# Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1273-74 Ry

DATED 17th Octr 1898

120/3/2

[Despatch Abstract.]

Capital & Revenue Accts, Madras Ry.

Ordered that Copies of the —— for the half-year ended the 30th June 1898, together with a brief note thereon by the Comrs: Engrs for Rys, Madras, be forwarded to the Govt of India & the Secy of State.

Forwarding Copies of the —— for the half-year ended the 30th June 1898, together with a brief note thereon by the Comrs: Engrs for Rys, Madras. —

Indexed.

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RAILWAY.

# Government {1898} of Madras.

## PUBLIC WORKS.

*Recd.* } 1898. *Enclosures*

*Regd.* } *Spare copies*

**G.O., Nos. 1273, 1274 Ry., 17th October 1898.**

**OCTOBER.**

**Capital and Revenue Accounts, Madras Railway**

Forwarding 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.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following paper:—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 30th June 1898.

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

Gross earnings are above the average of the preceding nine half-years, while the working expenses are the lowest since the second half of 1893.

Gross earnings per train mile are Rs. 4·453 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 far below the average both in numbers and receipts; the decrease appears only among the third-class passengers and may be attributed to the effects of plague regulations. The number of second-class passengers carried is a good deal above the average. The weight of goods lifted is less than those of the preceding two half-years but above the average when compared with the last seven half-years. The goods ton mileage is also less than those of the four preceding half-years. The goods receipts, though less than in the two previous half-years, are well up to the average.

Capital outlay to the end of the half-year under review stood as shown in the books at Rs. 12,21,42,614.

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

| | Rs. |
|---|---|
| Passengers ... ... ... ... ... ... ... | |
| Other items of Coaching Traffic ... ... ... ... ... | 18,27,318 |
| Merchandise—General ... ... ... ... ... ... | 4,18,748 |
| Other items of Goods Traffic ... ... ... ... ... ... | 28,67,463 |
| Electric Telegraph and Sundries ... ... ... ... ... ... | 4,05,003 |
| | 1,16,205 |
| Total ... | 56,34,737 |

The first item "Passengers" has been commented on elsewhere.

"Other items of Coaching Traffic" amount to Rs. 4,18,748 and are the highest since the second half of 1893 with the exception of the figure for the second half of 1895. This increase is accounted for by the military movements. A satisfactory increase is also observed in the carriage of parcels for the public.

"Merchandise—General," shows a decrease from the preceding two half-years, but is up to the average altogether.

"Other items of Goods Traffic" exhibits a large increase over previous half-years, which is accounted for by the increase in the carriage of coal for the public. Live-stock show a serious falling probably accounted for by plague restrictions.

"Electric Telegraph and Sundries." There is a falling off compared with the last half-year, but the receipts are well up to the average.



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

| | Rs. |
|---|---|
| Maintenance ... ... ... ... ... ... ... ... | 5,41,515 |
| Locomotive ... ... ... ... ... ... ... ... | 9,57,248 |
| Carriage and Wagon ... ... ... ... ... ... | 2,30,042 |
| Traffic ... ... ... ... ... ... ... ... | 4,19,982 |
| General charges ... ... ... ... ... ... ... | 2,86,478 |
| Special and Miscellaneous ... ... ... ... ... ... | 42,582 |
| Total ... | 24,77,847 |

"Maintenance" is a good deal below the average, being, in fact, the lowest on record. The principal saving appears under maintenance and renewal of permanent-way materials. The number of miles of rails renewed during the half-year was only 17·38. As new rails of the State Railway pattern recently procured are not giving satisfaction, the Company have been disinclined to continue using them for renewals on their main line.

"Locomotive expenses" are less than those of previous half-years. The decrease is due to the non-receipt of new engines from England to replace old engines, a credit passed to this sub-head on account of old engines sold by auction and the effects of the strike in the Perambur shops.

"Carriage and Wagon expenses" are below the average. This is due to the fact of the bulk of the renewals having been finished the carriage shop was working for the greater part of the half-year on the construction of the new stock for the Bezwada-Madras Railway and also to the effects of the strike.

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

4. The amount of net earnings, viz., Rs. 31,56,890, is the highest on record and represents a dividend on the rupee capital at the rate of 5·16 per cent. per annum. The Madras Railway Company show Rs. 2,18,184–4–6 as surplus profits in the half-yearly accounts under review, but, under the orders of the Secretary of State a sum of Rs. 19,637–7–11, being the interest on the capital raised for the construction of the Calicut-Cannanore Railway, should be deducted from the sum, and the balance, viz., Rs. 1,98,546–12–7, is therefore passed as surplus profits to be equally divided between Government and the Company.

5. The results of the working of the line since December 1893 are shown in detail in the accompanying statements.

Madras,
17th October 1898.

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

ENCLOSURES.

## TABLE A.

MADRAS RAILWAY.

| Statistics. | | 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. |
| Mean mileage worked .. | No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles .. .. .. | ,, | 1,342,258 | 1,286,953 | 1,251,910 | 1,258,565 | 1,278,459 | 1,237,502 | 1,243,216 | 1,262,217 | 1,318,652 | 1,265,284 |
| Gross earnings .. .. | Rs. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |
| Working expenses .. .. | ,, | 26,37,589 | 26,91,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |
| Net earnings .. .. .. | ,, | 25,80,734 | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 |
| Percentage of expenses to receipts | % | 50·54 | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 |
| Gross earnings per train mile .. | Rs. | 3·888 | 4·020 | 4·111 | 4·534 | 4·303 | 4·419 | 4·353 | 4·587 | 4·304 | 4·453 |
| Gross earnings per mile per week | ,, | 239·22 | 237·18 | 235·95 | 261·62 | 252·19 | 250·68 | 248·09 | 265·40 | 260·18 | 258·31 |
| * Passenger receipts— | | | | | | | | | | | |
| First class .. .. .. | Rs. | 77,065 | 77,940 | 84,450 | 93,811 | 1,05,752 | 96,859 | 90,149 | 1,01,256 | 80,887 | 97,592 |
| Second ,, .. .. .. | ,, | 80,626 | 83,883 | 92,411 | 98,963 | 1,02,809 | 1,06,259 | 99,622 | 1,03,789 | 93,699 | 1,03,638 |
| Third ,, .. .. .. | ,, | 14,55,801 | 15,07,179 | 15,76,337 | 18,27,076 | 17,34,441 | 17,84,206 | 16,97,506 | 17,15,803 | 16,57,093 | 16,26,088 |
| Total .. .. .. | ,, | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 |
| † Goods receipts .. .. .. | ,, | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 |
| * Number of passenger— | | | | | | | | | | | |
| First class .. .. | No. | 7,800 | 7,356 | 8,617 | 8,558 | 9,817 | 9,703 | 9,712 | 10,429 | 8,749 | 9,595 |
| Second ,, .. .. .. | ,, | 23,022 | 25,077 | 28,596 | 30,257 | 32,394 | 33,301 | 32,151 | 33,564 | 31,443 | 32,776 |
| Third ,, .. .. .. | ,, | 4,484,764 | 4,770,631 | 4,892,548 | 4,313,190 | 4,166,214 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,033 | 4,393,942 |
| Total .. .. .. | ,, | 4,515,586 | 4,803,064 | 4,929,761 | 4,352,005 | 4,208,425 | 4,673,395 | 4,584,602 | 4,911,490 | 4,659,225 | 4,436,313 |
| Tons lifted .. .. .. | ,, | 388,592 | 372,563 | 369,677 | 385,556 | 378,532 | 383,126 | 402,156 | 440,528 | 442,393 | 409,569 |
| Ton mileage .. .. .. | ,, | 62,048,273 | 57,589,123 | 56,992,122 | 62,626,323 | 58,665,368 | 58,708,672 | 57,638,656 | 65,738,805 | 62,142,492 | 60,350,740 |
| Capital expenditure .. .. | Rs. | 12,03,61,825 | 12,04,14,553 | 12,05,29,868 | 12,07,42,408 | 12,09,29,619 | 12,06,52,495 | 12,11,22,620 | 12,14,48,020 | 12,15,14,171 | 12,21,42,614 |
| Dividend, per cent. per annum .. | ,, | 4·28 | 4·14 | 4·08 | 5·02 | 4·72 | 4·52 | 4·40 | 5·12 | 4·80 | 5·16 |

* Excluding troops, police and season tickets. † Excluding railway materials, coal and military and revenue stores.



## TABLE B.

*Details of Earnings.*

| Heads of Revenue Account. | 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. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Passengers (excluding troops and police and season tickets) .. | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 |
| Other items of Coaching Traffic .. .. .. .. .. | 3,38,697 | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,57,421 | 3,50,083 | 3,68,847 | 4,16,144 | 4,18,748 |
| Merchandise—General .. .. .. .. .. | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 |
| Other items of Goods Traffic .. .. .. .. .. | 2,91,734 | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 4,05,003 |
| Electric Telegraph and Sundries .. .. .. .. | 1,21,031 | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16,205 |
| Total .. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |

*Details of Working Expenses.*

| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
|---|---|---|---|---|---|---|---|---|---|---|
| Maintenance .. .. .. .. .. .. .. | 6,07,835 | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 5,41,515 |
| Locomotive .. .. .. .. .. .. .. | 9,98,250 | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 9,57,248 |
| Carriage and Wagon .. .. .. .. .. .. | 2,58,265 | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 |
| Traffic .. .. .. .. .. .. .. | 4,57,902 | 4,46,487 | 4,23,468 | 4,22,115 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,19,982 |
| General charges .. .. .. .. .. .. | 2,75,387 | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86,478 |
| Special and Miscellaneous .. .. .. .. .. | 39,950 | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,582 |
| Total .. | 26,37,589 | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |

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

[Here enter No. 1274 Ry., dated 17th October 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

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Endorsement—No. 1274 Ry., dated 17th October 1898.

Forwarded.

(By order.)

Francis J. E. Spring,
Joint Secretary.

Exd. S. J. Pereira.

# Government of Madras.

*PUBLIC WORKS DEPARTMENT.*

(Copy.)

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

No. $\frac{17}{1273 \text{ Ry.}}$, dated 17th October 1898.

Forwarding copy of Proceedings embodying the Capital and Revenue Accounts of the Madras 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.

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*Recd.* }1898. *Enclosures*

*Regd.* *Spare copies*

**G.O., No. 1273 Ry., 17th October 1898.**

## OCTOBER.

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

| | Rs. |
|---|---|
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| Other items of Coaching Traffic ... ... ... ... ... | 4,18,748 |
| Merchandise—General ... ... ... ... ... ... | 28,67,463 |
| Other items of Goods Traffic ... ... ... ... ... | 4,05,003 |
| Electric Telegraph and Sundries ... ... ... ... ... | 1,16,205 |
| Total ... | 56,34,737 |

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

| | Rs. |
|---|---|
| Maintenance ... ... ... ... ... ... ... ... | 5,41,515 |
| Locomotive ... ... ... ... ... ... ... ... | 9,57,248 |
| Carriage and Wagon ... ... ... ... ... ... | 2,30,042 |
| Traffic ... ... ... ... ... ... ... ... | 4,19,982 |
| General charges ... ... ... ... ... ... ... | 2,86,478 |
| Special and Miscellaneous ... ... ... ... ... ... | 42,582 |
| Total ... | 24,77,847 |

"Maintenance" is a good deal below the average, being, in fact, the lowest on record. The principal saving appears under maintenance and renewal of permanent-way materials. The number of miles of rails renewed during the half-year was only 17·38. As new rails of the State Railway pattern recently procured are not giving satisfaction, the Company have been disinclined to continue using them for renewals on their main line.

"Locomotive expenses" are less than those of previous half-years. The decrease is due to the non-receipt of new engines from England to replace old engines, a credit passed to this sub-head on account of old engines sold by auction and the effects of the strike in the Perambur shops.

"Carriage and Wagon expenses" are below the average. This is due to the fact of the bulk of the renewals having been finished the carriage shop was working for the greater part of the half-year on the construction of the new stock for the Bezwada-Madras Railway and also to the effects of the strike.

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4. The amount of net earnings, viz, Rs. 31,56,890, is the highest on record and represents a dividend on the rupee capital at the rate of 5·16 per cent. per annum. The Madras Railway Company show Rs. 2,18,184–4–6 as surplus profits in the half-yearly accounts under review, but, under the orders of the Secretary of State a sum of Rs. 19,637–7–11, being the interest on the capital raised for the construction of the Calicut-Cannanore Railway, should be deducted from the sum, and the balance, viz., Rs. 1,98,546–12–7, is therefore passed as surplus profits to be equally divided between Government and the Company.

5. The results of the working of the line since December 1893 are shown in detail in the accompanying statements.

Madras,
17th October 1898.

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

ENCLOSURES.

## TABLE A.

MADRAS RAILWAY.

| Statistics. | | 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. |
| Mean mileage worked .. | No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles .. .. .. | ,, | 1,342,258 | 1,286,953 | 1,251,910 | 1,258,565 | 1,278,459 | 1,237,502 | 1,243,216 | 1,262,217 | 1,318,652 | 1,265,284 |
| Gross earnings .. .. | Rs. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |
| Working expenses .. .. | ,, | 26,37,589 | 26,91,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |
| Net earnings .. .. .. | ,, | 25,80,734 | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 |
| Percentage of expenses to receipts | % | 50·54 | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 |
| Gross earnings per train mile .. | Rs. | 3·888 | 4·020 | 4·111 | 4·534 | 4·303 | 4·419 | 4·353 | 4·587 | 4·304 | 4·453 |
| Gross earnings per mile per week | ,, | 239·22 | 237·18 | 235·95 | 261·62 | 252·19 | 250·68 | 248·09 | 265·40 | 260·18 | 258·31 |
| * Passenger receipts— | | | | | | | | | | | |
| First class .. .. .. | Rs. | 77,065 | 77,940 | 84,450 | 93,811 | 1,05,752 | 96,859 | 90,149 | 1,01,256 | 80,887 | 97,592 |
| Second ,, .. .. .. | ,, | 80,626 | 83,883 | 92,411 | 98,963 | 1,02,809 | 1,06,259 | 99,622 | 1,03,789 | 93,699 | 1,03,638 |
| Third ,, .. .. .. | ,, | 14,55,801 | 15,07,179 | 15,76,337 | 18,27,076 | 17,34,441 | 17,84,206 | 16,97,506 | 17,15,803 | 16,57,093 | 16,26,088 |
| Total .. .. .. | ,, | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 |
| † Goods receipts .. .. .. | ,, | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 |
| * Number of passenger— | | | | | | | | | | | |
| First class .. .. | No. | 7,800 | 7,356 | 8,617 | 8,558 | 9,817 | 9,703 | 9,712 | 10,429 | 8,749 | 9,595 |
| Second ,, .. .. .. | ,, | 23,022 | 25,077 | 28,596 | 30,257 | 32,394 | 33,301 | 32,151 | 33,564 | 31,443 | 32,776 |
| Third ,, .. .. .. | ,, | 4,484,764 | 4,770,631 | 4,892,548 | 4,313,190 | 4,166,214 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,033 | 4,393,942 |
| Total .. .. .. | ,, | 4,515,586 | 4,803,064 | 4,929,761 | 4,352,005 | 4,208,425 | 4,673,395 | 4,584,602 | 4,911,490 | 4,659,225 | 4,436,313 |
| Tons lifted .. .. .. | ,, | 388,592 | 372,563 | 369,677 | 385,556 | 378,532 | 383,126 | 402,156 | 440,528 | 442,393 | 409,569 |
| Ton mileage .. .. .. | ,, | 62,048,273 | 57,589,123 | 56,992,122 | 62,626,323 | 58,665,368 | 58,708,672 | 57,638,656 | 65,738,805 | 62,142,492 | 60,350,740 |
| Capital expenditure .. .. | Rs. | 12,03,61,825 | 12,04,14,553 | 12,05,29,868 | 12,07,42,408 | 12,09,29,619 | 12,06,52,495 | 12,11,22,620 | 12,14,48,020 | 12,15,14,171 | 12,21,42,614 |
| Dividend, per cent. per annum .. | ,, | 4·28 | 4·14 | 4·08 | 5·02 | 4·72 | 4·52 | 4·40 | 5·12 | 4·89 | 5·16 |

* Excluding troops, police and season tickets. † Excluding railway materials, coal and military and revenue stores.



## TABLE B.

*Details of Earnings.*

| Heads of Revenue Account. | 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. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Passengers (excluding troops and police and season tickets) .. | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 |
| Other items of Coaching Traffic .. .. .. .. .. | 3,38,697 | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,57,421 | 3,50,083 | 3,68,847 | 4,16,144 | 4,18,748 |
| Merchandise—General .. .. .. .. .. | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 |
| Other items of Goods Traffic .. .. .. .. .. | 2,91,734 | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 4,05,003 |
| Electric Telegraph and Sundries .. .. .. .. | 1,21,031 | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16,205 |
| Total .. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |

*Details of Working Expenses.*

| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
|---|---|---|---|---|---|---|---|---|---|---|
| Maintenance .. .. .. .. .. .. .. | 6,07,835 | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 5,41,515 |
| Locomotive .. .. .. .. .. .. .. | 9,98,250 | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 9,57,248 |
| Carriage and Wagon .. .. .. .. .. .. | 2,58,265 | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 |
| Traffic .. .. .. .. .. .. .. | 4,57,902 | 4,46,487 | 4,23,468 | 4,22,115 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,19,982 |
| General charges .. .. .. .. .. .. | 2,75,387 | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86,478 |
| Special and Miscellaneous .. .. .. .. .. | 39,950 | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,582 |
| Total .. | 26,37,589 | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |

No. 1273 Ry., 17th October 1898.

Order—No. 1273 Ry., dated 17th October 1898.

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

[Here enter No. 1274 Ry., dated 17th October 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

Exd. S. J. Pereira.

No. $\frac{17}{1273\ Ry.}$, 17th October 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. 1273 Ry., dated 17th October 1898, embodying the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 30th June 1898, together with a brief note thereon by the Consulting Engineer for Railways.

2. Though your Lordship issued orders on the accounts of the Madras Railway for the second half of 1897 that the interest due for the half-year on debentures issued for the Calicut-Cannanore Extension should be charged against the surplus profits of the Madras Railway, the Agent, not having received intimation from his Board of their acceptance of the decision of your Lordship, has omitted to include the interest on these debentures in the surplus profits statement, Form No. XVI, of the accounts for 30th June 1898. The deduction, amounting to Rs. 19,637-7-11, which has to be made from the divisible surplus profits on this account, has therefore been shown in a note appended to the statement.

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.

Fort St. George,
17th October 1898.

DESPATCH

to

The Right Honourable the Secretary of State

for signature

of

His Excellency and Honourable Members.

Sd/ pmd. ASH 12.10.98

12/10/98 Hwg 17/10/98

RAILWAY.

# Government {1898} of Madras.

## PUBLIC WORKS.

| | | |
|---|---|---|
| *Recd.* | 1898. | *Enclosures* |
| *Regd.* | | *Spare copies* |

**G.O., No. 1273-4 Ry., 17th October 1898.**

## OCTOBER.

### Capital and Revenue Accounts, Madras 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 the Secretary of State.

GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

### Railway.

Read the following paper:—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 30th June 1898.

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

Gross earnings are above the average of the preceding nine half-years, while the working expenses are the lowest since the second half of 1893.

Gross earnings per train mile are Rs. 4·453 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 far below the average both in numbers and receipts; the decrease appears only among the third-class passengers and may be attributed to the effects of plague regulations.

The number of second-class passengers carried is a good deal above the average. The weight of goods lifted is less than those of the preceding two half-years but above the average when compared with the last seven half-years. The goods ton mileage is also less than those of the four preceding half-years. The goods receipts, though less than in the two previous half-years, are well up to the average.

Capital outlay to the end of the half-year under review stood as shown in the books at Rs. 12,21,42,614.

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

| | Rs. |
|---|---|
| Passengers ... ... ... ... ... ... ... ... | 18,27,318 |
| Other items of Coaching Traffic ... ... ... ... ... | 4,18,748 |
| Merchandise—General ... ... ... ... ... ... | 28,67,463 |
| Other items of Goods Traffic ... ... ... ... ... | 4,05,003 |
| Electric Telegraph and Sundries ... ... ... ... ... | 1,16,205 |
| Total ... | 56,34,737 |

The first item "Passengers" has been commented on elsewhere.

"Other items of Coaching Traffic" amount to Rs. 4,18,748 and are the highest since the second half of 1893 with the exception of the figure for the second half of 1895. This increase is accounted for by the military movements. A satisfactory increase is also observed in the carriage of parcels for the public.

"Merchandise—General" shows a decrease from the preceding two half-years, but is up to the average altogether.

"Other items of Goods Traffic" exhibits a large increase over previous half-years, which is accounted for by the increase in the carriage of coal for the public. Live-stock show a serious falling probably accounted for by plague restrictions.

"Electric Telegraph and Sundries." There is a falling off compared with the last half-year, but the receipts are well up to the average.



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

| | Rs. |
|---|---|
| Maintenance ... ... ... ... ... ... ... ... | 5,41,515 |
| Locomotive ... ... ... ... ... ... ... ... | 9,57,248 |
| Carriage and Wagon ... ... ... ... ... ... | 2,30,042 |
| Traffic ... ... ... ... ... ... ... ... | 4,19,982 |
| General charges ... ... ... ... ... ... ... | 2,86,478 |
| Special and Miscellaneous ... ... ... ... ... ... | 42,582 |
| Total ... | 24,77,847 |

"Maintenance" is a good deal below the average, being, in fact, the lowest on record. The principal saving appears under maintenance and renewal of permanent-way materials. The number of miles of rails renewed during the half-year was only 17·38. As new rails of the State Railway pattern recently procured are not giving satisfaction, the Company have been disinclined to continue using them for renewals on their main line.

"Locomotive expenses" are less than those of previous half-years. The decrease is due to the non-receipt of new engines from England to replace old engines, a credit passed to this sub-head on account of old engines sold by auction and the effects of the strike in the Perambur shops.

"Carriage and Wagon expenses" are below the average. This is due to the fact of the bulk of the renewals having been finished the carriage shop was working for the greater part of the half-year on the construction of the new stock for the Bezwada-Madras Railway and also to the effects of the strike.

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

4. The amount of net earnings, viz, Rs. 31,56,890, is the highest on record and represents a dividend on the rupee capital at the rate of 5·16 per cent. per annum. The Madras Railway Company show Rs. 2,18,184–4–6 as surplus profits in the half-yearly accounts under review, but, under the orders of the Secretary of State a sum of Rs. 19,637–7–11, being the interest on the capital raised for the construction of the Calicut-Cannanore Railway, should be deducted from the sum, and the balance, viz., Rs. 1,98,546–12–7, is therefore passed as surplus profits to be equally divided between Government and the Company.

5. The results of the working of the line since December 1893 are shown in detail in the accompanying statements.

Ootacamund,
October 1898.

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

ENCLOSURES.

## TABLE A.

MADRAS RAILWAY.

| Statistics. | | 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. |
| Mean mileage worked .. | No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles .. .. .. | ,, | 1,342,258 | 1,286,953 | 1,251,910 | 1,258,565 | 1,278,459 | 1,237,502 | 1,243,216 | 1,262,217 | 1,318,652 | 1,265,284 |
| Gross earnings .. .. | Rs. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |
| Working expenses .. .. | ,, | 26,37,589 | 26,91,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |
| Net earnings .. .. .. | ,, | 25,80,734 | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 |
| Percentage of expenses to receipts | % | 50·54 | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 |
| Gross earnings per train mile .. | Rs. | 3·888 | 4·020 | 4·111 | 4·534 | 4·303 | 4·419 | 4·353 | 4·587 | 4·304 | 4·453 |
| Gross earnings per mile per week | ,, | 239·22 | 237·18 | 235·95 | 261·62 | 252·19 | 250·68 | 248·09 | 265·40 | 260·18 | 258·31 |
| * Passenger receipts— | | | | | | | | | | | |
| First class .. .. .. | Rs. | 77,065 | 77,940 | 84,450 | 93,811 | 1,05,752 | 96,859 | 90,149 | 1,01,256 | 80,887 | 97,592 |
| Second ,, .. .. .. | ,, | 80,626 | 83,883 | 92,411 | 98,963 | 1,02,809 | 1,06,259 | 99,622 | 1,03,789 | 93,699 | 1,03,638 |
| Third ,, .. .. .. | ,, | 14,55,801 | 15,07,179 | 15,76,337 | 18,27,076 | 17,34,441 | 17,84,206 | 16,97,506 | 17,15,803 | 16,57,093 | 16,26,088 |
| Total .. .. .. | ,, | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 |
| † Goods receipts .. .. .. | ,, | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 |
| * Number of passenger— | | | | | | | | | | | |
| First class .. .. | No. | 7,800 | 7,356 | 8,617 | 8,558 | 9,817 | 9,703 | 9,712 | 10,429 | 8,749 | 9,595 |
| Second ,, .. .. .. | ,, | 23,022 | 25,077 | 28,596 | 30,257 | 32,394 | 33,301 | 32,151 | 33,564 | 31,443 | 32,776 |
| Third ,, .. .. .. | ,, | 4,484,764 | 4,770,631 | 4,892,548 | 4,313,190 | 4,166,214 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,033 | 4,393,942 |
| Total .. .. .. | ,, | 4,515,586 | 4,803,064 | 4,929,761 | 4,352,005 | 4,208,425 | 4,673,395 | 4,584,602 | 4,911,490 | 4,659,225 | 4,436,313 |
| Tons lifted .. .. .. | ,, | 388,592 | 372,563 | 369,677 | 385,556 | 378,532 | 383,126 | 402,156 | 440,528 | 442,393 | 409,569 |
| Ton mileage .. .. .. | ,, | 62,048,273 | 57,589,123 | 56,992,122 | 62,626,323 | 58,665,368 | 58,708,672 | 57,638,656 | 65,738,805 | 62,142,492 | 60,350,740 |
| Capital expenditure .. .. | Rs. | 12,03,61,825 | 12,04,14,553 | 12,05,29,868 | 12,07,42,408 | 12,09,29,619 | 12,06,52,495 | 12,11,22,620 | 12,14,48,020 | 12,15,14,171 | 12,21,42,614 |
| Dividend, per cent. per annum .. | ,, | 4·28 | 4·14 | 4·08 | 5·02 | 4·72 | 4·52 | 4·40 | 5·12 | 4·80 | 5·16 |

* Excluding troops, police and season tickets. † Excluding railway materials, coal and military and revenue stores.



## TABLE B.

*Details of Earnings.*

| Heads of Revenue Account. | 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. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Passengers (excluding troops and police and season tickets) .. | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 |
| Other items of Coaching Traffic .. .. .. .. .. | 3,38,697 | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,57,421 | 3,50,083 | 3,68,847 | 4,16,144 | 4,18,748 |
| Merchandise—General .. .. .. .. .. | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 |
| Other items of Goods Traffic .. .. .. .. .. | 2,91,734 | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 4,05,003 |
| Electric Telegraph and Sundries .. .. .. .. | 1,21,031 | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16,205 |
| Total .. | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |

*Details of Working Expenses.*

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Maintenance .. .. .. .. .. .. .. | 6,07,835 | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 5,41,515 |
| Locomotive .. .. .. .. .. .. .. | 9,98,250 | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 9,57,248 |
| Carriage and Wagon .. .. .. .. .. .. | 2,58,265 | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 |
| Traffic .. .. .. .. .. .. .. | 4,57,902 | 4,46,487 | 4,23,468 | 4,22,115 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,19,982 |
| General charges .. .. .. .. .. .. | 2,75,387 | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86,478 |
| Special and Miscellaneous .. .. .. .. .. | 39,950 | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,582 |
| Total .. | 26,37,589 | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |

Order—No. Ry., dated October 1898.

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

[Here enter No. Ry., dated October 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

Endorsement No: 1274 Ry dt 17-10-98.

Forwarded
[By order]
Francis J. E. Spring
Jt Secy

Exd. S. J. Pereira.

Brief note by the Consulting Engineer for Rys. Madras on the Capital and Revenue Accounts of the Madras Rys for the half year ended 30th June 1898.

—.

Gross earnings are above the average of the preceding nine half years while the working Expenses are the lowest since the 2nd half of 1893.

Gross earnings per train mile are Rs 4·453 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 far below the average both in numbers and receipts the decrease appears only among the 3rd Class passengers and may be attributed to the effects of plague regulations. The number of 2nd Class passengers carried is a good deal above the average The weight of goods lifted is less than those of the preceding two half years, but above the average when compared with the last 7 half years. The goods ton mileage is also less than those of the four preceding half years. The goods receipts though less than in the two previous half years are well up to the average.

Capital outlay to the end of the half year under review stood as shewn in the books at Rs. 12,21,42,614.

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

| | |
|---|---|
| Passengers - | Rs 1827318 |
| Other items of Coaching traffic. | 418748 |
| Merchandise. General. | 2867463 |
| Other items of Goods traffic | 406003 |
| Electric Telegraph Sundries | 116205 |
| Total Rs. | 5634737 |

The first item "passengers" has been commented on else where.

"Other items of Coaching traffic" amount to Rs 418748 and are the highest since the second half of 1893 with the exception of the figure for the 2nd half of 1895. This increase is accounted for by the military movements. A satisfactory increase is also observed in the carriage of parcels for the public.

"Merchandise General" shows a decrease from the preceding two half years, but is up to the average altogether

"Other items of goods traffic exhibits a large increase over previous half years which is accounted for by the increase in the Carriage of Coal for the public; Live Stock shows a serious falling, probably accounted for by plague restrictions.

"Electric Telegraphs and Sundries" There is a falling off compared compared with the last half year, but the receipts are well up to the average.

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

| | |
|---|---|
| Maintenance | Rs 641515 |
| Locomotive | " 957248 |
| Carriage & wagon | " 230042 |
| Traffic | " 419982 |
| General Charges. | " 286478 |
| Special & miscellaneous. | 42582 |
| Total Rs. | 2477847 |

"Maintenance" is a good deal below the average, being in fact, the lowest on record. The principal saving appears under maintenance and renewal of Permanent way Materials. The number of miles of rails renewed during the half year was only 17.38 As new rails of the Steps Railways pattern recently procured are not giving satisfaction, the Company have been disinclined to continue using them on their main line.

"Locomotive expenses" are less than those of previous half years. The decrease is due to the non-receipt of the new engines from England.

to replace old engines, a credit passed to this Sub-head on account of old Engines sold by Auction and the effects of the Strike in the Perambur Shops.

"Carriage and wagon Expenses" are below the average. This is due to the fact of the bulk of the renewals having been finished the Carriage Shop was working for the greater part of the half year in the construction of the new stock for the Bezwada Madras Railway and also to the effects of the Strike

Expenditure under remaining Sub. heads has not fluctuated to any considerable Extent.

4. The Amount of net earnings viz Rs 3156.890 is the highest on record and represents a dividend on the Rupee Capital at the rate of 5.16 per cent per annum. The Surplus profits carried are Rs 198546-12-7 which should be equally divided between Government and the Company. but under the orders of the Secretary of State from this Sum must be deducted the amount of the Interest on the Capital raised for the construction of the Calicut-Cannanore Ry.

The Madras Railway Coy shew Rs 218.184-4-6 as Surplus profits in the Half yearly accounts under review, but, under the orders of the Sec of S, a sum of Rs 19637-7-11 being the interest on the capital raised for the construction of the Calicut-Cannanore Ry should be deducted from this sum and the balance viz 198546-12-7 is therefore passed as surplus profits to be equally divided between Govt & the Coy.

5. The results of the working of the line since December 1893 are shewn in detail in the accompanying Statements.

To CR before issue

for ER
6-10-98

See suggested alteration of para 4 noted on previous sheet

CR 8/10/98

RAILWAY

# Government {1898} of Madras.

## PUBLIC WORKS.

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

**G.O., No. 545 Ry., 8th April 1898.**

**APRIL.**

**Capital and Revenue Accounts, Madras Railway**

Ordered that copies of the — for the half-year ended the ~~31st December 1897~~ 30th June 1897, together with a brief note thereon by the Consulting Engineer for Railways, Madras, forwarded to the Government of India and the Secretary of State.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following papers :—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended ~~31st December 1897.~~ 30th June 1898

*Brief Note on the Capital and Revenue Accounts of the Madras Railway, for the half-year ended ~~31st December 1897.~~ 30th June 1898*

The table on page 4 exhibits the main features of the working of the Madras Railway during the last ten half-years. The mileage open to traffic has remained unaltered. Indeed for the last quarter of a century, during which the mileage of railways in India has risen from seven to twenty-one thousand, this Company has only increased its length by 15 miles, at the same time decreasing it by 30, thus making a net decrease of 15 miles. But a more progressive era seems now about to dawn, and, as it may be hoped, with the best financial results.

That a steady improvement in gross earnings is in progress is not so clearly apparent from the table as from a diagram which I have prepared to show everything from the commencement. The diagram shows most clearly that the curve of gross receipts has an upwards tendency. Indeed on a diagram showing half-years on the horizontal and lakhs on the vertical, the length of a half-year on one scale being equal to the length of a lakh on the other, the direction of the mean straight line, representing the increase in gross earnings in the last ten or twelve years, rises at an angle of about 33° with the horizontal. The straight line which on the same diagram represents the rough mean of working expenses in the last eight or nine years runs pretty well horizontally, and cannot be said to have an upwards tendency except in so far as results from recent rail renewals. The direction of the curve of net earnings is therefore most satisfactory for all concerned. The average of percentage of working expenses to gross earnings for the ten half-years has been 49·18 so that the percentage, 48·68, for the half-year under review, though not so good as the 46·63 of the previous year, and indeed not as good as on three other occasions, is satisfactory enough.

The tonnage of goods lifted is better than in any other half-year out of the ten. The figure for train mile earnings keeps tolerably near an average of 4·258, but in the last six half-years the average has been 4·416 as against 4·021 for the previous four half-years. As compared with these percentages, that for the half-year under review is 4·304.



The tables on page 5 give at a glance the comparison of the several sub-heads composing earnings and expenditure for ten half-years. The tables clearly show that, in spite of the considerable drop in the number of third class passengers carried, on the introduction of the 2 pie instead of the 1½ pie fare on the 1st January 1895, the amount earned from this source suffered no drop, and numbers have attained to more than their former magnitude, while earnings under this head have very considerably increased. The figures showing details of working expenses remained fairly steady throughout the ten half-yearly period, the net result however being a rise; though, as already mentioned, if a longer period be taken the line on a diagram runs practically level.

In this as in last half-year the Company have had the satisfaction of earning surplus profits, though the sum in the half-year under review is a nominal one, and probably quite insufficient to warrant the payment of any extra dividend beyond the guarantee. It sufficed however to permit of about Rs. 9,400 being contributed to the employés' Provident Fund.

Madras,
31st March 1898.

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

## TABLE A.

### Madras Railway.

| Statistics. | | 1893. | | 1894. | | 1895. | | 1896. | | 1897. | | 1898 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half |
| Mean mileage worked .. .. | No. | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 | 839 |
| Train miles .. .. .. | ,, | 1,300,838 | 1,342,258 | 1,286,953 | 1,251,910 | 1,258,565 | 1,278,459 | 1,237,502 | 1,243,216 | 1,262,217 | 1,318,652 | 1265284 |
| Gross earnings .. .. | Rs. | 52,86,714 | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |
| Working expenses .. .. | ,, | 24,41,705 | 26,37,589 | 26,91,594 | 26,81,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |
| Net earnings .. .. .. | ,, | 28,41,009 | 25,80,734 | 24,92,338 | 24,55,525 | 30,24,901 | 28,53,830 | 27,24,355 | 26,60,935 | 30,89,636 | 29,12,551 | 31,56,890 |
| Percentage of expenses to receipts. | % | 46·26 | 50·54 | 51·83 | 52·29 | 47·00 | 48·13 | 50·18 | 50·83 | 46·63 | 48·68 | 43·97 |
| Gross earnings per train mile .. | Rs. | 4·064 | 3·888 | 4·020 | 4·111 | 4·534 | 4·303 | 4·419 | 4·353 | 4·587 | 4·304 | 4·453 |
| Gross earnings per mile per week. | ,, | 242·35 | 239·22 | 237·18 | 235·95 | 261·62 | 252·19 | 250·68 | 248·09 | 265·40 | 260·18 | 258·31 |
| * Passenger receipts— | | | | | | | | | | | | |
| First class .. .. | Rs. | 78,941 | 77,065 | 77,940 | 84,450 | 93,811 | 1,05,752 | 96,859 | 90,149 | 1,01,256 | 80,887 | 97,592 |
| Second ,, .. .. | ,, | 86,911 | 80,626 | 83,883 | 92,411 | 98,963 | 1,02,809 | 1,06,259 | 99,622 | 1,03,789 | 93,699 | 103,638 |
| Third ,, .. .. | ,, | 15,35,775 | 14,55,801 | 15,07,179 | 15,76,337 | 18,27,076 | 17,34,441 | 17,84,206 | 16,97,506 | 17,15,803 | 16,57,093 | 16,26,088 |
| Total .. .. .. | ,, | 17,01,627 | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 18,27,318 |
| † Goods receipts .. .. | ,, | 29,01,808 | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 28,67,463 |
| * Number of passenger— | | | | | | | | | | | | |
| First class .. .. | No. | 7,216 | 7,800 | 7,356 | 8,617 | 8,558 | 9,817 | 9,703 | 9,712 | 10,429 | 8,749 | 9,595 |
| Second ,, .. .. | ,, | 24,047 | 23,022 | 25,077 | 28,596 | 30,257 | 32,394 | 33,301 | 32,151 | 33,564 | 31,443 | 32,776 |
| Third ,, .. .. | ,, | 4,868,757 | 4,484,764 | 4,770,631 | 48,92,548 | 4,313,190 | 4,166,214 | 4,630,391 | 4,542,739 | 4,867,497 | 4,619,033 | 4393,942 |
| Total .. .. .. | ,, | 4,900,020 | 45,15,586 | 4,803,064 | 4,929,761 | 4,352,005 | 4,208,425 | 4,673,395 | 4,584,602 | 4,911,490 | 4,659,225 | 4,436,313 |
| Tons lifted .. .. .. | ,, | 420,537 | 388,592 | 372,563 | 369,677 | 385,556 | 378,532 | 383,126 | 402,156 | 440,528 | 442,393 | 409,564 |
| Ton mileage .. .. .. | ,, | 66,502,538 | 62,048,273 | 57,589,123 | 56,992,122 | 62,626,323 | 58,665,368 | 58,708,672 | 57,638,656 | 65,738,805 | 62,142,492 | 60,350,740 |
| Capital expenditure .. .. | Rs. | 12,03,01,799 | 12,03,61,825 | 12,04,14,553 | 12,05,29,868 | 12,07,42,408 | 12,09,29,619 | 12,06,52,495 | 12,11,22,620 | 12,14,48,020 | 12,15,14,171 | 12,12,42,615 |
| Dividend, per cent. per annum .. | ,, | 4·72 | 4·28 | 4·14 | 4·08 | 5·02 | 4·72 | 4·52 | 4·46 | 5·12 | 4·80 | 5·16 |

* Excluding troops, police and season tickets,

† Excluding railway materials, coal and military and revenue stores.

## TABLE B.

### *Details of Earnings.*

| Heads of Revenue Account. | 1893. | | 1894. | | 1895. | | 1896. | | 1897. | | 1898 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | First half. | Second half. | Firstha |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs |
| Passengers (excluding troops and police and season tickets) .. | 17,01,627 | 16,13,492 | 16,69,002 | 17,53,198 | 20,19,850 | 19,43,002 | 19,87,324 | 18,87,277 | 19,20,848 | 18,31,679 | 1827 318 |
| Other items of Coaching traffic .. .. .. .. .. | 3,30,765 | 3,38,697 | 3,50,163 | 3,46,004 | 3,54,210 | 4,27,760 | 3,57,421 | 3,50,083 | 3,68,847 | 4,16,144 | 418,748 |
| Merchandise—General .. .. .. .. .. | 29,04,808 | 28,53,369 | 27,36,489 | 27,10,428 | 29,06,370 | 27,28,008 | 27,40,171 | 27,13,849 | 30,28,042 | 29,10,464 | 2867,463 |
| Other items of Goods traffic .. .. .. .. .. | 2,53,557 | 2,91,734 | 2,72,738 | 2,65,476 | 3,31,793 | 3,15,473 | 2,81,979 | 3,46,373 | 3,67,684 | 3,82,973 | 405 003 |
| Electric telegraph and Sundries .. .. .. .. | 95,957 | 1,21,031 | 1,45,540 | 71,974 | 94,813 | 87,128 | 1,01,505 | 1,14,269 | 1,04,141 | 1,34,492 | 1,16205 |
| Total .. | 52,86,714 | 52,18,323 | 51,73,932 | 51,47,080 | 57,07,036 | 55,01,371 | 54,68,400 | 54,11,851 | 57,89,562 | 56,75,752 | 56,34,737 |

### *Details of Working Expenses.*

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs |
| Maintenance .. .. .. .. .. .. .. | 4,07,981 | 6,07,835 | 5,80,000 | 5,89,190 | 5,99,458 | 5,83,099 | 6,09,640 | 6,45,543 | 6,20,106 | 6,27,504 | 541,575 |
| Locomotive .. .. .. .. .. .. .. | 10,19,866 | 9,98,250 | 9,44,557 | 9,68,520 | 10,22,264 | 10,29,076 | 10,50,269 | 10,51,453 | 10,38,798 | 10,79,084 | 957,248 |
| Carriage and wagon .. .. .. .. .. | 2,44,413 | 2,58,265 | 3,71,242 | 3,41,076 | 3,01,883 | 2,91,120 | 3,10,430 | 3,05,538 | 2,89,436 | 3,11,388 | 2,30,042 |
| Traffic .. .. .. .. .. .. .. | 4,42,083 | 4,57,902 | 4,46,487 | 4,23,468 | 4,22,115 | 4,09,760 | 4,45,373 | 4,16,455 | 4,04,684 | 4,21,155 | 4,67982 |
| General charges .. .. .. .. .. | 2,86,717 | 2,75,387 | 2,86,094 | 2,79,363 | 2,88,154 | 2,85,229 | 2,88,769 | 2,86,821 | 2,84,635 | 2,82,841 | 2,86478 |
| Special and miscellaneous .. .. .. .. .. | 44,645 | 39,950 | 53,214 | 89,938 | 48,261 | 49,257 | 39,564 | 45,106 | 62,267 | 41,229 | 42,082 |
| Total .. | 24,45,705 | 26,37,589 | 26,81,594 | 26,91,555 | 26,82,135 | 26,47,541 | 27,44,045 | 27,50,916 | 26,99,926 | 27,63,201 | 24,77,847 |

No. ~~545~~ Ry., ~~8th April~~ 1898.

1273 Ry 17/10/98

ORDER—No. ~~545~~ Ry., dated ~~8th April~~ 1898.

30 June 1898

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

1274 Ry 17/10/98

[Here enter No. ~~546~~ Ry., dated ~~8th April~~ 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Examiner, Railway Accounts, Madras.
" Consulting Engineer for Railways.

Despatched on 19-11-98

Exd. W. D'Moss.

No. 17 / ~~3~~ Ry., 17th October 1898. RAS

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. 1273 Ry., dated 17th October 1898, embodying the Capital and Revenue Accounts of the Madras 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,

2. Though Your Lordship issued orders on the accounts of the Carnatic Railway for the second ~~half~~ half of 1897 that the interest due for the half year on debentures issued for the Cabinet Carnatic Extension ~~shares~~ should be charged against the Surplus profits of the ~~Ootacamund~~, ~~October 1898.~~ Railway, the Agent, not having received intimation from his Board of their acceptance of the decision of Your Lordship, has omitted to include the interest on ~~these~~ debentures in the surplus profits — Statement ~~No.~~ Form No. XVI of the accounts for 30th June 1898. The debentures amounting to Rs 19,63,07-7-11 which has to be made from the surplus profits in the account ~~has~~ has been placed in a note appended ~~to~~ to the Statement. ~~We therefore beg your Lordship's further orders.~~

Ent 1/10/98 CR

# GOVERNMENT OF MADRAS.

*PUBLIC WORKS DEPARTMENT.*

**LETTER to the Right Honourable the Secretary of State for India.**

No. 17/1273 Ry., dated 17th October 1898.

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

(No. I.)

No. 10390[A]

932

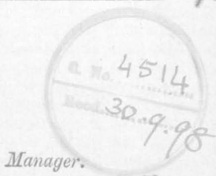
# MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 29th September 1898

From




The Agent and Manager.
M. R. Co.

To

The Consulting Engineer for Railways.
Madras.

SIR,

In continuation of my letter No. 10390/848 dated 6th September 1898, I have the honour to inform you that the Chief Auditor in his audit of the Departmental accounts has discovered an error in the figures for the month of February 1898 - submitted by the Engineering 1st District showing the value of stores of English purchase expended on Revenue account. The error is one of ₹ 20.000 and it affects the accounts of the past half year under the head of "Loss by Exchange" to the extent of upwards of ₹ 7.000/- The error has been adjusted in the Revenue account for the month of July 1898.

2. But it affects the surplus profit

statement

statement Form No. XVI of the printed accounts for June 1898 half year and I enclose herewith 9 amended statements which I shall be glad if you will substitute for those embodied in the printed accounts. The opportunity has been taken to include all items ready for adjustment up to this date.

3. When the accounts and slips are returned signed the latter shall be neatly pasted in the former and the accounts shall be correctly struck off by the printers.

4. I would add that the offg. Chief Auditor states that so far as his audit has yet extended the Departmental accounts with the exception of the error above mentioned appear to have been very carefully prepared.

I have the honour to be,
Sir,
Your most obedient servant,

A. C. Edmunds.
Pro Agent & Manager.

C&C (9 Enclo:)

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer

for Railways.

*Dated* 188

*Recd.*

No.

Form No. 33.

300—30-6-98.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

*Madras,* 30th September 1898.

No 2685

OFFICE NOTE.

Letter from the Agent, ~~Manager Madras~~ Railway, No 10390 A/932, dated 29th September 1898, forwarded to the Examiner of Railway Accounts. for favour of remarks.

EXAMINED
Regr. No. 504
30 SEP 1898
Enclosures
RAILWAY ACCOUNTS, MADRAS.

7/11

~~for~~ E. R.

EXAMINER'S REPLY.

E.R.

This is the error referred to in my telegram No 32 dy 28-9-98 which was detected by the Office in the Accounts of No I Engineering Dept. and brought to the Chief Auditor's notice. It has now been adjusted by deduction in the Revised Surplus Profit Statement submitted by the Agent.

The Revised Surplus Profit Statement is signed by me, and a paragraph regarding the interest on Interest Communal deductions has been entered on the Statement in accordance with the instructions of the Govt of India

Edwards
C R 30/9/98