						II (A)—*Repairs and Renewals of Machinery, Tools and Plant.*—						
			...	...	...	(1) Wages ...	...	...	...			
			...	...	...	(2) Overtime ...	...	...	...			
4	*3*	*2*	*4*	*3*	*2*	(3) Materials ...	...	...	...			
										...	...	...
						III.—Cleaning Carriages and Wagons, and Oiling.—						
			18,138	*8*	*2*	(1) Labour including Wages of Oilers, Carriage Cleaners and Examiners ...	19,120	10	6			
			3,973	*12*	*5*	(2) Stores including oil, grease and other stores for consumption on running vehicles ...	3,570	0	3			
22,112	*4*	*7*								22,690	10	9
982	*6*	*7*				IV.—*New Minor Works* ...				...	...	...
						V.—*Unclassified Expenditure*						
			25	*10*	*8*	(1) Loss on Stores, &c. ...	1,135	15	1			
			...	...	...	(2) Expenses in connection with the Committee of Loco. and Carr. Superintendents ...	...	...	...			
612	*13*	*10*	*587*	*3*	*2*	(3) Carriage of Revenue Stores ...	2,893	6	8	4,029	5	9
2,74,913	*9*	*6*				Total ...				2,68,949	12	0
			...	...	...	*Deduct*— Credits received for work done in Workshops for other Departments &c. ...	...	...	...			
305	*12*	*8*	*305*	*12*	*8*	Value of stores returned to Stock ...	3,908	7	1	3,908	7	1
2,74,607	*12*	*10*				Total ...				2,65,041	4	11
			7,646	*13*	*6*	*Less*—Proportion chargeable to M. M. Ry. ...	7,306	7	0			
8,713	*2*	*4*	*1,066*	*4*	*10*	Do. Pondicherry Railway ...	944	13	6			
			...	...	...	Do. P. K. Ry. ...	403	12	7	8,655	1	1
2,65,894	*10*	*6*				Total...				2,56,386	3	10

(1) 29½ sets Jones' Buffers were fitted during the half year and extraordinary repairs to carriages amounted to Rs. 15,957-9-6 and renewals of goods vehicles to Rs. 4,679-10-9.

No. IX.—(*Continued.*)

ABSTRACT D.

TRAFFIC EXPENSES.

June 1897.								June 1898.					
Rs.	A.	P.	Rs.	A.	P.			Rs.	A.	P.	Rs.	A.	P.
						I.—*Salaries, Wages, &c.*							
			Rs.	*A.*	*P.*	(*a*) General Superintendence—							
			34,877	*1*	*0*	(1) Traffic Manager, Assistant ditto, District Superintendents and Traffic Canvassers ...		32,274	2	5			
			16,246	*7*	*2*	(2) Office Establishment ...		17,277	11	10			
			3,493	*1*	*8*	(3) Travelling Allowances ...		3,116	4	0			
			272	*11*	*1*	(4) Contingencies ...		257	3	0			
			54,889	*4*	*11*						52,925	5	3
						(*b*) Station Staff							
						(1) Station Masters, Clerks, Porters, Pointsmen, Gatekeepers of Level-crossings, Signalmen, Station Servants, &c. ...							
			1,80,187	*7*	*8*						1,83,048	4	1
						(*c*) Train Staff—							
			36,892	*11*	*4*	(1) Guards and Assistant Guards ...		37,178	15	9			
			6,506	*4*	*0*	(2) Overtime Allowances ...		6,233	6	4			
			43,398	*15*	*4*						43,412	6	1
2,78,475	*11*	*11*											2,79,385	15	5
						II.—*Fuel, Lighting, Water and Geneal Stores—*							
			56,046	*1*	*11*	(1) Fires, Lights, Water and General Stores for Carriages, Stations, Offices, &c. ...					50,721	8	2
			...	...	...	(2) Wagon covers, ropes, &c. ...					11	2	9
			8,651	*5*	*1*	(3) Office and Station fittings and furniture ...					4,941	1	9
64,697	*7*	*0*											55,673	12	8
4,423	*4*	*0*				III.—*Clothing* ...							2,957	3	9
59,058	*0*	*4*				IV.—*Printing, Stationery and Tickets* ...							60,449	8	3
...	...	...				V.—*Charges for delivery and collection of goods, &c.* ...							5	9	0
3,074	*12*	*8*				VI.—*Miscellaneous Expenses* ...							2,655	0	4
						VII.—*Payments to other Lines—*							
8,398	*5*	*4*				(1) Traffic expenses at joint stations ...							7,769	13	4
						VIII.—*Unclassified Expenditure—* ...							
			3	*2*	*10*	(1) Loss on Stores, &c. ...		2,423	0	10			
39	*15*	*1*	*36*	*12*	*3*	(2) Carriage of Revenue Stores ...		28	2	0	2,451	2	10
4,18,167	*8*	*4*					Total ...						4,11,348	1	7
671	*14*	*5*				*Deduct*—Value of Stores returned to stock ...							189	3	0
4,17,495	*9*	*11*					Total ...						4,11,158	14	7
			11,625	*12*	*2*	*Less*—Proportion chargeable to M M. Ry. ...		11,334	7	9			
13,246	*14*	*4*	*1,621*	*2*	*2*	Do. Pondicherry Railway ...		1,465	11	8			
			...	...	...	Do. P. K. Ry. ...		626	6	4	13,426	9	9
4,04,248	*11*	*7*					Total ...						3,97,732	4	10

No. IX.—(*Continued.*)

ABSTRACT E.

GENERAL CHARGES.

June 1897.								June 1898.					
Rs.	A.	P.	Rs.	A.	P.			Rs.	A.	P.	Rs.	A.	P.
48,622	*7*	*8*				I.—*General Administration—*					44,299	13	5
41,663	*9*	*7*				I. A.—*Government Supervision, Audit and Control* ...					42,011	10	10
						II.—*Salaries of Indian Management including Offices* ...							
							Salaries.			Travelling Allowances.			Contingencies.			
							Rs.	A.	P.	Rs.	A.	P.	Rs	A.	P.	
			25,384	*1*	*9*	1. Agent's Office ..	22,506	12	8	343	0	0	...	...	...	22,849	12	8
			69,717	*10*	*10*	2. Auditor's „ / 3. Accounts „ / 4. Pay-Master's „	70,559	1	11	1,318	6	0	...	...	...	71,877	7	11
			17,221	*10*	*7*	5. Stores Deptt. ...	20,124	6	11	273	12	0	...	...	...	20,398	2	11
			14,817	*5*	*10*	6. Medical ...	14,569	13	7	1,170	8	0	...	...	...	15,740	5	7
			270	*0*	*6*	7. Rents of Buildings and Lands ...										2,341	4	11
			6,284	*2*	*4*	8. Furniture, Fittings and other Miscellaneous expenses										4,842	4	9
			12,081	*8*	*8*	9. Printing and Stationery ...										10,053	10	1
1,47,106	*0*	*0*	*1,329*	*8*	*0*	10. Medicine and contribution to Hospitals ...										5,043	13	1
						III.—*Police—* ...										1,53,146	13	11
20,815	*5*	*6*				(1) Supervision ... / (2) Constables ... / (3) Contingencies ...										22,124	5	8
2,338	*0*	*3*				IV.—*Advertising (all advertisements of all Departments)*—										749	5	5
						V.—*Electric Telegraph—*												
			1,710	*0*	*0*	(1) Salaries of Superintendents and Assistants ...										1,710	0	0
			18,937	*15*	*8*	(2) Signallers ...										19,149	10	11
			965	*12*	*0*	(3) Travelling Expenses ...										728	2	0
			3,204	*10*	*1*	(4) Office Expenses, Contingencies, &c. ...										2,890	6	2
			4,196	*15*	*6*	(5) Maintenance, Wages and Stores ...										3,853	5	9
			31,009	*7*	*0*	(6) Government Telegraph Department for Rent, Maintenance and Inspection ...										31,369	7	8
60,024	*12*	*3*				VI.—*Clearing Accounts with other lines—*										59,701	0	6
...	...	...				VII.—*Unclassified Expenditure—*												
			625	*12*	*4*	(1) Loss on Stores &c., ...										5	15	11
			0	*5*	*3*	(2) Expenses connected with Fire Engines ...										...	...	...
			66	*3*	*0*	(3) Carriage of Revenue Stores ...										11	13	0
692	*4*	*7*	...	...	...	(4) Funeral Expenses ...										...	...	...
																17	12	11
3,21,262	*7*	*10*					Total ...									3,22,050	14	8
90	*13*	*11*				*Deduct*—Value of Stores returned to Stock ...										716	5	1
3,21,171	*9*	*11*					Total ..									3,21,334	9	7
			8,943	*7*	*8*	*Less*—Proportion chargeable to M. M. Ry.										8,858	4	6
			1,247	*1*	*9*	Do. Pondicherry Railway ...										1,145	8	4
10,190	*9*	*5*	...	...	...	Do. P. K. Ry. ...										489	8	9
																10,493	5	7
3,10,981	*0*	*6*					Total ...									3,10,841	4	0

No. IX.—*(Concluded.)*

ABSTRACT F.

STEAM BOAT SERVICE.

Nil.

ABSTRACT G.

SPECIAL AND MISCELLANEOUS EXPENDITURE.

June 1897.			June 1898.										
Rs.	A.	P.	Rs.	A.	P.			Rs.	A.	P.	Rs.	A.	P.
2,167	0	9				I.—*Law Charges.*					204	6	0
						II—*Compensation*—							
			2,646	11	0	(1) For goods lost or damaged	...	842	10	1			
			27	0	0	(2) For personal injury	...	...	...	...			
			34	0	0	(3) For other claims	...	...	...	...			
2,707	11	0									842	10	1
6,956	8	0				III.—*Rates and Taxes (including Municipal Water Rates)*					12,020	4	4
						IV.—*Payments to other Lines.*							
			Rs.	A.	P.			Rs.	A.	P.			
			...	...	...	(1) Hire of Locomotives ... Gross Charges		...	...	...			
			...	...	...	Gross Receipts		...	...	...			
											...	...	...
			...	...	...	(2) Hire of Vehicles ... Gross Charges		...	...	...			
			...	...	...	Gross Receipts		...	...	...			
											...	...	...
			1,673	1	3	(3) Mileage and Demurrage of Foreign Stock ... Gross Charges		751	1	0			
			886	11	0	Gross Receipts		684	15	0			
											66	2	0
			8,198	0	2	(4) Rent of Stations, &c., jointly occupied ... Gross Charges		...	...	...			
			410	4	8	Gross Receipts		...	...	...			
											...	...	...
			...	...	...	(5) Shunting at joint Stations ... Gross Charges		...	...	...			
			...	...	...	Gross Receipts		...	...	...			
											...	...	...
			7,787	11	6								
			...	...	...								
8,574	1	9									66	2	0
...	...	...				V. *Prizes for Station Gardens, &c.*					...	...	...
12,158	4	11				VI.—*Contribution to Provident Institution*—					12,252	2	3
						VII.—*Miscellaneous*—							
			...	...	...	(1) Loss on Light coins	...	343	0	0			
			...	...	...	(2) Bridge Toll Collection Establishment	...	...	...	...			
			2,724	7	1	(3) Conservancy	...	3,228	15	9			
			631	1	11	(4) Contribution to Railway Schools	...	595	8	2			
			701	4	6	(5) Negapatam Nagore Railway Survey	...	(1)277	0	0			
			...	...	...	(6) Erode Nunjangod Railway Survey	...	10,851	2	7			
			350	0	0	(7) Telephonic communication at Madras	...	350	0	0			
4,406	13	6	...	...	...	(8) Other items	...	...	...	...	15,091	10	6
36,970	7	11					Total ...				40,477	3	2
			1,029	7	11	*Less*—Proportion chargeable to M. M. Ry.	...	1,115	13	6			
			143	8	11	Do. Pondicherry Railway	...	144	4	9			
1,173	0	10	...	...	...	Do. P. K. Ry.	...	61	10	8	1,321	12	11
35,797	7	1					Total ...				39,155	6	3

(1) Due to adjustment of value of stores returned.

No. X.

ABSTRACT H.

COACHING TRAFFIC.

June 1897.			June 1898.																
			Tariff Mileage Fares. Single. Return	First Class 12 Pies.				Second Class. 6 Pies.				Third Class. 2 Pies.				Total.			
				No.	Amount.			No.	Amount.			No.	Amount.			No.	Amount.		
Rs.	A.	P.			Rs.	A.	P.		Rs.	A.	P.		Rs.	A.	P.		Rs.	A.	P.
24,06,991	14	7	I.—*Passengers.* Single Journeys..	7,397½	40,566	3	9	47,671½	78,577	14	8	5,849,531½	20,35,245	11	1	5,904,600½	21,54,389	13	6
8,895	11	10	Excess Fares ...	...	249	6	9	...	703	9	8	...	6,352	0	11	...	7,305	1	4
15,627	3	0	Return Journeys.	56	133	10	0	8	14	4	0	1,134	211	6	4	1,198	359	4	4
33,708	13	5	Troops and Police	50	77	4	0	627½	1,538	0	1	43,009	34,064	8	6	43,686½	35,679	12	7
24,65,223	16	10	Total ...	7,503½	41,026	8	6	48,307	80,833	12	5	5,893,674½	20,75,873	10	10	5,949,485	21,97,733	15	9
			Corresponding Period of 1897...	8,261	40,577	9	3	88,902	94,441	12	5	6,396,174	23,30,204	5	2	6,493,337	24,65,223	10	10
4,153	1	7	Season Tickets...	* 27	457	8	0	† 103	1,478	4	0	‡ 594½	3,012	2	4	724½	4,947	14	4
			Corresponding Period of 1897...	42	690	0	0	218	1,191	4	0	448½	2,271	13	7	708½	4,153	1	7
			Passenger Miles..	677,230				2,887,173				200,553,633							
33,017	7	4	II.—*Passengers' Luggage* ... ... Ton-Miles.													113,917	32,414	13	4
131	8	9	III.—*Military Baggage* ... ... ,,													591	404	10	11
			IV.—*Carriages, Horses, Dogs &c.*—																
2,134	0	0	(1) Carriages ... ... No.													86	2,245	9	0
7,707	12	11	(2) Horses... ... ... ,,													434	6,040	6	2
1,718	5	0	(3) Dogs, &c. ... ... ,,													2,068	1,394	13	8
11,560	1	11														...	9,680	12	10
...	...	...	V.—*Military Carriages, Horses, &c.*— (1) Carriages ... ... No.													...	...	...	...
55	2	0	(2) Horses... ... ... ,,													16	256	6	0
...	...	...	(3) Dogs, &c. ... ... ,,													3	0	8	6
55	2	0														...	256	14	6
			VI.—*Parcels*—																
46,596	8	11	(1) For the Public ... ... Ton-Miles.													204,358	54,173	11	7
...	...	...	(2) For Revenue ... ... ,,													...	...	...	...
...	...	...	VII.—*Special Trains* ... ...Train-Miles.													926	2,804	0	0
...	...	...	VII. A.—Trollies ... ... Trolly Miles.													...	...	...	...
872	11	11	VIII.—*Miscellaneous*													...	207	2	10
			IX.—*Post Office*—																
29,819	8	5	1 Haulage and Hire of Post Office Vehicles... ... No. of Vehicles hauled / Mileage of do.													...	29,762	10	3
...	...	...	2 Special Trains ... ... Train-Miles.													...	...	...	...
687	13	9	3 Parcels ... ... Ton-Miles													...	532	10	8
30,507	6	2															30,295	4	11
25,92,117	11	5	Total ...													...	23,32,919	5	0
41	8	8	Less outstandi ngs irrecoverable ...													...	...	...	...
25,92,076	2	9	Total ...													...	23,32,919	5	0

* Equivalent to 3,000 Single Journeys.
† do. 11,300 do.
‡ do. 71,580 do.

No. X.—(Continued.)

ABSTRACT I.
GOODS TRAFFIC.

June 1897. Rs.	A.	P.		June 1898. Number of Tons Lifted.	Average rate per ton per Mile.	Ton-miles.	Amount. Rs.	A.	P.
					Pies.				
18,41,038	9	2	I.—*Merchandize, General* ...	364,813	9·41	35,418,665	17,36,263	2	4
1,359	2	0	II.—*Military Stores* ...	295	14·75	34,351	2,638	15	0
5,320	9	3	III.—*Railway Materials for Construction* ...	52,438	2·49	665,297	8,621	0	11
18,48,718	4	5		417,546	9·29	36,118,313	17,47,523	2	3
			IV.—*Coal*—						
8,642	5	0	(1) For the Public ...	6,920	7·20	196,463	7,368	14	0
...	...	...	(2) For the Company (*Construction only*)	...	...	...	...	...	...
16,911	11	0	(3) For Locomotive Department (*Revenue only*) ...	13,391	2·47	1,339,458	17,202	5	0
64	10	0	(4) For other Departments ...	70	2·38	5,471	67	14	0
25,618	10	0	Total Coal ...	20,381	3·07	1,541,392	24,639	1	0
			V.—*Revenue Stores*—						
34,310	5	0	(1) For all Departments excepting Coal and Locomotive Fuel ...	316,174	2·46	2,359,396	30,195	7	7
10,724	6	0	(2) Wood and Patent fuel for Locomotive Department ...	29,954	2·41	1,417,097	17,798	10	0
45,034	11	0	Total ...	346,128	2·44	3,776,493	47,994	1	7
19,19,371	9	5	Total Goods ..	784,055	8·43	41,436,198	18,20,156	4	10
			VI.—*Live Stock*—						
715	14	0	(1) Horses ... ... No ...			119	2,157	3	0
935	10	0	(2) Cattle ... ... „ ...			541	1,354	7	0
196	2	0	(3) Sheep &c. ... ... „ ...			7,872	1,114	5	0
1,847	10	0	Total ...			8,532	4,625	15	0
			VII.—*Military Live Stock*—						
...	...	...	(1) Horses ... ... No. ...			...	...	...	...
...	...	...	(2) Cattle ... ... „ ...			...	...	...	...
...	...	...	(3) Sheep, &c. ... ... „ ...			...	...	...	...
...	...	...	Total ...				...		
9,129	4	0	VIII.—*Rents and Demurrage, Wharfage, Storage, &c.* ...				10,714	1	1
...	...	...	IX.—*Interest on outstanding Bills*				...	...	...
14	9	0	X.—*Miscellaneous*				250	1	0
19,30,363	0	5	Total ...				18,35,746	5	11
76	14	10	Less outstandings irrecoverable ...				...	...	...
19,30,286	1	7	Total ...				18,35,746	5	11

ABSTRACT J.
STEAM BOAT EARNINGS.

Nil.

No. X—(Concluded).

ABSTRACT K.
SUNDRIES.

June 1897. Rs.	A.	P.		June 1898. Rs.	A.	P.
6,857	14	7	Hire of Locomotives ... ... { Gross Receipts ... 13,591—8—6; Gross Charges ... ... }	13,591	8	6
8,411	14	9	„ of Vehicles ... ... { Gross Receipts ... 28,156—15—6; Gross Charges ... ... }	28,156	15	6
...	...	...	Rent of Stations, &c., jointly occupied { Gross Receipts ... 18,479—8—11; Gross Charges ... 4,555—4—0 }	13,924	4	11
...	...	...	Mileage and Demurrage of Vehicles over Foreign Lines ... ... { Gross Receipts ... ...; Gross Charges ... ... }	...	...	...
...	...	...	Shunting at Joint Stations ... ... { Gross Receipts ... 1,000—0—0; Gross Charges ... ... }	1,000	...	...
...	...	...	Clearing accounts with other lines	...	...	...
...	...	...	Tolls on Bridges	...	...	...
9,341	14	1	Rents of Dwelling-houses	7,974	8	2
7,766	14	7	Rents of Refreshment-rooms	6,726	6	8
1,470	8	10	Rents of Land, Side cuttings, &c.	1,635	11	6
123	6	2	Fees on share transfers, &c.	113	14	4
8,370	4	0	Profits of workshops on work done for State Railways, &c.	(2) 9,983	5	0
782	15	4	Sale of unclaimed and damaged goods	512	5	5
11,899	3	8	Unpaid or unclaimed salaries	...	...	...
9	6	10	Allowance for collecting Municipal Fees	63	12	5
6,639	2	11	Hire of Rolling Stock from M. M. Ry. ... ... (1)	6,161	12	3
...	...	...	Do. do. P. K. Ry.	340	8	5
14,624	2	8	P. K. Railway Administrative Charges and Board's Supervision for English Stores.	12,728	5	8
51	9	6	Rebate for booking fees of Mount Road station...	65	7	3
...	...	...	Amount transferred from stock adjustment account	(3) 70,545	11	5
11,148	14	4	Sale of Revenue Stores	13,760	15	10

Rs.	A.	P.		Rs.	A.	P.
778	3	3	(1) Maintenance	3,539	3	6
7,820	13	6	(2) Locomotive	7,503	9	6
184	11	7	(3) Carriage and Wagon	874	3	4
864	14	7	(4) Traffic	759	12	10
1,500	3	5	(5) General	1,084	2	8

3,336	4	3	Miscellaneous	2,444	9	4
90,834	8	6	Total ...	1,69,763	8	7
...	...	...	Less outstandings irrecoverable ...	...	...	...
90,834	8	6	Total ...	1,69,763	8	7

(1) Calculated at 5 per cent of M. M. and P. K. Railways earnings and charged to those Railways.
(2) Vide foot note (2) under abstract B.
(3) Adjustment of the amount held in Stock adjustment account to end of December 1897 per Consulting Engineer's No. 2134 of 23—7—1898.

No. XII.

STATEMENT OF ROLLING STOCK FOR HALF-YEAR ENDING 30TH JUNE 1898.

DESCRIPTION.	1	2	3	4	5	6	7	8	9	10	11	12	13
	Total stock authorised.	Total stock constructed against authorization up to the last day of the previous half-year.	Additions to stock during the half-year.	Reduction of stock.	Total stock on the list at end of the half-year.	Actual stock in running order on the last day of the half-year.	Repairs and Renewals. Number of Engines and vehicles repaired during the half-year.	Number of Engines and vehicles renewed during the half-year.	Number of Engines and vehicles undergoing or awaiting repairs on the last day of the half-year.	Number of Engines and vehicles undergoing or awaiting renewals on the last day of the half-year.	Average number undergoing repairs and renewals at any one time.	Stock condemned in this and previous half-years awaiting replacement.	Average carrying capacity of each description of vehicle.
LOCOMOTIVES.													
Passenger, Ordinary	77	68	A 1	...	69	58	31	...	11	...	11·331	...	
Goods	131	K 131	...	...	B 131	101	49	...	28	2	22·249	...	
Tank	8	8	...	...	8	8	1	...	...	...	·525	...	
Total Locomotives	216	207	1	...	208	167	81	...	39	2	34·105	...	
COACHING VEHICLES.													
Saloons, State	1	1	...	...	1	1	...	...	...	...	...		14 First class and 8 Third class seats.
Saloons, Ordinary	C 4	2	...	...	2	2	1	...	...	...	...		14 Do. 8 do.
Reserved carriages or Engineers' Inspection carriages	3	3	...	...	3	3	...	...	...	...	...		3 First class seats by day, 2 by night & 4 servants.
First class carriages Ordinary	19	19	...	...	19	14	6	1	...	5	3·586	Nil.	12 Seats by day and 8 by night.
Composite, First and Second class carriages Ordinary	H 44	35	...	...	35	28	8	4	2	5	10·834		6 First class seats by day, 3 by night and 10 second class seats. 6 do. 4 by night. 8 Second class seats by day, and 4 by night.
Composite, First and Third class carriages Ordinary	9	9	...	..	9	8	4	...	1	...	·536		6 First class and 8 second class seats. 3 do. Seats by day, 2 by night, 12 Second class seats by day and 6 by night.
Composite, First, Second and Third class carriages Bogie	20	20	...	...	20	17	11	...	3	...	2·475		8 First class seats by day, 4 by night and 8 servants.
Second class carriages Ordinary	44	44	...	...	44	39	10	1	5	...	6·149		6 First class seats by day, 4 by night, 16 Second class seats by day, 8 by night and 8 servants.
Composites Half Brake Vans and Half third class carriages	20	6	D 7	...	13	13	1	...	...	...	·011		16 Seats by day and 8 by night.
Third class carriages without Brakes Ordinary	478	478	...	...	478	459	130	...	16	3	26·392		½ Third class seats 32 ½ Baggage, cash and guards' Compartment to be about 2½ tons.
Clemensons	E 8	31	...	F 8	23	8	1	7	...	15	10·564	Nil.	32 Seats.
Bogie	51	...	...	...	...	...	...	...	...	...	...		64 Seats.
Females	34	34	...	...	34	34	13	...	...	...	3·646		(19) 32 Seats with latrines in centre.
Ambulance	15	15	...	...	15	15	2	...	...	...	·243		(15) 28 Seats with latrines in the end.
Third class and Postal vans Ordinary	2	2	...	...	2	2	1	...	...	...	·298		32 Seats.
Bogie	8	...	D 1	...	1	1	...	...	...	...	...		½ Third class, Seats 16, and ½ Post office van to be
Third class carriages with Automatic Vacuum Brakes Bogie	80	70	...	...	70	65	64	...	5	...	10·215		½ do. 32 do. [about 1½ ton. 64 Seats.
Third class and Brake-vans	8	8	...	...	8	8	3	...	...	...	1·436		½ 3rd class compartment Seats 4, ½ guards' compartment & ½ luggage compartment to be about 1 ton.
Postal vans	H 18	18	...	...	18	15	5	..	3	...	1·177		(12) Mail Service Vans 4½ tons (6) ½ P. ½ Office ½ Passengers Baggage compartment and ½ Guards Brake Van.
Carriage trucks	5	5	...	...	5	5	3	...	...	...	·635		3 tons.
Horse boxes	30	30	...	...	30	28	9	...	1	1	2·238		2 Horses and 4 horses.
Luggage vans	81	81	...	...	81	76	32	...	3	2	6·796		20 feet long 2 tons luggage and 1 guard. 22 feet long 2 do. do.
Total Coaching Vehicles	982	911	8	8	911	841	304	13	39	31	87·397	...	
GOODS VEHICLES.													
Covered goods wagons, ordinary Iron	1,133 *I*	957	...	...	957	940	116	...	17	...	24·470	...	6 and 7 tons.
Wooden	866	856	...	...	856	788	159	6	53	15	44·254	..	6 tons.
High-sided wagons, ordinary Iron	400	400	...	...	400	365	30	...	35	...	13·243	...	6 tons.
Wooden	421	413	...	...	413	406	76	...	6	1	20·116	...	6 tons.
Medium-sided wagons, ordinary, or ballast wagons Iron	350	313	...	...	313	287	63	...	26	...	19·320	37	5¾ and 6 tons.
Wooden	154	154	...	...	154	145	28	1	8	1	9·785	...	6 tons.
Low-sided wagons, bogie Iron	20	20	...	...	20	20	...	...	...	...	...	...	14 tons.
Cotton wagons, covered Wooden	63	63	...	...	63	60	8	...	3	...	2·039	...	4½ tons.
Cattle wagons	*I* 8	6	...	...	6	6	2	...	...	...	·409	...	8 cattle.
Platform wagons	4	4	...	...	4	4	...	...	...	...	...	...	6 tons.
Powder vans	7	7	...	...	7	7	...	...	...	...	...	...	4 and 5 tons.
Six-wheeled trucks, wooden	15	15	...	...	15	13	1	...	1	1	·359	...	(14) Cotton wagons covered (1) Boiler truck 10 tons.
Timber trucks Iron, Bogie.	18	18	...	...	18	16	6	...	2	...	1·044	...	12 tons.
Wooden	33	33	...	...	33	33	11	...	...	...	2 613	...	5, 5½ and 5¾ tons.
Travelling oil tanks	10	8	...	...	8	8	1	...	...	...	·066	2	2,750 gallons.
Travelling water tanks	...	*G* 17	...	...	17	16	1	2	1	...	1·313	...	
Travelling cranes	5	3	...	...	3	3	1	...	...	...	5·740	...	5 and 10 tons.
Brake vans	52	52	...	...	52	45	13	...	2	5	2·696	...	4½ tons.
Total Goods Vehicles	3,559	3,339	...	...	3,339	3,162	516	9	154	23	147·497	39	

Composites First and Second class Carriages ... { ½ 1st Class, 6 seats. ½ 2nd Class, 10 seats. ½ 1st Class, 4 seats, ½ 2nd Class, 8 seats. ⅛ 1st Class, 3 seats. ⅞ 2nd Class, 12 seats.

Composites First and 3rd class carriages { ⅔ 1st Class. ⅓ 3rd Class compartment for servants.

Composites First, Second and Third class carriages Bogie 40 feet long ... { ½ 1st Class. ½ 3rd Class. The remainder 2nd Class.

Composites Bogie half Brake Van and half third class carriages, { ½ Third class. ½ Baggage cash and guards' compartment.

Third class and Postal Vans Bogie ... { ½ Third class. ½ Postal Vans.

Third class carriages ordinary without brakes ... 3 { ¾ Third Class seats 24. ¼ Postal compartment.

3rd Class Carriages ordinary without Brakes ... 1 { ⅔ Third Class seats 20. ⅓ Postal compartment.

Luggage Vans ... { ¾ Passengers' Baggage compartment. ¼ Guards' Brake Van.

3rd Class Carriages Bogie with automatic vacuum Brake { 10 for females with retiring accommodation.

A.—Erected in replacement of an engine sold to the Uganda Railway.

B.—2 hired to Bezwada Madras Railway.

C.—Saloon ordinary (Consulting Engineer's carriage) sanctioned in Consulting Engineer's No. 1011 of 16-3-1897 and transferred from Third class Clemensons Vide note E.

D.—Constructed against the sanction conveyed in M. G. O. No. 111 R. of 20-2-97.

E.—1 reduced and transferred to Saloons ordinary (Consulting Engineer's carriage) Vide Cons. Engr's. No. 1011 of 16-3-1897, Vide note C. above.

F.—8 reduced; 7 constructed as Bogie composites, half Brake Vans and half third Class Carriages and 1 as half Bogie Third class and half Postal Van.

G { 9 Covered goods wagons used as water trucks. 8 High sided wagons wooden do.

H.—8 sanctioned to be constructed on underframes for Postal Vans in Govt. of India No. 23 R. S. of 18-1-98.

I.—4 sanctioned to be constructed on underframes for Cattle Wagons in Madras G.O. No 475 R. of 24-3-98.

K.—2 goods engines wrongly shown in columns 4 and 12 in the statement for the previous half year now rectified.

Statement shewing the rolling-stock included in column 5 above, which is adapted for military purposes.

Number of Coaching Vehicles, fitted for Ambulance Purposes.		Number of Coaching Vehicles, fitted with Hooks or Racks for Suspending Rifles.		Number of Horse-boxes.						Number of Covered Goods Wagons, adapted for the carriage of Horses.			Number of Open Goods Wagons suitable for the carriage of Artillery Guns.		
First class.	(1)	First class.	(10)	Capable of carrying 12 horses.	(17)	Capable of carrying 8 horses.	(18)	Capable of carrying 6 horses.	(19)	Capable of carrying 4 horses.	(20)	Capable of carrying 3 horses.	(21)	Capable of carrying 2 horses.	(22)	Wooden.	(23)	Iron.	(24)	Total.	(25)	Medium or high-sided.	(27)	Ballast or low-sided.	(28)	Total.	(29)	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.	(30)
Upper class.	(2)	Upper class.	(11)	Capable of carrying 8 horses.	(18)	Capable of carrying 6 horses.	(19)	Capable of carrying 4 horses.	(20)	Capable of carrying 3 horses.	(21)	Capable of carrying 2 horses.	(22)	Percentage of column 23 on entire stock of covered wooden goods wagons on the line, included in column 5 of above statement.	(26)	Total.	(25)										
Second class.	(3)	Second class.	(12)	Capable of carrying 6 horses.	(19)	Capable of carrying 4 horses.	(20)	Capable of carrying 3 horses.	(21)	Capable of carrying 2 horses.	(22)	Percentage of column 25 on entire stock of covered wooden goods wagons on the line, included in column 5 of above statement.	(26)														
Intermediate class.	(4)	Intermediate class.	(13)	Capable of carrying 4 horses.	(20)	Capable of carrying 3 horses.	(21)	Capable of carrying 2 horses.	(22)																		
Lower class.	(5)	Composites First, 2nd and 3rd class carriages.	(14)	Capable of carrying 3 horses.	(21)	Capable of carrying 2 horses.	(22)																				
Third class.	(6)	Third class.	(15)	Capable of carrying 2 horses.	(22)																						
Total.	(7)	Total.	(16)																								
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.	(8)	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.	(17)																								
1·95		66·54																									
15		513																									
15		484	(a)																								
...		29																									
...		...																									
...		...																									
...		...																									
...		...																									

(a) { 2 Third class and Postal Vans.
8 Third class and Brake Vans.
1 Bogie Third class and Postal Van.
2 Ambulance Third class carriages.
458 Third class carriages.
13 Bogie Third class and Brake Vans.

(b) Adapted for carrying 6 horses or 8 ponies.

(c) do. do. 6 horses or 12 ponies.

No. XII.—A.
STATEMENT OF FLOTILLA SERVICE—**Nil.**

No. XIII.
MILEAGE STATEMENT.

	Double Line.	Single Line.	Total.	Sidings.
	Miles.	Miles.	Miles.	Miles.
Lines *Sanctioned not commenced*	...	...	...	...
Do. *under construction*	...	...	...	...
Do. *constructed but not worked*	...	...	...	...
Do. *owned by the State and worked by the Company*	...	1,041·59	1,041·59	133·74
Do. *constructed do. do. others*	...	...	...	...
Total	...	1,041·59	1,041·59	133·74
Lines worked by the Company—				
State	...	1,041·59	1,041·59	133·74
Foreign	...	(1) 76·24	76·24	(1) 9·66
Total	...	1,117·83	1,117·83	143·40
Foreign Lines worked over by the Company	...	...	...	...
Total mean mileage worked including mileage worked over during the half-year				
S. I. Ry.	...	1,041·59	1,041·59	...
M. M. Ry.	...	53·99	53·99	...
Pondicherry Ry.	...	7·80	7·80	...
P. K. Ry.	...	8·70	8·70	...

(1) Increase of 14·45 miles in main line and 2·13 miles in sidings due to P. K. Ry.

NOTE.—Peralam Karaikkal Railway was opened for traffic on 14th March 1898.

No. XIV.
STATEMENT OF TRAIN MILEAGE.

		Miles.	Estimated Locomotive Expenses.
			Rs.
1. Train-miles run for Public Traffic	Passengers	624,481	2,71,625
	Goods	419,617	1,82,517
	Mixed	(a) 516,172	2,24,515
	Light	(b) 16,639	7,238
2. Train-miles run for Locomotive Department		6,394	2,781
3. do. do. Maintenance		51,907	22,578
Total Train-Mileage		1,635,210	7,11,254
4. Mileage of Assisting Engines (actual distance)		184	80
5. Miles of Engines Shunting and Standing in steam for Traffic purposes calculated at five miles an hour		299,628	1,30,327
6. Miles run for miscellaneous services (actual distance)		3,305	1,437
Total Miscellaneous Engine-Mileage		303,117	1,31,844
Total Engine and Train-Mileage		1,938,327	8,43,098

	(a) miles.	(b) miles.	Pondicherry Railway, miles.	P. K. Railway, miles.
Coaching	287,751	1,750	3,252	3,603
Goods	228,421	14,889	2,598	644
Engine	"	"	4,478	1,558

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.
Government Supervision, Audit and Control	...	...	...	42,011	10	10	42,011	10	10
General Administration	...	...	...	44,299	13	5	44,299	13	5
Direction	...	...	...	...	...	...	...	...	...
Engineering	**57**	**11**	**9**	1,13,703	4	9	1,13,645	9	0
Locomotive	...	...	...	64,921	4	8	64,921	4	8
Carriage and Wagon	...	...	...	21,640	7	4	21,640	7	4
Traffic	...	...	...	52,925	5	3	52,925	5	3
Controlling	...	...	...	22,849	12	8	22,849	12	8
Audit and Accounts	...	...	...	71,877	7	11	71,877	7	11
Paymaster	...	...	...						
Stores	...	...	...						
Medical	**6**	**0**	**0**	20,398	2	11	20,398	2	11
Police	...	...	...	15,740	5	7	15,734	5	7
Electric Telegraph	...	...	...	...	...	...	...	...	...
	...	...	...	5,328	8	2	5,328	8	2
Total...	**63**	**11**	**9**	4,75,696	3	6	4,75,632	7	9

No. XVI.

STATEMENT OF OUTSTANDING EARNINGS FOR THE HALF-YEAR ENDING 30TH JUNE 1898.

	Outstanding on						Reason for outstanding of previous column.
	Last day of Half-year.			Date of preparation of this statement.			
	Rs.	A.	P.	Rs.	A.	P.	
Due from Public Companies and Traders ...	5,310	8	11	12	9	6	Under correspondence.
Do. Government— ...	38	0	0	...	...	...	
Railway Mail Service							
Do. Foreign Railways ...	30,940	8	9	5,275	7	3	Do.
Do. Construction account ...	10	6	7	...	...	...	
Sundries	1,545	1	8	7	0	0	Do.
Station Outstandings ...	55,070	8	8	3,676	3	9	Do.
Cash in transit ...	28,578	7	6	...	...	...	
Total ...	1,21,493	10	1	8,971	4	6	

No. XVIII.

Dr. CAPITAL ACCOUNT. *Cr.*

	Rs.	A.	P		Expenditure by Guaranteed Railway,			Expenditure by State.			Total.		
					Rs.	A.	P.	Rs.	A.	P.	R	A.	P.
To Expenditure incurred in India to 30th June 1898 ...	2,64,16,607	12	7	*By Construction Account, viz.*									
				Preliminary Expenses	5,44,851	2	4	4,79,450	14	8	10,24,302	1	0
To English Capital provided by the Secretary of State including £ 1,000,000 supplied by the Company				Land	...	...	...	4,07,209	4	2	4,07,209	4	2
				Formation	25,17,488	10	10	30,54,613	8	2	55,72,102	3	0
				Bridgework	86,43,955	3	6	64,98,069	14	0	1,51,42,025	1	6
				Fencing &c.	13,47,095	14	10	2,44,471	12	5	15,91,567	11	3
				Electric Telegraph	71,575	13	3	26,556	8	6	98,132	5	9
Old South Indian Railway Outlay on Final Heads Rs. 4,62,65,977-10-1				Ballast and Permanent Way	1,24,12,796	8	7	65,73,119	8	1	1,89,85,916	0	8
				Stations and Buildings	53,66,941	2	3	22,75,566	13	0	76,42,507	15	3
				Plant	13,03,196	4	5	4,44,784	12	5	17,47,981	0	10
				Steam Ferries &c.	...	...	...	...	...	...	...	...	...
				Rolling Stock	69,54,950	2	1	55,56,372	8	1	1,25,11,322	10	2
				General Charges	59,84,846	12	3	22,52,820	9	6	82,37,667	5	9
				Maintenance	11,18,279	15	9	...	...	...	11,18,279	15	9
				Loss by Exchange	...	...	...	2,42,360	0	0	2,42,360	0	0
Stores &c. taken over from old South Indian Railway including Exchange ,, 39,06,607-6-8					4,62,65,977	10	1	2,80,55,396	1	0	7,43,21,373	11	1
				Less—Receipts on Capital Account ordinary							...	...	...
											7,43,21,373	11	1
Undrawn Capital of old Company ,, 24,296-10-9	5,01,96,881	11	6	By Suspense Accounts							22,92,115	13	0
	7,66,13,489	8	1	Net Capital Outlay							7,66,13,489	8	1
Charge for Leave and Pension allowance and for Capitalization of Abatement of Land Revenue ...	3,95,703	2	5	*Add—Charges for Leave and Pension Allowances*							1,44,718	0	0
				Charges for Capitalization of Abatement of Land Revenue						(1)	2,50,985	2	5
Total ...	7,70,09,192	10	6							*Total* ...	7,70,09,192	10	6

Note.—Exclusive of charges for Land and Capitalization of Land Revenue debited to State outlay on South Indian Guaranteed Railway prior to the transfer of the line to the State which were as follows:—

Land	*15,64,171*
Capitalization of abatement of Land Revenue	*5,45,654*
	21,09,825

(1) The decrease is due to transfer to direct outlay, as per Government of India No. 46 A. R. of 13th January 1898, of the capitalized value of abatement of land revenue on lands acquired since 1st January 1891.

Dated Trichinopoly, 7th September 1898.

FRANCIS J. E. SPRING,
Consulting Engineer for Railways, Madras.

T. H. LEMESURIER,
for Offg. Agent, S. I. R.

E. A. WALLER,
Major, R. E., Examiner of Ry. Accts., Madras.

H. BUTTERFIELD,
Accountant in Charge, Office of Dy. Examiner of Ry. Accts., Trichinopoly.

E. E. B. BAILEY,
for Chief Auditor, S. I. R.

No. XVIII. A.

CAPITAL BALANCE SHEET.

To Capital Subscribed				Rs. 1,40,00,000	A. 0	P. 0	By Capital Outlay				Rs.	A.	P.
„ Government		7,26,76,656- 2- 5					Works as per Form No. XVIII		7,43,21,373-11- 1				
„ Purchase of the Line Account		6,59,592- 5-11*					Purchase of Line Account		6,59,592- 5-11				
							Company's Capital made over to Secretary of State		1,40,00,000- 0- 0				
Total Treasury balance ...		7,33,36,248- 8- 4									8,89,80,966	1	0
„ Receipts on Capital Account							„ Stores Suspense Account						
Value of Stores taken over from old S. I. Ry. ...	39,06,607- 6- 8						London Stores		42,572- 6- 9				
Undrawn Capital of old Company	24,296-10- 9						Sales		12,255- 7-10				
		39,30,904- 1- 5					Stores		22,51,485-13- 0				
							Workshop Suspense Account		20,632- 6- 9				
							Manufactures		24,997- 2- 9				
				7,72,67,152	9	9				23,51,943- 5- 1			
							Less—						
„ Suspense Accounts							London Invoices ...	7,410- 1- 3					
Deposits				22,966	10	11	Purchases ...	61,848-12- 9					
										69,258-14- 0			
											22,82,684	7	1
							„ Miscellaneous Advances				9,431	5	11
							„ Cash in hand						
							India		14,420- 0- 0				
							Head Quarters and Line Cashiers						
							England		2,617- 6- 8		17,037	6	8
Total ...				9,12,90,119	4	8	Total ...				9,12,90,119	4	8

* Difference between the amount paid by Government for Purchase of the Line and the actual outlay booked against Final Heads in the Company's Books to end of December 1890.

Purchase of Line	Rs.	4,69,25,570- 0- 0
Outlay on Final Heads	„	4,62,65,977-10- 1
	Rs.	6,59,592- 5-11

No. XVIII. B.

REVENUE BALANCE SHEET.

To Demands Payable ...	Rs. 2,12,327	A. 10	P. 8	By Treasury balance						...2,47,91,340-15 -3	Rs.	A.	P.
				Deduct—									
				Net Revenue			2,60,81,181 -1 -6 (A)						
				Less									
„ Deposits 3,64,253-15-8				Additional Half per cent interest Rs.			2,39,073-12-9						
Less				Company's share of Surplus Profits „			10,97,497-2-11						
Investment 3,27,562- 9-3	36,691	6	5	Additional contribution to Provident Institution „			77,195-1-11						
									14,03,766-1-7				
										2,46,77,414-15-11			
„ Fines 1,65,823- 0-1				„ Traffic Account						...	1,13,925	15	4
Less				„ Miscellaneous Advances						...	1,21,493	10	1
Investment 1,54,937-13-3	10,885	2	10							...	203	5	6
„ Foreign Railways	2,696	10	6	„ Cash in hand									
				In hand				26,781- 0-0			26,977	15	6
				Bank of Madras				196-15-6					
Total ...	2,62,600	14	5							Total ...	2,62,600	14	5

(A)—Includes the following :—

Rs. 70,445-10-4 on account of net earnings of V. G. Railway and Nellore Branch to end of 1890.

„ 1,48,440-11-9 on account of Fire Insurance Fund of old Company re-credited to Revenue by order of Government.

No. XVIII. C.

COMPANY'S PRIVATE FUND BALANCE SHEET.

To Provident Fund... ...	Rs. 5,00,896	A. 7	P. 5	By Bank of Madras						Rs. 13,747	A. 9	P. 8
				„ Investments						4,61,700	2	0
				„ S. I. Ry.						21,408	10	5
				„ Suspense account						3,961	6	3
				„ P. K. Ry.						22	14	9
				„ Erode Nanjangod Ry. Survey ...						27	11	3
				„ Cash in hand including value of stamped agreements...						22	1	1
Total ...	5,00,890	7	5							Total Rs. ...	5,00,890	7	5

No. XIX.

SURPLUS PROFITS STATEMENT.

Rs.	A.	P.				Rs.	A.	P.
			Net Earnings as per Statement No. VIII			20,38,104	13	9
			Add—Outstandings as shown in last Account			5,570	4	5
			Less—Outstandings as per statement No. XVI...	Rs.	8,971-4-6	20,43,675	2	2
			„ Net excess in connection with the adjustment of Engineering Stores in November 1892 as the Company's share in that year fell short of the guaranteed minimum of £s. 5,000 paid to the Company	„	6,830-9-0	15,801	13	6
					Total ...	20,27,873	4	8
			Deduct					
			Interest as follows :—					
1,40,00,000	0	0	On Company's Capital of £ 1,000,000 at 3 percent, per annum for six months £ 15,000 at Rs. 14 per £ sterling	Rs.	2,10,000- 0-0			
59,50,000	0	0	On £ 425,000 at 4½ per cent, per annum for six months £ 9,562-10-0 at 15·2769 *d* per Rupee	„	1,50,226-13-0			
5,66,63,489	8	1	On outlay by Government Rs. 5,66,63,489-8-1 at 3 per cent per annum	„	8,49,952- 5-6			
7,66,13,489	8	1		Rs.	12,10,179- 2-6			
803	4	9	On cash balance at 3 per cent per annum as under —					
			Cash in hand ... ... Rs. 17,037-6- 8					
			Less capital liabilities unpaid and other items at credit of deposits ... ... Rs. 16,234-1-11					
					803-4- 9			
				„	12-0-9			
			Arrears of interest charges on the capitalized abatement of land revenue now treated as direct outlay	„	1,633-9-9			
7,66,14,292	12	10	Total outlay			12,11,824	13	0
			Deduct—Additional contribution to Provident Fund per Rule 8			8,16,048	7	8
			(1) Surplus divisible between Government and the Company under Contract clause 60 (4)			8,026	9	6
			(2) Company's share—Proportion due under Contract clause 60 (4)			8,08,021	14	2
			(3) Government share— ... do.			1,47,652	11	0
						6,60,369	3	2

T. H. LeMESURIER,
for Offg. Agent,
S. I. Ry.

E. E. B. BAILEY,
for Chief Auditor,
S. I. Ry.

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

H. BUTTERFIELD,
Accountant in charge,
Office of Dy. Examiner of Ry. Accounts,
Trichinopoly.

FRANCIS J. E. SPRING,
Consulting Engineer
for Railways, Madras.

DESCRIPTION.	Quantity. 1st Half		Receipts. 1st Half		Quantity.		Receipts.	
	1897.	1898.	1897.	1898.	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs
I. Coal and Coke carried for the public and foreign Railways.	4,813·28	6,919·69	8,642	7,369	2,106·41	...	...	1,273
II. Cotton Raw ...	7,580·59	8,932·36	45,415	56,535	1,351·77	...	11,120	...
III. Cotton Manufactured—								
1 Twist and yarn (European) ...	1,358·18	1,444·68	17,070	16,988	86·50	...	...	82
2 Do. (Indian) ...	2,711·41	3,260·42	20,013	22,967	549·01	...	2,954	...
3 Piece-goods (European) ...	3,529·38	3,033·82	54,896	46,089	...	495·56	...	8,807
4 Do. (Indian) ...	1,322·81	1,185·49	13,670	12,665	...	137·32	...	1,005
IV. Drugs and Chemicals—								
1 Intoxicating, other than opium	19·51	5·76	402	115	...	13·75	...	287
2 Non-intoxicating—								
(*a*) Cinchona bark ...	159·60	133·89	1,148	1,013	...	25·71	...	135
(*b*) Others ...	604·31	827·19	7,408	9,724	222·88	...	2,316	...
V. Dyes and Tans—								
1 Indigo ...	421·29	216·15	5,070	2,662	...	211·14	...	2,408
2 Myrabolams ...	399·91	326·01	2,439	1,900	...	73·90	...	539
3 Cutch ...	66·76	65·22	455	446	...	1·54	...	9
4 Turmeric ...	903·21	962·15	5,690	7,340	58·94	...	1,650	...
5 Aniline dyes ...	4·61	3·51	26	36	...	1·10	10	...
6 Others ...	4,453·75	4,056·89	39,880	37,217	...	396·86	...	2,663
VI. Grain and Pulse—								
1 Wheat ...	230·20	279·34	1,449	1,686	49·14	...	237	...
2 Rice in the husk ...	30,489·28	26,948·16	86,830	89,845	...	3,541·12	3,015	...
3 Rice not in the husk ...	70,390·02	30,605·26	2,11,250	1,08,356	...	39,784·76	...	1,02,894
4 Jawar and Bajra ...	5,401·04	3,926·57	14,765	13,317	...	1,474·47	...	1,448
5 Gram and Pulse ...	17,942·91	15,786·33	80,560	66,765	...	2,156·58	...	13,795
6 Others ...	6,539·69	8,524·52	26,486	30,860	1,984·83	...	4,374	...
VII. Hides and Skins—								
1 Hides of cattle—								
(*a*) Dressed or tanned ...	239·22	256·30	2,490	2,410	17·08	...	...	80
(*b*) Raw ...	571·46	526·88	3,876	3,195	...	44·58	...	681
2 Skins of sheep &c.—								
(*a* Dressed or tanned ...	856·99	910·01	16,606	18,046	53·02	...	1,440	...
(*b*) Raw ...	2,630·34	3,121·78	20,608	23,649	491·44	...	3,041	...
VIII. Horns ...	48·21	58·85	365	389	10·64	...	24	...
IX. Jute—								
1 Raw ...	11·01	25·11	42	320	14·10	...	278	...
2 Gunny bags and cloth ...	3,976·57	3,073·92	24,288	20,147	...	902·65	...	4,141
X. Lac—								
1 Stick ...	63·50	30·33	406	190	...	33·17	...	216
2 Shell ...	51·72	33·86	369	293	...	17·86	...	76
XI. Leather Manufactured ...	38·16	31·08	494	402	...	7·08	...	92
XII. Liquors— ...								
1 Beer	69·80	47·02	859	634	...	22·78	...	225
2 Spirits ...	1,840·93	1,175·24	11,933	7,673	...	665·69	...	4,260
3 Wines ...	88·10	151·92	1,665	2,407	63·82	...	742	...
XIII. Metals—								
1 Copper unwrought ...	103·91	69·25	994	754	...	34·66	...	240
2 Brass unwrought ...	338·29	331·51	3,565	3,412	...	6·78	...	153
3 Copper wrought ...	35·29	27·41	372	312	...	7·88	...	60
4 Brass wrought ...	359·66	349·79	4,237	3,950	...	9·87	...	287
5 Iron ...	4,909·29	6,213·74	44,179	58,651	1,304·45	...	14,472	...
6 Others ...	428·67	397·07	4,257	4,105	...	31·60	...	152
XIV. Oils— ...								
1 Kerosine ...	4,207·40	5,197·25	35,522	45,616	989·85	...	10,094	...
2 Castor ...	1,439·81	1,175·40	10,029	8,355	...	264·41	...	1,674
3 Cocoanut ...	332·97	221·25	1,561	1,151	...	111·72	..	410
4 Others ...	3,474·22	2,831·45	14,837	11,550	...	642·77	...	3,287
XV. Oil Seeds—								
1 Linseed ...	·83	3·28	43	13	2·45	...	...	30
2 Rape and Mustard ...	477·29	550·20	2,264	2,607	72·91	...	343	
3 Til or Jinjili ...	6,706·45	6,707·64	26,413	38,406	1·19	...	11,993	
4 Poppy ...	15·49	52·11	137	218	36·62	...	81	
5 Earthnuts ...	4,940·29	3,183·93	18,424	11,281	...	1,756·36	...	7,143
6 Castor ...	2,926·73	1,725·16	13,261	6,475	...	1,201·57	...	6,786
7 Others ...	204·95	391·24	704	1,501	186·29	...	797	...
Carried over ...	200,729·29	156,307·39	9,08,364	8,12,007	9,653·34	54,075·24	68,981	1,65,338

DESCRIPTION.	Quantity. 1st Half.		Receipts. 1st Half.		Quantity.		Receipts.	
	1897.	1898.	1897.	1898.	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought over ...	200,729·29	156,307·39	9,08,364	8,12,007	9,653·34	54,075·24	68,981	165,338
XVI. Opium ...	...	...	...	...	...	...	...	...
XVII. Paper and Paste Board ...	451·68	483·11	7,261	8,482	31·43	...	1,221	...
XVIII. Provisions—								
1 Ghee ...	283·65	306·05	2,596	2,569	22·40	...	...	27
2 Dried Fruits and Nuts ...	554·93	544·05	3,783	3,386	...	10·88	...	397
3 Others ...	13,680·27	11,601·63	81,183	66,605	...	2,078·64	...	14,578
XIX. Railway Plant and Rolling Stock—*Carried for the Public and Foreign Railways*—								
1 Locomotive engines & tenders and parts thereof ...	...	...	...	...	...	...	...	...
2 Carriages and Trucks and parts thereof ...	...	...	...	...	...	...	...	...
3 Materials ...								
(*a*) Steel rails and fish plates	2,269·01	44·21	5,234	552	...	2,224·80	...	4,682
(*b*) Sleepers and keys of steel and cast iron ...	2,183·75	2·61	5,247	202	...	2,181·14	...	5,045
(*c*) Other sorts ...	12,431·72	5,181·81	35,152	13,065	...	7,249·91	...	22,087
XX. Salt ...	32,726·88	29,817·68	1,21,607	1,07,982	...	2,909·20	...	13,625
XXI. Saltpetre, &c.								
1 Saltpetre ..	209·65	184·71	1,224	969	...	24·94	...	255
2 Other saline substances ...	...	·16	...	1	·16	...	1	...
XXII. Silk, Raw—								
1 Foreign ...	...	1·60	...	4	1·60	...	4	...
2 Indian ...	18·45	3·71	371	51	...	14·74	...	320
XXIII. Silk, Piece goods—								
1 Foreign ...	...	...	...	...	...	...	...	...
2 Indian ...	·53	15·30	12	138	14·77	...	126	...
XXIV. Spices—								
1 Betel-nuts ...	4,867·29	4,215·90	30,358	28,323	...	651·39	...	2,035
2 Pepper ...	404·04	441·96	3,719	4,138	37·92	...	419	...
3 Ginger ...	210·92	251·70	1,990	2,548	40·78	...	558	...
4 Chillies ...	2,848·98	3,149·89	30,870	38,661	300·91	...	7,791	...
5 Cardamoms ...	43·95	59·04	477	609	15·09	...	132	...
6 Others ...	109·05	595·25	933	1,598	486·20	...	665	...
XXV. Stone and Lime ...	54,964·66	42,039 76	69,194	55,930	...	12,924·90	...	13,264
XXVI Sugar— ...								
1 Refined or crystalized including sugar-candy ...	6,587·38	5,390·44	27,302	18,459	...	1,196·94	...	8,843
2 Unrefined, viz., mollasses & Jaggery or gur and other saccharine produce ...	21,672·09	21,895·95	1,33,001	1,41,349	223·86	...	8,348	...
XXVII. Tea—								
1 Foreign ...	...	...	...	...	...	...	...	...
2 Indian ...	196·99	304·96	1,028	1,645	107·97	...	617	...
XXVIII. Timber— ...	30,978·48	28,519·16	56,698	48,920	...	2,459·32	...	7,778
XXIX. Tobacco—								
1 Unmanufactured ...	2,658·03	2,409·94	11,638	12,240	...	248·09	602	...
2 Manufactured—								
(*a*) Cigars ...	618·88	570·80	7,090	6,611	...	48·08	...	479
(*b*) Other sorts ...	546·32	720·52	2,426	3,145	174·20	...	719	...
XXX. Wool, Raw—	89·27	129·04	1,236	1,598	39·77	...	362	...
XXXI. Wool, Manufactured—								
1 Piece-goods, European ...	6·99	...	141	...	...	6·99	...	141
2 Do. Indian ...	140·96	210·90	2,206	3,734	69·94	...	1,528	...
3 Shawls ...	...	...	...	...	...	...	...	...
XXXII. All other articles of Merchandise—	53,476·86	56,629·24	2,99,199	3,60,750	3,152·38	...	61,551	...
Total Public ...	445,960·95	372,028·47	18,51,540	17,46,271	14,372·72	88,305·20	1,53,625	2,58,894
Add—Company's materials ...	209,849·05	412,026·53	67,832	73,885	202,177·48	...	6,053	...
Total ...	655,810·00	784,055·00	19,19,372	18,20,156	216,550·20	88,305·20	1,59,678	2,58,894

CERTIFICATES.

Certified that the foregoing accounts of the South Indian State Railway for the half year ending 30th June 1898, are correct and have been prepared strictly in accordance with the orders in force.

E. A. WALLER, *Major*, R. E.,

Dated 12th September 1898. *Examiner of Railway Accounts, Madras.*

Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Fencing &c , have, during the past half-year, been maintained in good working condition and repair, except the live fencing which is gradually deteriorating from the aloes dying out.

FRANCIS F. SMITH,

Dated 30th July 1898. *Acting Chief Engineer.*

Certificate respecting the Rolling Stock.

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

C. E. CRIGHTON,

Dated 5th August 1898. *Loco. and Carr. Supdt.*

———)—:[o]:—(———

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

FRANCIS J. E. SPRING,

Madras, 11th August 1898. *Senior Government Inspector for Railways,*

Madras.

ANALYSIS OF THE WORKING RESULTS FOR THE HALF-YEAR ENDING 30TH JUNE 1898.

A.—PASSENGER TRAFFIC.

Average length open	Miles...		1,041·59
(1) Receipts from Coaching Traffic	Rs.		23,32,919
(2) Passenger train-miles run	No...		913,982
(3) Average passenger train-mile receipts	Rs...		2·55
(4) Number of passengers carried one mile	No...		216,198,030
(5) Average sum received for carrying a passenger one mile	Ans...		·17
(6) Average number of passengers in a train at any one time	No...		236·55
(7) Average number of passenger trains per diem *each* way, supposing each train to traverse the whole line open	„ ...		2·42
(8) Average number of passenger passing over each mile of line daily (both ways)	„ ...		1,146·77
(9) Total working expenses for both goods and passengers deducting from them telegraph, special and miscellaneous receipts and demurrage on goods	Rs...		21,19,847
(10) Average cost of running a train mile : passengers and goods miles assumed to cost the same ...	„ ...		1·30
(11) Average cost of carrying a passenger one mile	Ans...		·09

B.—GOODS TRAFFIC.

Average length open	Miles...		1,041·59
(1) Receipts from Goods Traffic, exclusive of demurrage on goods	Rs...		18,25,032
(2) Goods train-miles run	No...		721,228
(3) Average goods train-mile receipts	Rs...		2·53
(4) Tons of goods carried one mile	No...		41,541,557
(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...		57·60
(7) Average number of goods trains per diem *each* way, supposing each train to run over the whole line open	No...		1·92
(8) Average number of tons of goods passing over each mile of line daily (both ways) ...	Tons...		220·35
(9) Total working expenses for both goods and passengers, deducting from them telegraph, special and miscellaneous receipts, and demurrage on goods	Rs...		21,19,847
(10) Average cost per train mile : goods and passenger miles assumed to cost the same ...	„ ...		1·30
(11) Average cost of carrying a ton of goods one mile	Ans...		·36

APPENDICES.

No. XVII.

GOVERNMENT NET REVENUE ACCOUNT FOR THE HALF-YEAR ENDING 30TH JUNE 1898.

Dr. *Cr.*

	Rs.	A.	P.		Rs.	A.	P.
To Interest on Capital outlay viz :— In England £ 88,318- 5-0 at 15·2769 d. per rupee ...	13,87,479	0	0	By Net Earnings of the Half-year per Form VIII. ...	20,38,104	13	9
In India ...	5,24,577	0	0	By Balance being net loss to Government ...	29,630	6	9
To Additional contribution to Provident Fund (Vide Statement No. XIX.) ...	8,026	9	6				
To Share of Surplus Profits payable to the Company (Vide Statement No. XIX.)	1,47,652	11	0				
Total ...	20,67,735	4	6	Total ...	20,67,735	4	6

MEMORANDUM SHOWING DETAILS OF CALCULATION OF INTEREST CHARGES FOR FIRST HALF-YEAR 1898.

IN ENGLAND		Annual Interest.
On Company's Capital of	£ 1,000,000 at 3 per cent	£ 30,000
„ India Stock	„ 3,996,300 at 3 per cent	„ 119,889
„ Do.	„ 304,900 at 2½ per cent	„ 7,622½
„ Debenture Stock	„ 425,000 at 4½ per cent	„ 19,125
		£. 176,636½

Interest for the half-year £ $\frac{176,636\frac{1}{2}}{2}$ = £ 88,318- 5-0 at 15·2769 d. per Rupee = Rs. 13,87,479

IN INDIA.

Interest to 31st March 1898 included in Finance Account ... ... = Rs. 5,10,44,116

Interest for April, May and June 1898.

Outlay to 31st March 1898 ... ... Rs. 2,63,43,718

Half Outlay from April to June 1898 Rs. $\frac{72,889}{2}$ = 36,445

$\frac{2,63,80,163 \times 4}{4 \times 100}$ = 2,63,802

Interest to 30th June 1898 ... ... Rs. 5,13,07,918

Deduct—Interest to end of December 1897 ... ... Rs. 92,19,673

Net loss to State in connection with the South Indian Guaranteed Railway ... ... „ 2,09,06,968

Interest on English Loans paid by the Secretary of State included in the Finance Accounts ... ... „ 2,06,56,700 — 5,07,83,341

5,24,577

Total Amount of Interest charged in Account ... ... Rs, 19,12,056

NO. XVII A.

GOVERNMENT ACCOUNT OF TOTAL NET RECEIPTS.

Dr. *Cr.*

	Rs.	A.	P.		Rs.	A.	P.
To Net Earnings to end of previous half year ...	2,40,43,076	3	9	By Amount outstanding at debit of Traffic Account ...	1,21,493	10	1
„ Net Earnings for current half-year ...	20,38,104	13	9	„ Do. do. of Revenue Miscellaneous Advances ...	203	5	6
„ Amount of Demands Payable at end of half-year ...	2,12,327	10	8	„ Surplus Profits paid to the South Indian Railway Company ...	13,26,570	15	8
„ Amount at credit of Foreign Railways at end of half-year. ...	2,696	10	6	„ Additional contribution paid to the Provident Institution of the South Indian Railway Company ...	77,195	1	11
				„ Amount of Net Receipts ...	2,47,70,742	5	6
Total .	2,62,96,205	6	8	Total ...	2,62,96,205	6	8

NO. XVII B.

GOVERNMENT INTEREST ACCOUNT.

Dr. *Cr*

	Rs.	A.	P.		Rs.	A.	P.
To Amount of Net Receipts from Account No. XVII A. ...	2,47,70,742	5	6	By Interest to end of previous half-year ...	2,97,90,339	0	0
„ Balance, excess of Interest on Capital over Net Receipts ...	2,78,38,620	6	5	„ Interest during current half-year ...	19,12,056	0	0
				„ Net loss to the State to end of December 1890, in connection with South Indian Guaranteed Railway ...	2,09,06,967	11	11
Total ...	5,26,09,362	11	11	Total ...	5,26,09,362	11	11

URGENT.

No. ~~1743~~ 843

South Indian Railway Co., Ld.

AGENT'S OFFICE,

Trichinopoly, 7th ~~August~~ September 1898.

RECEIVED
10 SEP. 1898
CONSULTING ENGINEER FOR RAILWAYS MADRAS.

4227
10.9.98

From Offg:
THE AGENT,
SOUTH INDIAN RAILWAY,

To
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

× Letter calling for Returns.

Sir,

With reference to item No. 1 of your letter No. 2474 of 2nd September 1898 I have the honor to forward herewith Seven advance copies of the Capital and Revenue Accounts of the South Indian Railway for the half year ended 30th June 1898 with the autograph Signatures of myself and the Chief Auditor appended thereto, and shall be glad if you will kindly return two copies duly Signed by yourself and the Examiner of Railway Accounts, Madras.

I have the honor to be,
Sir,
Your most obedient Servant

W. le Messurier
for Agent

7 Enclosures by Railway Parcel

CR
CIW
9/9

Form No. 1/B.

No. 194 E

Madras, 6/10/1898 189 .

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders

To

THE AGENT S I. RY.

SIR,

With reference to your letter No: 843 97 dated 7th September 1898, I have the honour to return duly signed the 2 abstracts of the Capital and Revenue Accounts of the South Indian Railway for the year of 1898 ~~forwarded~~ received therewith and to state that in Abstract G, the contribution of Rs 12,252-2-3 from Revenue to the Renewal Fund has been provisionally passed subject to your approval and on the understanding that any errors or omissions will be corrected as necessary.

2. The amount passed into the Fund should be recorded at an early meeting as also the additional contribution in Statement No: XIX.

CWH 13/9/98

Reply No. _____

dated _____

Despatched on 6/10/1898

Enclos:
Two abstracts
Copies returned

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Trichinopoly.

To

THE CONSULTING ENGINEER FOR RAILWAYS,

Madras.

Dated

Received } No.

189 .

ENCLOSURE.

Form No. 83.

300—30-6-98.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 9th September 1898.

EXAMINER OF RAILWAY ACCOUNTS, MADRAS.
Regr. No. 460
9 - SEP 1898
Issued

No 2530

OFFICE NOTE.

Capital & Revenue Accts for 98

~~Letter~~ from the Agent, S. I. Railway, ~~No~~ ,

~~dated~~ for the half year ending 30 June 1898, forwarded to the Examiner of Railway Accounts for favour of remarks.

for E. R.

EXAMINER'S REPLY.

Checked countersigned and returned with the following remarks:—

1. Abstract G. The contribution of Rs 12.252-2-3. from Revenue to the Provident Fund has been passed by this office provisionally subject to the approval of the Consulting Engineer and the Agent and on the understanding that any errors or omissions will be adjusted as necessary.

2. The amount passed into the accounts should be recorded at an official meeting as also the additional contribution in statement No. XIX.

3. Statement No XIX. A. G. should be issued as soon as the accounts are passed, authorizing the Agent to draw from the Treasury the surplus profits due for the half year under clause 60 of the contract and after adjusting Rs 3845-1-8 on account of income tax to remit Rs 143,807-9-4 to his Board.

4. A copy of this resolution should be communicated to the Local Accountant General for information.

Madras
10. 9. 98.

E. Wallace
C. R.

2/

By the Commissioner of Railways for Madras

Brief Note on the Capital & Revenue Accounts of the S. I. R. for the half year ending 30th June 98

Gross earnings are slightly below the average of the preceding Six half years to a small extent while working expenses are the lowest since the first half of 1891.

Second

Gross earnings per train mile are Rs 2.660 and are above the average.

which shows that more use of the carrying capacity of trains was made [illegible] trains being [illegible]

Slightly

Passenger traffic is below the average both in numbers & receipts A noticeable point is the falling off in the numbers of second class passengers carried which have dropped from an average of about 80,000 to 50,000 in the preceding and 47,000 in the present half year. Plague restrictions seemed likely to cause a falling off in the numbers of 3rd class coast passengers but the reason for this serious falling off in 2nd class passengers must, I think, be looked for elsewhere. The weight of goods lifted has also fallen seriously being 364,813 tons on the lowest in any half year since the

compared with the previous three years

might perhaps be ascribed to plague restrictions,

line was leased to the Company. The goods ton mileage is also much below the average though it does not compare so unfavourably as the tons lifted. Goods receipts are the lowest since the first half of 1894. The Capital outlay to the end of the half year amounted 7,66,13,490

2. The details of the half years earnings were as follows.

Passengers	Rs	21,62,054
Other items of coaching traffic		1,70,865
General Merchandise		17,36,763
Other items of goods traffic		99,484
Electric Telegraph & Sundries		1,80,389
Total	Rs	43,49,055.

The first item "Passengers" in the both the total numbers carried & the receipts is well up to the average. These figures reached a maximum in the first half of 1897 and in the last two half years have against tended to decrease. This is probably due to a diminution in the numbers of pilgrims coming living in, or who would have to travel through, plague infected areas. The extraordinary decrease in 2nd class passengers has been commented on elsewhere. "Other items of coaching traffic" amounts to Rs 1,70,865 and are

compared with all previous half years during which the line was worked by the Company, but compared with previous half years shows a falling off

Second/

in excess of any other half year. This appears due to the increase in the number of parcels sent by the public. "General Merchandise" is practically the same as Goods Traffic commented on above. "Other items of goods traffic" which has been fairly steady at about Rs 93,000 for the previous three half years, though it fluctuated considerably before that, has advanced to over Rs 99,000. The principal items are "Materials for Railway Construction" which naturally fluctuates and "Live Stock" which appears to be increasing. "Electric Telegraph & Sundries" This is far above the average both in the present & the last half year. It includes the hire of Engines & vehicles to lines under construction which varies between almost nothing and half a lack.

3. The details of the half years expenditure were as follows.

Maintenance	Rs	4,63,737.
Locomotive		8,43,098.
Carriage & Wagon		2,56,386
Traffic		3,97,732
General Charges		3,10,841
Special & Miscellaneous		39,156
Total	Rs	23,10,950.

Maintenance is a good deal below the average, being in fact, the

lowest with the exception of the first
for the 2nd half of 1896.
The principal saving appears
to be in maintenance & renewal
of Permanent way materials.
Locomotive expenses have been
very steady for the last two
years. Coal has been obtained
at a cheaper price.
Expenditure under the remaining heads has
Other items have not fluctuated
to any considerable extent.

4. The amount of surplus
profit earned during the
half year was Rs 8,16,048-7-8 A.P.
which, after deducting the
Provident Institution share
of Rs 8,026-9-6 leaves
8,08,021-14-2 to be divided
between Government & the
Company. Of this the Company's
share amounts to 1,47,652-11-0.

The balance at the credit of the Company's
surplus profit account at the end of the previous
half year being £ 6500 odd, the Directors will
be in a position this half year again to
declare a dividend at the rate of 5 per
cent. per annum without any serious Dent.
diminution
of their balance.

23.9.98.

5. The results of the
working of the line
since June 1891 are
given in detail in the
accompanying statements

23.9.98.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Very Urgent
Please send proof
23-3-98

Recd. } 1898. *Enclosures*

Regd. } *Spare copies*

G.O., Nos. 460, 461 Ry., 24th March 1898.

MARCH.

Capital and Revenue Accounts, South Indian Railway

30 June 1898 Forwarding copy of proceedings embodying the — for the half-year ending the ~~31st December 1897~~, together with a brief note thereon by the Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

SOUTH INDIAN RAILWAY.

Gauge, Metre. Length, 1,041 Miles.

Brief note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts for the half-year ending 31st December 1897.

It has been customary to compare results with those of only four or five half-years back, but it will be of interest to note progress since the date (1st January 1891) when the line was made over to the present Company. The mileage gross earnings of 1897 are only 9 per cent. in excess of those of 1891. But the percentage of working expenses to receipts has fallen from 65½ in the year 1891 to 53 in the year just closed. Gross earnings per train mile remain remarkably steady around an average of Rs. 2·558 ; in the last half-year they have been Rs. 2·593, and during the whole seven years they have fluctuated between Rs. 2·754 and Rs. 2·294. Passenger traffic has increased during the seven years by 32 per cent., while the receipts therefrom have increased in a slightly higher proportion, viz., 33 per cent. The weight of goods lifted has remained curiously stationary around an average of about 850,000 tons per annum : there can scarcely be said to be any continuous improvement during the seven years. The goods ton mileage, however, has improved by about 15 per cent., though on six occasions it has been heavier than in the last half-year. Goods receipts have improved by close on 30 per cent., though in four half-years they have been better than in the one which has just closed. The capital outlay to the end of the year had amounted to Rs. 7,66,46,854, or to Rs. 73,628 per mile of railway.

2. The details of the half-year's earnings were as follows :—

Passengers (excluding troops and police and season tickets).	Rs.	22,11,712
Other items of coaching traffic	„	1,58,177
General merchandise	„	18,96,599
Other items of goods traffic	„	92,365
Electric telegraph and sundries	„	1,98,492
Total ...	„	45,57,345

The first item, *Passengers*, has shown a fairly steady increase, fluctuating in successive half-years, and showing no particular tendency to be greater in the first or in the second half of any year than in the other. *Other items of coaching traffic* have remained fairly steady at about a lakh and a half for many half-years back. The improvement under the head *General merchandise* has followed that of goods traffic as a whole, as referred to in paragraph 1. *Other items of goods traffic* have in the fourteen half-years fluctuated between Rs. 78,000 and Rs. 1,77,000. The last item, *Electric telegraph and sundries*, shows a large increase, being Rs. 1,98,492, as compared with the usual figures of from half to three-quarters of a lakh.

3. The details of the half-year's expenditure were as follows:—

Maintenance	Rs.	5,91,171
Locomotive	„	8,73,705
	„	2,38,042

It is difficult to see any law governing the fluctuation of the item *Maintenance*. As compared with the first three half-years after the present Company took charge of the line, there has been considerable economy ; but expenditure fluctuates between 5 and 6 lakhs per half-year, and there is no indication of steady economy being effected. *Locomotive expenses* seem to show a tendency to fall, and this will, doubtless, be emphasised when the reforms in the running lengths now in contemplation have been effected. *Carriage and wagon expenses* have, undoubtedly, been falling in the last few half-years. *Traffic expenses*, on the other hand, have a decidedly upward tendency having risen fairly steadily from 6½ lakhs to 8¼ lakhs per annum in six years. *General charges* keep fairly steady in the neighbourhood of 6¼ lakhs per annum.

4. As the principal items of the Company's receipts, leave a sum of Rs. 3,00,411 to be divided up, of which the Company get Rs. 1,58,820 in the form of surplus profits, and Government Rs. 7,10,891. But the latter sum is very far from being all clear profit to Government, because under the agreement with the old Company from whom it was purchased, a considerably larger sum had to be paid for the line than the actual booked cost of its works. For this reason the interest charges in the Government account come to Rupees 19,19,510, so that when to this is added the Company's share of profits and the Provident fund contribution, the net profit to Government comes to the small nominal sum of Rs. 281.

6. In the eight successive half-years ending December 1893 and June 1897 and inclusives, the Company's shareholders have received dividends at the following successive rates per cent. per annum ; 3½, 3½, 4, 4, 4½, 4½, 4½, 5, and there seems reason to believe that the results of the half-year under review will permit of the distribution again of a dividend at the rate of 5 per cent. per annum.

7. The results of the working of the line since it was taken over from the old by the present Company, are given in detail in the accompanying statements.

Madras,
17th March 1898.

Francis J. E. Spring,
Consulting Engineer for Railways, Madras.

The following table shows the principal features of the working of the South Indian Railway from the first-half of 1891:—

Statistics.		1891. First half.	1891. Second half.	1892. First half.	1892. Second half.	1893. First half	1893. Second half.	1894. First half.	1894. Second half.	1895. First half.	1895. Second half.	1896. First half.	1896. Second half.	1897. First half.	1897. Second half.	1898 First half
Average miles open	No.	850	901	1,012	1,105	1,042	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1041
Gross earnings	Rs.	35,59,641	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	4349055
Working expenses	,,	22,53,893	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	2310.950
Net earnings	,,	13,05,748	11,23,877	13,93,913	14,59,678	17,32,095	14,03,370	14,83,586	18,08,977	20,48,732	18,62,564	20,00,811	20,34,562	22,27,312	20,87,407	20,38,105
Gross earnings per mile per week.	..	161·96	148·45	144·85	135·88	156·79	142·04	142·88	154·41	163·70	165·67	169·78	160·74	170·84	168·38	160·68
Percentage of expenses to receipts	%	63·32	67·68	63·43	62·61	59·22	63·50	61·64	56·72	53·76	58·46	56·46	53·23	51·83	54·20	53·14
Train mileage	No.	1,391,711	1,515,499	1,581,403	1,696,217	1,637,671	1,562,305	1,528,283	1,623,924	1,620,825	1,704,879	1,668,826	1,692,835	1,744,051	1,757,473	1,656,210
Gross earnings per train mile ..	Rs.	2·558	2·294	2·410	2·301	2·594	2·461	2·530	2·573	2·734	2·630	2·754	2·570	2·651	2·593	2·660
Passenger traffic (exclusive of troops and police and season tickets)—																
Numbers.. First class ..	No.	6,739	6,551	7,196	7,808	7,530	7,560	6,593	7,139	7,444	7,751	7,438	7,279	8,236	7,266	7453
Numbers.. Second ,, ..	,,	69,056	60,543	68,442	71,466	76,994	71,947	74,338	76,979	87,795	80,145	88,114	79,900	88,495	50,804	47,680
Numbers.. Third ,, ..	,,	4,841,002	4,524,227	5,033,700	5,174,676	5,420,081	4,936,499	5,347,316	5,801,966	6,008,713	5,841,259	6,280,133	5,941,444	6,351,842	6,044,931	5850.666
Numbers.. Total ..	,,	4,916,797	4,591,321	5,109,338	5,253,950	5,504,605	5,016,006	5,428,247	5,886,084	6,103,952	5,929,155	6,375,685	6,028,623	6,448,573	6,103,001	5905.799
Receipts .. First class ..	Rs.	28,838	25,382	30,439	31,258	35,719	29,354	27,471	30,332	35,569	39,473	36,513	33,625	40,413	30,643	40949
Receipts .. Second ,, ..	,,	66,963	57,369	66,823	70,745	80,673	71,862	73,533	79,346	87,652	86,936	93,329	83,709	93,820	77,905	79296
Receipts .. Third ,, ..	,,	17,19,515	15,75,037	17,86,850	18,41,081	19,19,475	17,25,749	18,16,681	19,69,629	20,67,633	20,36,686	21,58,231	20,24,538	22,97,282	21,03,164	2041.809
Receipts .. Total ..	,,	18,15,316	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054
Goods traffic (exclusive of railway materials, military stores, coal and revenue stores)—																
Tons lifted	No.	427,783	437,925	397,703	403,184	444,928	397,544	411,542	4,27,052	436,178	423,956	419,788	435,227	441,077	432,648	364813
Ton mileage	,,	32,914,951	34,355,394	34,248,342	38,105,862	43,805,887	38,190,666	38,229,090	42,089,340	40,795,665	42,921,440	42,633,298	40,879,934	37,489,689	40,027,374	35418165
Receipts	Rs.	14,25,450	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17.36.263
Capital Expenditure	"	7,62,60,714	7,72,41,806	7,77,06,976	7,82,83,376	7,86,70,067	7,83,31,043	7,82,48,372	7,84,13,362	7,82,16,584	7,83,38,604	7,86,56,468	7,87,63,325	7,82,41,083	7,86,46,856	7,86,13,480
Dividend, percent for annum		3·42	3·38	3·20	3·72	4·58	3·68	3·90	4·74	5·38	4·84	5·22	5·30	5·78	5·44	5·32

STATEMENT showing the details of earnings on the South Indian Railway from the first-half of 1891.

Heads of earnings.	1891. 1st half.	1891. 2nd half.	1892. 1st half.	1892. 2nd half.	1893. 1st half.	1893. 2nd half.	1894. 1st half.	1894. 2nd half.	1895. 1st half.	1895. 2nd half.	1896. 1st half.	1896. 2nd half.	1897. 1st half.	1897. 2nd half.	1898 First half
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs
Passengers (excluding troops and police and season tickets)	18,15,316	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	2162054
Other items of coaching traffic	1,03,966	1,57,854	1,13,760	1,29,169	1,39,142	1,37,663	1,41,828	1,46,807	1,52,141	1,51,135	1,56,866	1,48,345	1,60,561	1,58,177	170865
General merchandise	14,25,450	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17.36.263
Other items of goods traffic	1,64,827	1,60,376	1,76,878	99,782	96,200	87,860	77,834	84,623	102,719	1,30,856	1,26,402	98,198	89,247	92,365	99484
Electric telegraph and sundries	50,082	48,188	69,149	98,042	87,388	1,08,858	83,225	45,668	43,062	55,651	64,818	61,562	1,01,702	1,98,492	180.389
Old Company's Fire Insurance Fund re-credited to Revenue	..	..	1,48,441	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	35,59,641	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	4349055

STATEMENT showing the details of working expenses on the South Indian Railway from the first-half of 1891.

Heads of expenditure.	1891. 1st half.	1891. 2nd half.	1892. 1st half.	1892. 2nd half.	1893. 1st half.	1893. 2nd half.	1894. 1st half.	1894. 2nd half.	1895. 1st half.	1895. 2nd half.	1896. 1st half.	1896. 2nd half.	1897. 1st half.	1897. 2nd half.	1898 1st half
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs
Maintenance	7,79,588	7,84,201	7,96,480	5,58,190	6,40,237	6,28,526	5,63,656	4,85,343	5,12,591	6,07,377	6,31,821	4,43,012	5,37,659	5,91,171	463.737
Locomotive	8,19,999	8,56,038	8,61,479	9,48,182	9,59,994	8,49,385	8,33,168	9,03,526	8,85,166	9,77,192	9,40,207	8,53,477	8,42,171	8,73,705	843.038
Carriage and wagon	1,37,039	1,48,831	1,37,825	2,56,825	2,53,846	2,98,474	3,13,356	3,03,353	2,99,288	2,97,229	3,10,106	2,41,031	2,65,895	2,58,042	2.56.386
Traffic	2,64,131	2,74,365	3,25,066	3,33,604	3,35,559	3,35,284	3,51,075	3,47,075	3,59,211	3,68,938	3,66,013	4,10,939	4,04,249	4,18,876	397.722
General charges	2,48,101	2,57,752	2,74,863	3,15,651	2,96,050	2,94,510	2,93,491	2,96,576	2,98,434	3,37,023	3,19,639	3,16,291	3,10,981	3,09,023	310.841
Special and miscellaneous	14,085	32,052	21,587	31,653	30,103	34,982	28,971	34,407	27,437	33,766	26,789	50,883	35,797	38,121	39.156
Total ..	22,53,893	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	2310.950

ORDER—No. 460 Ry., dated 24th March 1898.

30th June 1898

Ordered that four copies of the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 31st December 1897, together with a note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 461 Ry., dated 24th March 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Consulting Engineer for Railways.
" Examiner, Railway Accounts, Madras.
" Agent, South Indian Railway.

ENDORSEMENT—No. 461 Ry., dated 24th March 1898.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

Exd. T. K. Narayana Aiyangar.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*
Regd. } *Spare copies*

G.O., Nos. 1188, 1189 Ry., 29th September 1898.

SEPTEMBER.

Capital and Revenue Accounts, South Indian Railway

Forwarding copy of proceedings embodying the — for the half-year ending the 30th June 1898, together with a brief note thereon by the Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

SOUTH INDIAN RAILWAY.

Gauge, Metre. Length, 1,041 Miles.

Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts for the half-year ending 30th June 1898.

Gross earnings are slightly below the average of the preceding six half-years, while working expenses are the lowest since the second half of 1891.

Gross earnings per train mile are Rs. 2·660 and are above the average, which shows that more use of the carrying capacity of trains was made, fewer unnecessary trains being run.

Passenger traffic is slightly below the average both in numbers and receipts compared with the previous three years. A noticeable point is the falling off in the numbers of second-class passengers carried which have dropped from an average of about 80,000 to 50,000 in the preceding and 47,000 in the present half-year. A falling off in the numbers of third-class passengers might, perhaps, be ascribable to plague restrictions, but the reason for so serious a falling off in second-class passengers must, presumably, be looked for elsewhere. The weight of goods lifted has fallen seriously, being 364,813 tons, or the lowest in any half-year since the line was leased to the present Company. The goods ton mileage is also much below the average, though it does not compare so unfavourably as the tons lifted. Goods receipts are the lowest since the second-half of 1894. The capital outlay to the end of the half-year stood in the books at Rs. 7,66,13,490.

2. The details of the half-year's earnings were as follows:—

Passengers	Rs.	21,62,054
Other items of coaching traffic	„	1,70,865
General merchandise	„	17,36,263
Other items of goods traffic	„	99,484
Electric Telegraph and sundries	„	1,80,389
Total	Rs.	43,49,055

The first item "*Passengers*" in both the total numbers carried and the receipts is up to the average compared with all previous half-years during which the line was worked by the Company, but compared with previous half-years shows a falling off. These figures reached a maximum in the first half of 1897, and in the last two half-years have tended to decrease. This is probably due to a diminution in the numbers of pilgrims living in, or who would have to travel through, plague-affected areas. The extraordinary decrease in second-class passengers has been commented on elsewhere.

"*Other items of coaching traffic*" amount to Rs. 1,70,865 and are in excess of any other half-year. This appears due to the increase in the number of parcels sent by the public.

"*General merchandise*" is practically the same as goods traffic commented on above.

"*Other items of goods traffic*" which have been fairly steady at about Rs. 93,000 for the previous three half-years though it fluctuated considerably before that, has advanced to over Rs. 99,000. The principal items are "materials for railway construction" which naturally fluctuates, and "live-stock" which appears to be increasing.

"*Electric Telegraph and sundries.*" This is far above the average both in the present and the last half-year. It includes receipts from the hire of engines and vehicles to lines under construction, an item which varies between almost nothing and half a lakh.

3. The details of the half-year's expenditure were as follows:—

Maintenance	Rs.	4,63,737
Locomotive	„	8,43,098
Carriage and wagon	„	2,56,386
Traffic	„	3,97,732
General charges	„	3,10,841
Special and miscellaneous	„	39,156
Total	Rs.	23,10,950

"*Maintenance*" is a good deal below the average, being, in fact, the lowest on record, with the exception of the figure for the second half of 1896. The principal saving appears to be in maintenance and renewal of permanent-way materials.

"*Locomotive Expenses*" have been very steady for the last two years. Coal has been obtained at a cheaper price.

Expenditure under the remaining sub-heads has not fluctuated to any considerable extent.

4. The amount of surplus profit earned during the half-year was Rupees 8,16,048–7–8, which, after deducting the Provident Institution share, Rs. 8,026–9–6, leaves Rs. 8,08,021–14–2 to be divided between Government and the Company. Of this, the Company's share amounts to Rs. 1,47,652–11–0. The balance at the credit of the Company's surplus profit account at the end of the previous half-year being £6,500 odd, the Directors will be in a position this half-year again to declare a dividend at the rate of 5 per cent. per annum without any serious diminution of their balance.

5. The results of the working of the line since December 1891 are given in detail in the accompanying statements.

Ootacamund,
23rd September 1898.

Francis J. E. Spring,
Consulting Engineer for Rys., Madras.

The following table shows the principal features of the working of the South Indian Railway from the second-half of 1891 :—

Statistics.			1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
			Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.
Average miles open		No.	901	1,012	1,105	1,042	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041
Gross earnings		Rs.	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055
Working expenses		,,	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	23,10,950
Net earnings		,,	11,23,877	13,93,913	14,59,678	17,32,095	14,03,370	14,83,586	18,08,977	20,48,732	18,62,564	20,00,811	20,34,562	22,27,312	20,87,407	20,38,105
Gross earnings per mile per week		..	148·45	144·85	135·88	156·79	142·04	142·88	154·41	165·70	165·67	169·78	160·74	170·84	168·38	160·68
Percentage of expenses to receipts		%	67·68	63·43	62·61	59·22	63·50	61·64	56·72	53·76	58·46	56·46	53·23	51·83	54·20	53·14
Train mileage		No.	1,515,499	1,581,403	1,696,217	1,637,671	1,562,305	1,528,283	1,623,924	1,620,825	1,704,879	1,668,826	1,692,835	1,744,051	1,757,473	1,635,210
Gross earnings per train mile		Rs.	2·294	2·410	2·301	2·594	2·461	2·530	2·573	2·734	2·630	2·754	2·570	2·651	2·593	2·660
Passenger traffic (exclusive of troops and police and season tickets)—																
Numbers..	First class	No.	6,551	7,196	7,808	7,530	7,560	6,593	7,139	7,444	7,751	7,438	7,279	8,236	7,266	7,453
	Second ,,	,,	60,543	68,442	71,466	76,994	71,947	74,338	76,979	87,795	80,145	88,114	79,900	88,495	50,804	47,680
	Third ,,	,,	4,524,227	5,033,700	5,174,676	5,420,081	4,936,499	5,347,316	5,801,966	6,008,713	5,841,259	6,280,133	5,941,444	6,351,842	6,044,931	5,850,666
	Total	,,	4,591,321	5,109,338	5,253,950	5,504,605	5,016,006	5,428,247	5,886,084	6,103,952	5,929,155	6,375,685	6,028,623	6,448,573	6,103,001	5,905,799
Receipts ..	First class	Rs.	25,382	30,439	31,258	35,719	29,354	27,471	30,332	35,569	39,473	36,513	33,625	40,413	30,643	40,949
	Second ,,	,,	57,369	66,823	70,745	80,673	71,862	73,533	79,346	87,652	86,936	93,329	83,709	93,820	77,905	79,296
	Third ,,	,,	15,75,037	17,86,850	18,41,081	19,19,475	17,25,749	18,16,681	19,69,629	20,67,633	20,36,686	21,58,231	20,24,538	22,97,282	21,03,164	20,41,809
	Total	,,	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054
Goods traffic (exclusive of railway materials, military stores, coal and revenue stores)—																
Tons lifted		No.	437,925	397,703	403,184	444,928	397,544	4,11,542	4,27,052	436,178	423,956	419,788	435,227	441,077	432,648	364,813
Ton mileage		,,	34,355,394	34,248,342	38,105,862	43,805,887	38,190,666	38,229,090	42,089,340	40,795,665	42,921,440	42,633,298	40,879,934	37,489,689	40,027,374	35,418,665
Receipts		Rs.	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17,36,263
Capital expenditure		,,	7,72,11,806	7,77,06,996	7,82,83,761	7,56,70,067	7,63,31,043	7,62,45,372	7,64,13,362	7,62,16,584	7,68,38,604	7,66,56,468	7,67,63,325	7,69,41,083	766,46,858	7,66,13,490
Dividend, per cent. per annum.		,,	3·38	3·20	3·72	4·58	3·68	3·90	4·74	5·38	4·84	5·22	5·30	5·78	5·44	5·32

STATEMENT showing the details of earnings on the South Indian Railway from the second-half of 1891.

Heads of earnings.	1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Passengers (excluding troops and police and season tickets)	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054
Other items of coaching traffic	1,57,854	1,13,760	1,29,169	1,39,142	1,37,663	1,41,828	1,46,807	1,52,141	1,51,135	1,56,866	1,48,345	1,60,561	1,58,177	1,70,865
General merchandise	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17,36,263
Other items of goods traffic	1,60,376	1,76,878	99,782	96,200	87,860	77,834	84,623	1,02,719	1,30,856	1,26,402	98,198	89,247	92,365	99,484
Electric telegraph and sundries	48,188	69,149	98,042	87,388	1,08,858	83,225	45,668	43,062	55,651	64,818	61,562	1,01,702	1,98,492	1,80,389
Old Company's Fire Insurance Fund re-credited to Revenue	..	1,48,441	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055

STATEMENT showing the details of working expenses on the South Indian Railway from the second-half of 1891.

Heads of expenditure.	1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Maintenance	7,84,201	7,96,480	5,58,190	6,40,237	6,28,526	5,63,656	4,85,343	5,12,591	6,07,377	6,31,821	4,43,012	5,37,659	5,91,171	4,63,737
Locomotive	8,56,038	8,61,479	9,48,182	9,59,994	8,49,385	8,33,168	9,03,526	8,85,166	9,77,192	9,40,207	8,53,477	8,42,171	8,78,705	8,43,098
Carriage and wagon	1,48,831	1,37,825	2,56,825	2,53,846	2,98,474	3,13,356	3,03,353	2,99,288	2,97,229	3,10,106	2,41,031	2,65,895	2,38,042	2,56,386
Traffic	2,74,365	3,25,066	3,33,604	3,35,559	3,35,284	3,51,075	3,47,075	3,59,211	3,68,938	3,66,013	4,10,939	4,04,249	4,18,876	3,97,732
General charges	2,57,752	2,74,863	3,15,651	2,96,050	2,94,510	2,93,491	2,96,576	2,98,434	3,37,023	3,19,639	3,16,291	3,10,981	3,09,023	3,10,841
Special and miscellaneous	32,052	21,587	31,653	30,103	34,982	28,971	34,407	27,437	33,766	26,789	50,883	35,797	39,121	39,156
Total ..	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	23,10,950

Order—No. 1188 Ry., dated 29th September 1898.

Ordered that four copies of the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 30th June 1898, together with a note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 1189 Ry., dated 29th September 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Consulting Engineer for Railways.
„ Examiner, Railway Accounts, Madras.
„ Agent, South Indian Railway.

Endorsement—No. 1189 Ry., dated 29th September 1898.

Forwarded.

(By order.)

Francis J. E. Spring,
Joint Secretary.

Exd. T. K. Narayana Aiyangar.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

Letter to the Right Honourable the Secretary of State for India.

No. $\frac{18}{1188 \text{ Ry.}}$, dated 29th September 1898.

Forwarding copy of Proceedings embodying the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 30th June 1898, with a brief note thereon by the Consulting Engineer for Railways.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*
Regd. } *Spare copies*

G.O., No. 1188 Ry., 29th September 1898.

SEPTEMBER.

Capital and Revenue Accounts, South Indian Railway

Ordered that copies of the — for the half-year ended the 30th June 1898, together with a brief note thereon by the Consulting Engineer for Railways, Madras, be forwarded to the Government of India and to the Secretary of State.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

SOUTH INDIAN RAILWAY.

Gauge, Metre. Length, 1,041 Miles.

Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts for the half-year ending 30th June 1898.

Gross earnings are slightly below the average of the preceding six half-years, while working expenses are the lowest since the second half of 1891.

Gross earnings per train mile are Rs. 2·660 and are above the average, which shows that more use of the carrying capacity of trains was made, fewer unnecessary trains being run.

Passenger traffic is slightly below the average both in numbers and receipts compared with the previous three years. A noticeable point is the falling off in the numbers of second-class passengers carried which have dropped from an average of about 80,000 to 50,000 in the preceding and 47,000 in the present half-year. A falling off in the numbers of third-class passengers might, perhaps, be ascribable to plague restrictions, but the reason for so serious a falling off in second-class passengers must, presumably, be looked for elsewhere. The weight of goods lifted has fallen seriously, being 364,813 tons, or the lowest in any half-year since the line was leased to the present Company. The goods ton mileage is also much below the average, though it does not compare so unfavourably as the tons lifted. Goods receipts are the lowest since the second-half of 1894. The capital outlay to the end of the half-year stood in the books at Rs. 7,66,13,490.

2. The details of the half-year's earnings were as follows:—

Passengers	Rs.	21,62,054
Other items of coaching traffic	,,	1,70,865
General merchandise	,,	17,36,263
Other items of goods traffic	,,	99,484
Electric Telegraph and sundries	,,	1,80,389
Total	Rs.	43,49,055

The first item "*Passengers*" in both the total numbers carried and the receipts is up to the average compared with all previous half-years during which the line was worked by the Company, but compared with previous half-years shows a falling off. These figures reached a maximum in the first half of 1897, and in the last two half-years have tended to decrease. This is probably due to a diminution in the numbers of pilgrims living in, or who would have to travel through, plague-infected areas. The extraordinary decrease in second-class passengers has been commented on elsewhere.

"*Other items of coaching traffic*" amount to Rs. 1,70,865 and are in excess of any other half-year. This appears due to the increase in the number of parcels sent by the public.

"*General merchandise*" is practically the same as goods traffic commented on above.

"*Other items of goods traffic*" which have been fairly steady at about Rs. 93,000 for the previous three half-years though it fluctuated considerably before that, has advanced to over Rs. 99,000. The principal items are "materials for railway construction" which naturally fluctuates, and "live-stock" which appears to be increasing.

"*Electric Telegraph and sundries.*" This is far above the average both in the present and the last half-year. It includes receipts from the hire of engines and vehicles to lines under construction, an item which varies between almost nothing and half a lakh.

3. The details of the half-year's expenditure were as follows:—

Maintenance	Rs.	4,63,737
Locomotive	,,	8,43,098
Carriage and wagon	,,	2,56,386
Traffic	,,	3,97,732
General charges	,,	3,10,841
Special and miscellaneous	,,	39,156
Total	Rs.	23,10,950

"*Maintenance*" is a good deal below the average, being, in fact, the lowest on record, with the exception of the figure for the second half of 1896. The principal saving appears to be in maintenance and renewal of permanent-way materials.

"*Locomotive Expenses*" have been very steady for the last two years. Coal has been obtained at a cheaper price.

Expenditure under the remaining sub-heads has not fluctuated to any considerable extent.

4. The amount of surplus profit earned during the half-year was Rupees 8,16,048-7-8, which, after deducting the Provident Institution share, Rs. 8,026-9-6, leaves Rs. 8,08,021-14-2 to be divided between Government and the Company. Of this, the Company's share amounts to Rs. 1,47,652-11-0. The balance at the credit of the Company's surplus profit account at the end of the previous half-year being £6,500 odd, the Directors will be in a position this half-year again to declare a dividend at the rate of 5 per cent. per annum without any serious diminution of their balance.

5. The results of the working of the line since December 1891 are given in detail in the accompanying statements.

Ootacamund,
23rd September 1898.

Francis J. E. Spring,
Consulting Engineer for Rys., Madras.

The following table shows the principal features of the working of the South Indian Railway from the second-half of 1891 :—

Statistics.		1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
		2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.
Average miles open	No.	901	1,012	1,105	1,042	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041
Gross earnings	Rs.	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055
Working expenses	,,	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	23,10,950
Net earnings	,,	11,23,877	13,93,913	14,59,678	17,32,095	14,03,370	14,83,586	18,08,977	20,48,732	18,62,564	20,00,811	20,34,562	22,27,312	20,87,407	20,38,105
Gross earnings per mile per week ..		148·45	144·85	135·88	156·79	142·04	142·88	154·41	165·70	165·67	169·78	160·74	170·84	168·38	160·68
Percentage of expenses to receipts	°/₀	67·68	63·43	62·61	59·22	63·50	61·64	56·72	53·76	58·46	56·46	53·23	51·83	54·20	53·14
Train mileage	No.	1,515,499	1,581,403	1,696,217	1,637,671	1,562,305	1,528,283	1,623,924	1,620,825	1,704,879	1,668,826	1,692,835	1,744,051	1,757,473	1,635,210
Gross earnings per train mile ..	Rs.	2·294	2·410	2·301	2·594	2·461	2·530	2·573	2·734	2·630	2·754	2·570	2·651	2·593	2·660
Passenger traffic (exclusive of troops and police and season tickets)—															
Numbers.. First class ..	No.	6,551	7,196	7,808	7,530	7,560	6,593	7,139	7,444	7,751	7,438	7,279	8,236	7,266	7,453
Numbers.. Second ,, ..	,,	60,543	68,442	71,466	76,994	71,947	74,338	76,979	87,795	80,145	88,114	79,900	88,495	50,804	47,680
Numbers.. Third ,, ..	,,	4,524,227	5,033,700	5,174,676	5,420,081	4,936,499	5,347,316	5,801,966	6,008,713	5,841,259	6,280,133	5,941,444	6,351,842	6,044,931	5,850,666
Numbers.. Total ..	,,	4,591,321	5,109,338	5,253,950	5,504,605	5,016,006	5,428,247	5,886,084	6,103,952	5,929,155	6,375,685	6,028,623	6,448,573	6,103,001	5,905,799
Receipts .. First class ..	Rs.	25,382	30,439	31,258	35,719	29,354	27,471	30,332	35,569	39,473	36,513	33,625	40,413	30,643	40,949
Receipts .. Second ,, ..	,,	57,369	66,823	70,745	80,673	71,862	73,533	79,346	87,652	86,936	93,329	83,709	93,820	77,905	79,296
Receipts .. Third ,, ..	,,	15,75,037	17,86,850	18,41,081	19,19,475	17,25,749	18,16,681	19,69,629	20,67,633	20,36,686	21,58,231	20,24,538	22,97,282	21,03,164	20,41,809
Receipts .. Total ..	,,	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054
Goods traffic (exclusive of railway materials, military stores, coal and revenue stores)—															
Tons lifted	No.	437,925	397,703	403,184	444,928	397,544	4,11,542	4,27,052	436,178	423,956	419,788	435,227	441,077	432,648	364,813
Ton mileage	,,	34,355,394	34,248,342	38,105,862	43,805,887	38,190,666	38,229,090	42,089,340	40,795,665	42,921,440	42,633,298	40,879,934	37,489,689	40,027,374	35,418,665
Receipts	Rs.	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17,36,263
Capital expenditure ..	,,	7,72,11,806	7,77,06,996	7,82,83,761	7,56,70,067	7,63,31,048	7,62,45,372	7,64,13,362	7,62,16,584	7,68,38,604	7,66,56,468	7,67,63,325	7,69,41,083	766,46,858	7,66,13,490
Dividend, per cent. per annum.	,,	3·38	3·20	3·72	4·58	3·68	3·90	4·74	5·38	4·84	5·22	5·30	5·78	5·44	5·32

STATEMENT showing the details of earnings on the South Indian Railway from the second-half of 1891.

Heads of earnings.	1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Passengers (excluding troops and police and season tickets)	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054
Other items of coaching traffic	1,57,854	1,13,760	1,29,169	1,39,142	1,37,663	1,41,828	1,46,807	1,52,141	1,51,135	1,56,866	1,48,345	1,60,561	1,58,177	1,70,865
General merchandise	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17,36,263
Other items of goods traffic	1,60,376	1,76,878	99,782	96,200	87,860	77,834	84,623	1,02,719	1,30,856	1,26,402	98,198	89,247	92,365	99,484
Electric telegraph and sundries	48,188	69,149	98,042	87,388	1,08,858	83,225	45,668	43,062	55,651	64,818	61,562	1,01,702	1,98,492	1,80,389
Old Company's Fire Insurance Fund re-credited to Revenue	..	1,48,441	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055

STATEMENT showing the details of working expenses on the South Indian Railway from the second-half of 1891.

Heads of expenditure.	1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Maintenance	7,84,201	7,96,480	5,58,190	6,40,237	6,28,526	5,63,656	4,85,343	5,12,591	6,07,377	6,31,821	4,43,012	5,37,659	5,91,171	4,63,737
Locomotive	8,56,038	8,61,479	9,48,182	9,59,994	8,49,385	8,33,168	9,03,526	8,85,166	9,77,192	9,40,207	8,53,477	8,42,171	8,73,705	8,43,098
Carriage and wagon	1,48,831	1,37,825	2,56,825	2,53,846	2,98,474	3,13,356	3,03,353	2,99,288	2,97,229	3,10,106	2,41,031	2,65,895	2,38,042	2,56,386
Traffic	2,74,365	3,25,066	3,33,604	3,35,559	3,35,284	3,51,075	3,47,075	3,59,211	3,68,938	3,66,013	4,10,939	4,04,249	4,18,876	3,97,732
General charges	2,57,752	2,74,863	3,15,651	2,96,050	2,94,510	2,93,491	2,96,576	2,98,434	3,37,023	3,19,639	3,16,291	3,10,981	3,09,023	3,10,841
Special and miscellaneous	32,052	21,587	31,653	30,103	34,982	28,971	34,407	27,437	33,766	26,789	50,883	35,797	39,121	39,156
Total ..	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	23,10,950

Order—No. 1188 Ry., dated 29th September 1898.

Ordered that four copies of the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 30th June 1898, together with a note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 1189 Ry., dated 29th September 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Consulting Engineer for Railways.
„ Examiner, Railway Accounts, Madras.
„ Agent, South Indian Railway.

Ead. T. K. Narayana Aiyangar.

No. $\frac{18}{1188\ Ry.}$, 29th September 1898.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honourable the SECRETARY of STATE for INDIA.

My Lord,

We have the honour to forward, herewith, a copy of our Proceedings, No. 1188 Ry., dated 29th September 1898, embodying the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 30th June 1898, together with a brief note thereon by the Consulting Engineer for Railways.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.
(„) H. W. BLISS.
(„) A. T. ARUNDEL.

Ootacamund,
29th September 1898.

DR

I dont know a what
time the Brief not
should be written. It will
be very difficult to adopt
ERs last note as a pattern

CMH 13/9

These accounts should not
be sent to the SIR until
we all used to send a
Copy to the Secy of State with
a despatch.

CMH. 13/9.

DR.

Kindly explain the difference of Rs 99,000 referred to above is correct.

29-5-84

It is shown on page 2 statement as 99,484 & is arrived at by taking the total of all items on page 12 except "merchandise".

JA

DAR Very urgent

Herewith the despatch to the Secretary of State forwarding the Accounts S & R with bring lists which please despatch after obtaining the necessary signatures to the Secretary of State in time for the next mail.

Herewith 3 copies of the accounts in which please obtain E Rs signature in 3 places.

Herewith draft & fair letters & A returning the accounts which may be sent after the despatch 3 Copies & the Log of Station.

10-28

N. B. The remaining 4 Copies have been signed & kept in readiness for despatch & India.

10-31

Code / Class. P

INDIAN TELEGRAPHS.

Monthly Number 46

To (Office) Ootacamund | From (Office) Trichinopoly

Words.	Day.	Hour.	Minute.	Official Instructions.
21	6	15	35	

To (Person) Consulting Engineer for Railways | From (Person) Agent S. I. Ry

when will remove accounts be signed and returned

Despd & R Lr No 494 of 6/6/98

Read. from LN. At Hrs. Mts. by

Sent t. LN. At Hrs. Mts. by

Telegraph Master.

82 Word Form.

G O P—No. 779 T.—13-3-97—400,000

OOTACAMUND 6-10-98

Proof for approval

No. 1188, Rr., 29th September 1898.

Copy Scale 1 inch = 1 mile
Small copy Gauge, Metre. Length, 1041 miles.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

BRIEF NOTE BY THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS, ON THE CAPITAL AND REVENUE ACCOUNTS OF ~~THE SOUTH INDIAN RAILWAY~~ FOR THE HALF-YEAR ENDING 30TH JUNE 1898.

Gross earnings are slightly below the average of the preceding six half-years, while working expenses are the lowest since the second half of 1891.

Gross earnings per train mile are Rs. 2,660 and are above the average, which shows that more use of the carrying capacity of trains was made, fewer unnecessary trains being run.

Passenger traffic is slightly below the average both in numbers and receipts compared with the previous three years. A noticeable point is the falling off in the numbers of second-class passengers carried which have dropped from an average of about 80,000 to 50,000 in the preceding and 47,000 in the present half-year. A falling off in the numbers of third-class passengers might, perhaps, be ascribable to plague restrictions, but the reason for so serious a falling off in second-class passengers must, presumably, be looked for elsewhere. The weight of goods lifted has fallen seriously, being 364,813 tons, or the lowest in any half-year since the line was leased to the present Company. The goods ton mileage is also much below the average, though it does not compare so unfavourably as the tons lifted. Goods receipts are the lowest since the second-half of 1894. The capital outlay to the end of the half-year stood in the books at Rs. 7,66,13,490.

2. The details of the half-year's earnings were as follows:—

Passengers	Rs.	21,62,054	
Other items of coaching traffic	„	1,70,865	
General merchandise	„	17,36,263	
Other items of goods traffic	„	99,484	
Electric Telegraph and sundries	„	1,80,389	
Total	Rs.	43,49,055	

The first item "*Passengers*" in both the total numbers carried and the receipts is up to the average compared with all previous half-years during which the line was worked by the Company, but compared with previous half-years shows a falling off. These figures reached a maximum in the first half of 1897, and in the last two half-years have tended to decrease. This is probably due to a diminution in the numbers of pilgrims living in, or who would have to travel through, plague-infected areas. The extraordinary decrease in second-class passengers has been commented on elsewhere.

"*Other items of coaching traffic*" amount to Rs. 1,70,865 and are in excess of any other half-year. This appears due to the increase in the number of parcels sent by the public.

"*General merchandise*" is practically the same as goods traffic commented on above. "*Other items of goods traffic*" which has been fairly steady at about Rs. 93,000 for the previous three half-years though it fluctuated considerably before that, has advanced to over Rs. 99,000. The principal items are "materials for railway construction" which naturally fluctuates, and "live-stock" which appears to be increasing.

"*Electric Telegraph and sundries*." This is far above the average both in the present and the last half-year. It includes receipts from the hire of engines and vehicles to lines under construction, an item which varies between almost nothing and half a lakh.

3. The details of the half-year's expenditure were as follows:—

Maintenance	Rs.	4,63,737
Locomotive	,,	8,43,098
Carriage and wagon	,,	2,56,386
Traffic	,,	3,97,732
General charges	,,	3,10,841
Special and miscellaneous	,,	39,156
Total ...	Rs.	23,10,950

"*Maintenance*" is a good deal below the average, being in fact the lowest on record, with the exception of the figure for the second half of 1896.

The principal saving appears to be in maintenance and renewal of permanent-way materials.

"*Locomotive Expenses*" have been very steady for the last two years. Coal has been obtained at a cheaper price.

Expenditure under the remaining sub-heads has not fluctuated to any considerable extent.

4. The amount of surplus profit earned during the half-year was Rupees 8,16,048-7-8, which, after deducting the Provident Institution share (Rs. 8,026-9-6½) leaves Rs. 8,08,021-14-2 to be divided between Government and the Company. Of this, the Company's share amounts to Rs. 1,47,652-11-0.

The balance at the credit of the Company's surplus profit account at the end of the previous half-year being £6,500 odd, the Directors will be in a position this half-year again to declare a dividend at the rate of 5 per cent. per annum without any serious diminution of their balance.

5. The results of the working of the line since December 1891 are given in detail in the accompanying statements.

The following table shows the principal features of the working of the South Indian Railway from the first-half of 1891:—

Statistics.		1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
		Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.
Average miles open	No.	901	1,012	1,105	1,042	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041
Gross earnings	Rs.	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055
Working expenses	,,	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	23,10,950
Net earnings	,,	11,23,877	13,93,913	14,59,678	17,32,095	14,03,370	14,83,586	18,08,977	20,48,732	18,62,564	20,00,811	20,34,562	22,27,312	20,87,407	20,38,105
Gross earnings per mile per week ..		148·45	144·85	135 88	156·79	142·04	142·88	154·41	163·70	165·67	169·78	160·74	170·84	168 38	160·68
Percentage of expenses to receipts	%	67·68	63·43	62·61	59·22	63·50	61·64	56·72	53·76	58·46	56·46	53·23	51·83	54·20	53·14
Train mileage	No.	1,515,499	1,581,403	1,696,217	1,637,671	1,562,305	1,528,283	1,623,924	1,620,825	1,704,879	1,668,826	1,692,835	1,744,051	1,757,473	1,635,210
Gross earnings per train mile ..	Rs.	2·294	2·410	2·301	2·594	2·461	2·530	2·573	2·734	2·630	2·754	2·570	2·651	2·593	2·660
Passenger traffic (exclusive of troops and police and season tickets)—															
Numbers.. First class ..	No.	6,551	7,196	7,808	7,530	7,560	6,593	7,139	7,444	7,751	7,438	7,279	8,236	7,266	7,453
Numbers.. Second ,, ..	,,	60,543	68,442	71,466	76,994	71,947	74,338	76,979	87,795	80,145	88,114	79,900	88,495	50,804	47,080
Numbers.. Third ,, ..	,,	4,524,227	5,033,700	5,174,676	5,420,081	4,936,499	5,347,316	5,801,966	6,008,713	5,841,259	6,280,133	5,941,444	6,351,842	6,044,931	5,850,666
Numbers.. Total ..	,,	4,591,321	5,109,338	5,253,950	5,504,605	5,016,006	5,428,247	5,886,084	6,103,952	5,929,155	6,375,685	6,028,623	6,448,573	6,103,001	5,905,799
Receipts .. First class ..	Rs.	25,382	30,439	31,258	35,719	29,354	27,471	30,332	35,569	39,473	36,513	33,625	40,413	30,643	40,949
Receipts .. Second ,, ..	,,	57,369	66,823	70,745	80,673	71,862	73,533	79,346	87,652	86,936	93,329	83,709	93,820	77,905	79,296
Receipts .. Third ,, ..	,,	15,75,037	17,86,850	18,41,081	19,19,475	17,25,749	18,16,681	19,69,629	20,67,633	20,36,686	21,58,231	20,24,538	22,97,282	21,03,164	20,41,809
Receipts .. Total ..	,,	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054
Goods traffic (exclusive of railway materials, military stores, coal and revenue stores)—															
Tons lifted	No.	437,925	397,703	403,184	444,928	397,544	4,11,542	4,27,052	436,178	423,956	419,788	435,227	441,077	432,648	364,813
Ton mileage	,,	34,355,394	34,248,342	38,105,862	43,805,887	38,190,666	38,229,090	42,089,340	40,795,665	42,921,440	42,633,298	40,879,934	37,489,689	40,027,374	35,418,665
Receipts	Rs.	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,43,731	18,22,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,089	18,96,599	17,36,263
Capital expenditure ..	,,	7,72,11,806	7,77,06,996	7,82,33,761	7,56,78,067	7,63,31,043	7,62,45,379	7,64,13,362	7,62,16,584	7,68,38,604	7,66,56,468	7,67,63,325	7,69,41,083	766,46,858	7,66,13,490
Dividend, per cent. per annum.	,,	3·38	3·20	3·72	4·58	3·68	3·90	4·74	5·38	4·84	5·22	5·30	5·78	5·44	5·32

STATEMENT showing the details of earnings on the South Indian Railway from the ~~first~~ Second half of 1891.

Heads of earnings.	1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Passengers (excluding troops and police and season tickets)	16,57,788	18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,367	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054
Other items of coaching traffic	1,57,854	1,13,760	1,29,169	1,39,142	1,37,663	1,41,828	1,46,807	1,52,141	1,51,135	1,56,866	1,48,345	1,60,561	1,58,177	1,70,865
General merchandise	14,52,910	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,27,852	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17,36,263
Other items of goods traffic	1,60,376	1,76,878	99,782	96,200	87,860	77,834	84,623	1,02,719	1,30,856	1,26,402	98,198	89,247	92,365	99,484
Electric telegraph and sundries	48,188	69,149	98,042	87,388	1,08,858	83,225	45,668	43,062	55,651	64,818	61,562	1,01,702	1,98,492	1,80,389
Old Company's Fire Insurance Fund re-credited to Revenue	..	1,48,441	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	34,77,116	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055

STATEMENT showing the details of working expenses on the South Indian Railway from the ~~first~~ Second half of 1891.

Heads of expenditure.	1891.	1892.		1893.		1894.		1895.		1896.		1897.		1898.
	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Maintenance	7,84,201	7,96,480	5,58,190	6,40,237	6,28,526	5,63,656	4,85,343	5,12,591	6,07,377	6,31,821	4,43,012	5,37,659	5,91,171	4,63,737
Locomotive	8,56,038	8,61,479	9,48,182	9,59,994	8,49,385	8,33,168	9,03,526	8,85,166	9,77,192	9,40,207	8,53,477	8,42,171	8,73,705	8,43,098
Carriage and wagon	1,48,831	1,37,825	2,56,825	2,53,846	2,98,474	3,13,356	3,03,353	2,99,288	2,97,229	3,10,106	2,41,031	2,65,895	2,38,042	2,56,386
Traffic	2,74,365	3,25,066	3,33,604	3,35,559	3,35,284	3,51,075	3,47,075	3,59,211	3,68,938	3,66,013	4,10,939	4,04,249	4,18,876	3,97,732
General charges	2,57,752	2,74,863	3,15,651	2,96,050	2,94,510	2,93,491	2,96,576	2,98,434	3,37,023	3,19,639	3,16,291	3,10,981	3,09,023	3,10,841
Special and miscellaneous	32,052	21,587	31,653	30,103	34,982	28,971	34,407	27,437	33,766	26,789	50,883	35,797	39,121	39,156
Total ..	23,53,239	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	23,10,950

No. 1188 Ry., dated 29th September 1898.

ORDER—No. 1188 Ry., dated 29th September 1898.

Ordered that four copies of the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 30th June 1898, together with a note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 1187 Ry., dated 29th September 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Consulting Engineer for Railways.
" Examiner, Railway Accounts, Madras.
" Agent, South Indian Railway.

ENDORSEMENT—No. 1189 Ry., dated 29th September 1898.

Forwarded.

(By order.)

Joint Secretary.

Despatched on 25/10/98

Encl. T. K. Narayana Aiyangar.

4 No. 1188 Ry., 29th SEPTEMBER 1898.

2 4

5

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*

Regd. } *Spare copies*

G.O., Nos. 1188, 1189 Ry., 29th September 1898.

SEPTEMBER.

Capital and Revenue Accounts, South Indian Railway

Forwarding copy of proceedings embodying the — for the half-year ending the 30th June 1898, together with a brief note thereon by the Consulting Engineer for Railways.