Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1456-67 R.

DATED 24th November 1898.

Proof 100
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[Despatch Abstract.]

Capital & Revenue Accounts, Imperial Rs.

Directing
Ordered that the note by the Chief Auditor on the _____ for the half-year ended the 30/6/98, be forwarded to the Govt of India & to the Secretary of State.

Forwarding copy of Proc. embodying the note by the the Chief Auditor on the _____ for the half year ended the 30th June 18

ordered. _____

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*

Regd. } *Spare copies*

G.O., Nos. 1456, 1457 Ry., 24th November 1898.

NOVEMBER.

Capital and Revenue Accounts, Madras Railway

Forwarding copy of Proceedings embodying the note by the Chief Auditor on the — for the half-year ended the 30th June 1898.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 30th June 1898.

Capital.

1. *Statement No. V.*—The capital expenditure for the half year amounted to Rs. 2,56,729, and was chiefly incurred on stations and buildings, rolling stock and the construction of the Arcot-Ranipet Branch Line.

2. *Statement No. VI.*—The total capital outlay including suspense from the commencement of operations to end of the half year under review was Rs. 12,21,42,614 and the expenditure on open line, excluding suspense, Rs. 11,93,68,236, which gives an average of Rs. 1,42,237 per mile open.

3. *Arcot-Ranipet Branch Line.*—The actual construction of this branch line was commenced and the amount expended during the half year, including Rs. 6,145 charged to preliminary expenses, was Rs. 52,939.

4. *Calicut-Cannanore Extension.*—The amount expended during the half year on the construction of this line was Rs. 35,684, making the total expenditure to 30th June 1898 Rs. 86,311.

Revenue.

General Results.

5. The following table shews the general results of working :—

—	Half-year ending June 1897.	Half-year ending June 1898.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839·22	839·22	..	..
Train mileage	1,262,217	1,265,284	+ 3,067	+ 0·24
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8·31	8·33	+ 0·02	..
	RS.	RS.	RS.	
Gross earnings	57,89,562	56,34,736	— 1,54,826	— 2·67
Working expenses	26,99,926	24,77,847	— 2,22,079	— 8·23
Net earnings	30,89,636	31,56,889	+ 67,253	+ 2·18
Percentage of working expenses to gross earnings	46·63	43·97	— 2·66	..
Percentage of net earnings to capital outlay including suspense	2·56	2·58	+ 0·02	..

6. The gross earnings per mean mile worked per week averaged Rs. 258 against Rs. 265 and were realized at a cost of 43·97 per cent. against 46·63 per cent. in the corresponding half of the previous year.

7. The net earnings gave after paying the interest charges for the half year a surplus of Rs. 2,49,593-6-10.

Gross Earnings.

8. The following table shews the gross earnings for the two half years :—

—	Half-year ending June 1897.	Half-year ending June 1898.	Difference. Amount.	Difference. Per cent.
	RS.	RS.	RS.	
Coaching	22,89,695	22,46,066	— 43,629	— 1·91
Goods	33,95,726	32,72,465	— 1,23,261	— 3·63
Electric telegraph	10,460	8,508	— 1,952	— 18·66
Steam-boat	..	..	..	..
Sundries	93,681	1,07,697	+ 14,016	+ 14·96
Total	57,89,562	56,34,736	— 1,54,826	— 2·67

9. *Abstract H—Coaching Traffic.*—The number of passengers of the various classes carried including troops and police and season tickets and the earnings therefrom compare as follows :—

—	First class. No.	First class. Earnings.	Second class. No.	Second class. Earnings.	Third class. No.	Third class. Earnings.	Total. No.	Total. Earnings.
		RS.		RS.		RS.		RS.
First half of 1897	13,386	1,08,271	50,892	1,23,416	5,090,606	17,55,265	5,154,884	19,86,952
First half of 1898	11,137½	1,04,889	54,089	1,38,820	4,630,348½	16,80,191	4,695,575	19,23,900
Increase	..	..	3,197	15,404	..	..	..	..
Decrease	2,248½	3,382	..	..	460,257½	75,074	459,309	63,052

10. The increases and decreases in the various descriptions of passenger traffic are shewn in the detail statement of Abstract H (not printed).

11. The first-class traffic shows a decrease of 2,248½ and Rs. 3,382. The decrease is in ordinary passenger and season ticket traffic. Troops and police shew an increase of Rs. 1,300.

12. The second-class traffic shews an increase of 3,197 and Rs. 15,404. Over Rs. 14,000 of this increase is in respect of troops and police.

13. The third-class traffic shews a decrease of 460,257½ and Rs. 75,074, including an increase under the heading of Troops and Police of nearly Rs. 11,000. The net decrease occurs in ordinary passenger traffic, and is apparently caused by a falling off in the number travelling.

14. The number of third-class passengers and unit mileage by mail and ordinary trains respectively excluding excess, return, troops and police and season ticket traffic are as follows :—

Mail.		*Ordinary.*	
Number.	Unit Mileage.	Number.	Unit Mileage.
750,177	44,370,077	3,606,268½	101,208,310.

15. In passengers' luggage a decrease of Rs. 2,926 is recorded.

16. The receipts from ordinary horse, carriage and dog traffic shew a decrease of Rs. 2,418. Military traffic under the same head, however, yields an increase to the extent of Rs. 1,364.

17. Military baggage shews an increase of Rs. 10,070.

18. Parcels for the Public shew increased receipts in comparison with the June 1897 period, amounting to Rs. 13,486.

19. *Abstract I—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the corresponding period of 1897 :—

—	Half-year ending June 1897.		Half-year ending June 1898.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, General	440,528	30,28,042	409,569	28,67,463
Military stores	890	44,819	978	37,851
Railway materials for construction	1,229	3,896	1,109	3,904
Coal (including Locomotive Revenue)	73,212	2,39,050	79,145	2,86,114
Revenue stores (excluding Locomotive Coal)	110,439	49,541	94,303	50,284
Other goods traffic	..	30,378	..	26,850
Total	626,298	33,95,726	585,104	32,72,466
Less—Outstanding irrecoverable or not recovered	..	..	..	..
Total	626,298	33,95,726	585,104	32,72,466

20. *Merchandise, General.*—Decrease tons 30,959 and Rs. 1,60,579. This large decrease is to a great extent attributable to very considerable movements of grain in the corresponding period probably on account of the famine then prevailing.

21. *Coal (including Locomotive Revenue).*—Increase tons 5,933 and Rs. 47,064. The greater portion of this increase is in public traffic, principally in consignments from Rayapuram. The receipts from locomotive revenue coal shew an increase of Rs. 2,295.

22. *Other Goods Traffic*—shews a decrease of Rs. 3,528.

23. The following table shews some of the principal commodities included above under the head of "Merchandise, General" carried during the two half years under comparison :—

—	Half-year ending June 1897.		Half-year ending June 1898.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Cotton—				
Raw	8,003	1,18,116	8,679	1,21,281
Dyes and Tans—				
Others	8,962	96,822	8,188	80,984
Grain and Pulse—				
Rice in the husk	5,363	22,039	9,118	55,424
Rice not in the husk	50,606	2,13,757	24,969	1,48,404
Jowar and Bajra	16,024	99,711	12,231	82,798
Grain and Pulse	32,074	2,31,499	14,979	88,253
Others	23,731	1,65,221	31,465	2,13,732
Hides and Skins—				
Skins of Sheep, &c.—				
(*a*) Dressed or Tanned	3,832	57,060	2,957	47,015
(*b*) Raw	8,597	1,08,475	7,328	83,598
Metals—				
Iron	11,470	99,628	7,553	85,458
Oils—				
Kerosine	4,921	66,236	6,049	71,048
Oil Seeds—				
Others	5,715	38,403	10,095	76,979
Provisions—				
Others	32,854	2,42,801	37,663	2,87,958
Salt	26,034	1,45,421	28,362	1,50,634
Spices—				
Chillies	4,926	48,455	4,795	56,353
Sugar—				
Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce	13,192	92,041	18,147	94,556
Timber	63,053	2,32,396	62,401	2,06,305
Tobacco—				
Unmanufactured	6,227	56,976	6,745	59,554
All other Articles of Merchandise	34,448	3,57,606	34,111	3,29,734

NOTE—The Traffic Manager's Report will give the causes of the principal differences in the receipts from the various commodities.

24. *Cotton—Raw.*—Increase tons 676 and Rs. 3,165.

25. *Dyes and Tans—Others.*—Decrease tons 774 and Rs. 15,838.

26. *Grain and Pulse—Rice in the husk.*—Increase tons 3,755 and Rs. 33,385. The whole of this increase is due to traffic received *viâ* Bangalore City.

27. *Grain and Pulse—Rice not in the husk.*—Decrease tons 25,637 and Rupees 65,353. This decrease is about equally divided between local and foreign traffic. In local traffic it is observed that a large increase, amounting to Rs. 40,000, occurs in traffic from Rayapuram alone. This is almost balanced by a falling off in traffic from Katpadi, leaving the decrease to be explained in traffic principally from Arcot and Salem. The falling off in foreign is noticed in traffic handed to us at Arkonam, Katpadi and Guntakal, while our traffic to the G.I.P. *viâ* Raichur has also depreciated.

28. *Grain and Pulse—Jawar and Bajra.*—Decrease tons 3,793 and Rs. 16,913.

29. *Grain and Pulse—Gram and Pulse.*—Decrease tons 17,095 and Rs. 1,43,246. The local portion of this decrease is mainly due to traffic from Coimbatore-Tiruppur. Palghat and Erode also, however, shew a falling off in local forwarded consignments. A decrease of some Rs. 50,000 occurs in traffic from Madras Railway to the G.I.P. and beyond *viâ* Raichur, whereas a somewhat considerable increase is recorded in traffic in the reverse direction. In the month of June 1897 a considerable, apparently abnormal, traffic was forwarded from our stations to foreign lines *viâ* Bangalore City. The traffic received at Madras Railway Stations from *viâ* Guntakal shews a small decrease.

30. *Grain and Pulse—Others.*—Increase tons 7,734 and Rs. 48,511. Local traffic here shews a decrease, but in received traffic *viâ* Bangalore City a considerable increase of about Rs. 73,000 appears.

31. *Hides and Skins—Skins of Sheep, &c., Dressed or Tanned.*—Decrease tons 875 and Rs. 10,045. A large decrease is noticeable in bookings from Bangalore Cantonment.

32. *Hides and Skins—Skins of Sheep, &c., Raw.*—Decrease tons 1,269 and Rs. 24,877. Nearly all of this falling off is in traffic received from G.I.P. and beyond *viâ* Raichur.

33. *Metals—Iron.*—Decrease tons 3,917 and Rs. 14,170.

34. *Oils—Kerosine.*—Increase tons 1,128 and Rs. 4,812. Through traffic here shews a decrease. The increase is in local consignments booked from Rayapuram and Calicut.

35. *Oil-seeds—Others.*—Increase tons 4,380 and Rs. 38,576. Increases appear both in local and foreign traffic, the improvement in the latter being due to increased traffic received from foreign lines *viâ* Bangalore City.

36. *Provisions—Others.*—Increase tons 4,809 and Rs. 45,157.

37. *Salt.*—Increase tons 2,328 and Rs. 5,213.

38. *Spices—Chillies.*—Decrease tons 131 and increase Rs. 7,898.

39. *Sugar—Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce.*—Increase tons 4,955 and Rs. 2,515.

40. *Timber.*—Decrease tons 652 and Rs. 26,091.

41. *Tobacco—Unmanufactured.*—Increase tons 518 and Rs. 2,578.

42. *All other articles of Merchandise.*—Decrease tons 337 and Rs. 27,872.

Working Expenses.

43. The working expenses compare as follows with those of June 1897 half year :—

—	First half of 1897.		First half of 1898.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	6,20,106	10·71	5,41,515	9·61	— 78,591	— 12·67
Locomotive	10,38,798	17·94	9,57,248	16·99	— 81,550	— 7·85
Carriage and wagon	2,89,436	5·00	2,30,042	4·08	— 59,394	— 20·52
Traffic	4,04,684	6·99	4,19,982	7·45	+ 15,298	+ 3·78
General	2,84,635	4·92	2,86,478	5·08	+ 1,843	+ 0·65
Steam-boat	..	..	..	..	..	..
Special and miscellaneous	62,267	1·07	42,582	0·76	— 19,685	— 31·61
Total ..	26,99,926	46·63	24,77,847	43·97	— 2,22,079	— 8·23

44. *Abstract A.*—A net decrease of Rs. 78,591 occurs under maintenance charges.

45. Under "General Superintendence" there is a net decrease of Rs. 1,136, which represents the net result of changes affecting the pay and allowances of almost the whole staff charged to this head. There are increases due to Mr. West having acted as Agent and Manager and to Mr. Pawley's absence on furlough during the corresponding period of 1897, also to the recent appointment of new Engineers, Messrs. Stuart, Evans, Bridges and Bourne, and to general increases to subordinate superintendents. The principal decreases are due to the absence on furlough of Messrs. Stoney and Strange, to the transfer to the Calicut-Cannanore Extension of Mr. Strange (temporarily) and Mr. French, to Mr. Duncan's transfer to act as Telegraph Engineer, to the resignation of Messrs. Percy, Sandford and Gallagher and Sub-Assistant Engineer Mr. Dalgairns, and to a reduction in the amount of exchange compensation allowance owing to the more favourable rates ruling during the half-year under review.

46. "Maintenance and Renewal of Permanent Way."—There is a decrease of Rs. 18,495. The decrease in ordinary outlay on materials, after crediting the value of stores returned to stock, is Rs. 26,833, there being increases under "Wages" of Rs. 5,633 and for covering sand ballast with stones of Rs. 2,705.

47. "Repairs of Bridges, &c."—Decrease Rs. 7,368.

48. "Repairs of Stations and Buildings."—Decrease Rs. 24,030.

49. "New Minor Works."—Increase Rs. 1,760.

50. "Unclassified Expenditure."—Decrease Rs. 32,446, of which Rs. 25,935 is in loss by exchange due to a smaller consumption of English stores and to the more favourable rate of exchange. A credit of Rs. 5,952 also appears under this head for sums previously charged on account of Arcot-Ranipet Survey which have now been transferred to the construction account of that branch line.

51. There is a credit to Abstract A of Rs. 10,203 for working the Kolar Gold Fields Railway.

52. The number of miles of rails removed during the half-year was 37·9848 against 56·4340 in the first half of 1897.

53. The cost of maintaining a mile of single track including sidings was Rupees 532·62 against Rs. 610·94. The figures in this and preceding paragraphs include the mileage maintained for the Kolar Gold Fields Railway.

54. Famine batta to employés was discontinued from 1st February 1898. The expenditure for the month of January under this head was Rs. 1,088, of which Rs. 24 was charged to Capital and Rs. 1,064 to Revenue.

55. *Abstract B—Locomotive Expenses.*—A decrease of Rs. 81,550.

56. Under "General Superintendence" of Abstracts B and C there is an increase of Rs. 6,792 chiefly under subordinate superintendents and office expenses. A gratuity on retirement of Rs. 3,150 was paid to Mr. W. Barefoot; Erectingshop Foreman, Mr. Ward drew sick pay in June 1897 half year and full pay in the period under review, Mr. Bamford, who had been acting as General Storekeeper, resumed duty as Chief Draughtsman, and Assistant Draughtsman, Mr. W. Ward, was paid exchange compensation allowance including arrears from June 1895.

57. "Running Expenses."—Increase Rs. 133.

58. "Fuel."—Increase Rs. 2,727 probably due to increased engine-mileage which was 15,624 more than in June 1897 half year.

59. "Oil, Tallow and other Stores."—An increase of Rs. 4,278 due to extra mileage and enhanced cost of oil.

60. *Maintenance and Renewal of Locomotive Engines.*—There is a decrease of Rs. 63,942, of which Rs. 51,373 represents the value of two new engines charged for in June 1897 half year. The decrease in ordinary maintenance charges, after allowing credit for value of stores returned to stock, is Rs. 23,800, evidently owing to economical working on the part of the Locomotive Department.

61. *Maintenance and Renewal of Machinery, &c.*—A net increase of Rs. 1,622. The increase under wages and materials is Rs. 3,141, which is reduced by an increase of Rs. 1,295 in the credit for stores returned to stock.

62. *Unclassified expenditure.*—Decrease Rs. 33,088. There is a decrease of Rs. 36,230 in loss by exchange caused by a reduction in the consumption of English stores, &c., and to a more favourable rate of exchange. There is an increase of Rs. 3,143 in the charges for carriage of Revenue stores.

63. There are credits of Rs. 18,042 to Abstract B for working the Kolar Gold Fields Railway and of Rs. 4,459 for working the Madras-Ennur Line.

64. The expenditure on famine batta amounted to Rs. 138.

65. The cost of the department per train-mile was As. 12·08 against As. 13·14 and per engine-mile As. 10·10 against As. 11·08 in the first half of 1897.

66. *Abstract C—Carriage and Wagon expenses.*—A decrease of Rs. 59,394.

67. *Repairs and Renewals of Vehicles.*—Decrease Rs. 58,166, doubtless due to the same causes as the saving in maintenance of locomotive engines.

68. There is an increase of Rs. 4,716 in the charge for cleaning and oiling vehicles due to increased mileage and to higher cost of oil.

69. *Unclassified expenditure.*—Decrease Rs. 9,749, of which Rs. 9,582 is in loss by exchange.

70. There are credits to this abstract of Rs. 4,334 for working the Kolar Gold Fields Railway and of Rs. 1,071 for working the Madras-Ennur Line.

71. The expenditure on famine batta amounted to Rs. 10.

72. The carriage and wagon expenses per train-mile were As. 2·90 against As. 3·66 and per 1,000 vehicle-miles run by home vehicles Rs. 8·48 against Rs. 10·14 in the corresponding half of 1897.

73. *Abstract D—Traffic expenses.*—A net increase of Rs. 15,298.

74. *Salaries, Wages, &c.*—show a net increase of Rs. 11,997, of which Rs. 484 are the result of the Traffic Manager's return from furlough, Mr. Byron's retirement from the service on 31st December 1897, and Mr. Giles' appointment to fill the vacancy. There are increases of Rs. 1,157 for Station Staff and of Rs. 9,148 for Train Staff, the latter being due to mileage allowances paid to Guards.

75. *Fuel, Lighting, &c.*—An increase of Rs. 2,575 appears.

76. *Printing, Stationery and Tickets.*—Increase Rs. 2,637.

77. *Unclassified expenditure.*—Decrease Rs. 1,500, of which Rs. 1,233 is in loss by exchange.

78. There are credits to this abstract of Rs. 7,914 for working the Kolar Gold Fields Railway and of Rs. 1,956 for working the Madras-Ennur Line.

79. The expenditure on famine batta amounted to Rs. 349.

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

	First half of 1897.	First half of 1898.	Difference.	
				PER CENT.
Tonnage of goods	TONS. 626,298	TONS. 585,104	TONS. — 41,194	— 6·58
	TON-MILES.	TON-MILES.	TON-MILES.	
Ton-mileage of goods	79,049,199	75,816,632	— 3,232,567	— 4·09
	RS.	RS.	RS.	
Station Staff	1,95,672	1,96,829	+ 1,157	+ 0·59
Train Staff	52,945	62,094	+ 9,149	+ 17·28

81. The total cost of the department averaged As. 5·30 against As. 5·12 per train-mile in the first half of 1897.

82. *Abstract E—General Charges*—show a net increase of Rs. 1,843.

83. There is an increase of Rs. 3,926 in home expenditure.

84. *Salaries of Indian Management*—show a decrease of Rs. 924. The decrease in the Agent's office is Rs. 4,811, chiefly due to the Agent and Manager's return from furlough and consequent saving to that office of the pay of Mr. West who acted during Mr. Moss' absence. An increase of Rs. 2,991 in the Audit Department is principally due to increases of pay to subordinate staff which had been working considerably under sanction. In the Medical Department an increase of Rs. 1,393 is due to increase of salary to Dr. Currie and a gratuity to the widow of Apothecary J. D. Jones.

85. The expenditure under "Electric Telegraph" is Rs. 2,047 more.

86. *Unclassified expenditure.*—There is a decrease of Rs. 4,432, of which Rupees 2,298 is in loss by exchange.

87. There are credits to this abstract of Rs. 5,511 for working the Kolar Gold Fields Railway and of Rs. 1,362 for working the Madras-Ennur Line.

88. The expenditure on famine batta was Rs. 3 for the Medical, Rs. 13 for the Police, and Rs. 11 for the Telegraph Departments.

89. *Abstract G.—Special and Miscellaneous expenditure*—shows a decrease of Rs. 19,685.

90. *Law Charges*—show a decrease of Rs. 1,272 owing to the Solicitors' bills for two half years having been included in June 1897 half year.

91. *Compensation.*—Increase Rs. 1,078.

92. *Rates and Taxes.*—Increase Rs. 1,866.

93. *Miscellaneous.*—Decrease Rs. 20,630, of which Rs. 6,668 is in loss by exchange and Rs. 13,482 in commission and stamp duty on debentures.

94. There are credits to this abstract of Rs. 811 from the Kolar Gold Fields Railway and of Rs. 200 from the Madras-Ennur Line.

95. The expenditure on famine batta drawn through the conservancy pay sheets was Rs. 13.

96. *Kolar Gold Fields Railway.*—A sum of Rs. 46,815, being the cost of working this line for the half-year to 30th June 1898 (exclusive of Rs. 5,302 for hire of rolling stock), has been recovered and distributed over the several abstracts of the Madras Railway Revenue Accounts as shown against each.

97. *Madras-Ennur Section of the Bezwada-Madras Railway.*—A sum of Rs. 11,911, being the cost of working this line for the first half of 1898 (exclusive of Rs. 1,310 for hire of rolling stock), has been recovered. Of this sum Rs. 2,862 represents the actual cost of engineering maintenance and the balance has been distributed over the other abstracts of expenditure in the Madras Railway Revenue Accounts as credits.

98. Statement of train-mileage No. XIV. As compared with the first half of 1897, there was an increase in the train-mileage of 2,771, or about 0·21 per cent., the miscellaneous engine-mileage was 19·57 per cent. of train-mileage against 18·62 per cent. in the corresponding half of the previous year.

Order—No. 1456 Ry., dated 24th November 1898.

Ordered that the note by the Chief Auditor on the Capital and Revenue accounts of the Madras Railway for the half-year ended the 30th June 1898, be forwarded to the Government of India and to the Secretary of State in continuation of G.O., No. 1273 Ry., dated 17th October 1898.

[Here enter No. 1457 Ry., dated 24th November 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

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

Endorsement—No. 1457 Ry., dated 24th November 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. $\frac{29}{1456\ \text{Ry.}}$, dated 24th November 1898.

FORWARDING copy of Proceedings embodying the note by the Chief Auditor on the Capital and Revenue accounts, Madras Railway, for the half-year ended the 30th June 1898.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

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} 1898.
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Spare copies

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Gross earnings	57,89,562	56,34,736	— 1,54,826	— 2·67
Working expenses	26,99,926	24,77,847	— 2,22,079	— 8·23
Net earnings	30,89,636	31,56,889	+ 67,253	+ 2·18
Percentage of working expenses to gross earnings	46·63	43·97	— 2·66	..
Percentage of net earnings to capital outlay including suspense	2·56	2·58	+ 0·02	..

6. The gross earnings per mean mile worked per week averaged Rs. 258 against Rs. 265 and were realized at a cost of 43·97 per cent. against 46·63 per cent. in the corresponding half of the previous year.

7. The net earnings gave after paying the interest charges for the half year a surplus of Rs. 2,49,593-6-10.

Gross Earnings.

8. The following table shews the gross earnings for the two half years :—

—	Half-year ending June 1897.	Half-year ending June 1898.	Difference. Amount.	Difference. Per cent.
	RS.	RS.	RS.	
Coaching	22,89,695	22,46,066	— 43,629	— 1·91
Goods	33,95,726	32,72,465	— 1,23,261	— 3·63
Electric telegraph	10,460	8,508	— 1,952	— 18·66
Steam-boat	..	..	..	..
Sundries	93,681	1,07,697	+ 14,016	+ 14·96
Total	57,89,562	56,34,736	— 1,54,826	— 2·67

9. *Abstract H—Coaching Traffic.*—The number of passengers of the various classes carried including troops and police and season tickets and the earnings therefrom compare as follows :—

—	First class. No.	First class. Earnings.	Second class. No.	Second class. Earnings.	Third class. No.	Third class. Earnings.	Total. No.	Total. Earnings.
		RS.		RS.		RS.		RS.
First half of 1897	13,386	1,08,271	50,892	1,23,416	5,090,606	17,55,265	5,154,884	19,86,952
First half of 1898	11,137½	1,04,889	54,089	1,38,820	4,630,348½	16,80,191	4,695,575	19,23,900
Increase	..	..	3,197	15,404	..	..	..	..
Decrease	2,248½	3,382	..	..	460,257½	75,074	459,309	63,052

10. The increases and decreases in the various descriptions of passenger traffic are shewn in the detail statement of Abstract H (not printed).

11. The first-class traffic shows a decrease of 2,248½ and Rs. 3,382. The decrease is in ordinary passenger and season ticket traffic. Troops and police shew an increase of Rs. 1,300.

12. The second-class traffic shews an increase of 3,197 and Rs. 15,404. Over Rs. 14,000 of this increase is in respect of troops and police.

13. The third-class traffic shews a decrease of 460,257½ and Rs. 75,074, including an increase under the heading of Troops and Police of nearly Rs. 11,000. The net decrease occurs in ordinary passenger traffic, and is apparently caused by a falling off in the number travelling.

14. The number of third-class passengers and unit mileage by mail and ordinary trains respectively excluding excess, return, troops and police and season ticket traffic are as follows :—

Mail.		*Ordinary.*	
Number.	Unit Mileage.	Number.	Unit Mileage.
750,177	44,370,077	3,606,268½	101,208,310.

15. In passengers' luggage a decrease of Rs. 2,926 is recorded.

16. The receipts from ordinary horse, carriage and dog traffic shew a decrease of Rs. 2,418. Military traffic under the same head, however, yields an increase to the extent of Rs. 1,364.

17. Military baggage shews an increase of Rs. 10,070.

18. Parcels for the Public shew increased receipts in comparison with the June 1897 period, amounting to Rs. 13,486.

19. *Abstract I—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the corresponding period of 1897 :—

—	Half-year ending June 1897.		Half-year ending June 1898.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, General	440,528	30,28,042	409,569	28,67,463
Military stores	890	44,819	978	37,851
Railway materials for construction	1,229	3,896	1,109	3,904
Coal (including Locomotive Revenue)	73,212	2,39,050	79,145	2,86,114
Revenue stores (excluding Locomotive Coal)	110,439	49,541	94,303	50,284
Other goods traffic	..	30,378	..	26,850
Total ..	626,298	33,95,726	585,104	32,72,466
Less—Outstanding irrecoverable or not recovered ..	..	..	..	..
Total ..	626,298	33,95,726	585,104	32,72,466

20. *Merchandise, General.*—Decrease tons 30,959 and Rs. 1,60,579. This large decrease is to a great extent attributable to very considerable movements of grain in the corresponding period probably on account of the famine then prevailing.

21. *Coal (including Locomotive Revenue).*—Increase tons 5,933 and Rs. 47,064. The greater portion of this increase is in public traffic, principally in consignments from Rayapuram. The receipts from locomotive revenue coal shew an increase of Rs. 2,295.

22. *Other Goods Traffic*—shews a decrease of Rs. 3,528.

23. The following table shews some of the principal commodities included above under the head of "Merchandise, General" carried during the two half years under comparison :—

—	Half-year ending June 1897.		Half-year ending June 1898.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Cotton—				
Raw	8,003	1,18,116	8,679	1,21,281
Dyes and Tans—				
Others	8,962	96,822	8,188	80,984
Grain and Pulse—				
Rice in the husk	5,363	22,039	9,118	55,424
Rice not in the husk	50,606	2,13,757	24,969	1,48,404
Jowar and Bajra	16,024	99,711	12,231	82,798
Grain and Pulse	32,074	2,31,499	14,979	88,253
Others	23,781	1,65,221	31,465	2,13,732
Hides and Skins—				
Skins of Sheep, &c.—				
(*a*) Dressed or Tanned	3,832	57,060	2,957	47,015
(*b*) Raw	8,597	1,08,475	7,328	83,598
Metals—				
Iron	11,470	99,628	7,553	85,458
Oils—				
Kerosine	4,921	66,236	6,049	71,048
Oil Seeds—				
Others	5,715	38,403	10,095	76,979
Provisions—				
Others	32,854	2,42,801	37,663	2,87,958
Salt	26,034	1,45,421	28,362	1,50,634
Spices—				
Chillies	4,926	48,455	4,795	56,353
Sugar—				
Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce	13,192	92,041	18,147	94,556
Timber	63,053	2,32,396	62,401	2,06,305
Tobacco—				
Unmanufactured	6,227	56,976	6,745	59,554
All other Articles of Merchandise	34,448	3,57,606	34,111	3,29,734

NOTE—The Traffic Manager's Report will give the causes of the principal differences in the receipts from the various commodities.

24. *Cotton—Raw.*—Increase tons 676 and Rs. 3,165.

25. *Dyes and Tans—Others.*—Decrease tons 774 and Rs. 15,838.

26. *Grain and Pulse—Rice in the husk.*—Increase tons 3,755 and Rs. 33,385. The whole of this increase is due to traffic received *viâ* Bangalore City.

27. *Grain and Pulse—Rice not in the husk.*—Decrease tons 25,637 and Rupees 65,353. This decrease is about equally divided between local and foreign traffic. In local traffic it is observed that a large increase, amounting to Rs. 40,000, occurs in traffic from Rayapuram alone. This is almost balanced by a falling off in traffic from Katpadi, leaving the decrease to be explained in traffic principally from Arcot and Salem. The falling off in foreign is noticed in traffic handed to us at Arkonam, Katpadi and Guntakal, while our traffic to the G.I.P. *viâ* Raichur has also depreciated.

28. *Grain and Pulse—Jawar and Bajra.*—Decrease tons 3,793 and Rs. 16,913.

29. *Grain and Pulse—Gram and Pulse.*—Decrease tons 17,095 and Rs. 1,43,246. The local portion of this decrease is mainly due to traffic from Coimbatore-Tiruppur. Palghat and Erode also, however, shew a falling off in local forwarded consignments. A decrease of some Rs. 50,000 occurs in traffic from Madras Railway to the G.I.P. and beyond *viâ* Raichur, whereas a somewhat considerable increase is recorded in traffic in the reverse direction. In the month of June 1897 a considerable, apparently abnormal, traffic was forwarded from our stations to foreign lines *viâ* Bangalore City. The traffic received at Madras Railway Stations from *viâ* Guntakal shews a small decrease.

30. *Grain and Pulse—Others.*—Increase tons 7,734 and Rs. 48,511. Local traffic here shews a decrease, but in received traffic *viâ* Bangalore City a considerable increase of about Rs. 73,000 appears.

31. *Hides and Skins—Skins of Sheep, &c., Dressed or Tanned.*—Decrease tons 875 and Rs. 10,045. A large decrease is noticeable in bookings from Bangalore Cantonment.

32. *Hides and Skins—Skins of Sheep, &c., Raw.*—Decrease tons 1,269 and Rs. 24,877. Nearly all of this falling off is in traffic received from G.I.P. and beyond *viâ* Raichur.

33. *Metals—Iron.*—Decrease tons 3,917 and Rs. 14,170.

34. *Oils—Kerosine.*—Increase tons 1,128 and Rs. 4,812. Through traffic here shews a decrease. The increase is in local consignments booked from Rayapuram and Calicut.

35. *Oil-seeds—Others.*—Increase tons 4,380 and Rs. 38,576. Increases appear both in local and foreign traffic, the improvement in the latter being due to increased traffic received from foreign lines *viâ* Bangalore City.

36. *Provisions—Others.*—Increase tons 4,809 and Rs. 45,157.

37. *Salt.*—Increase tons 2,328 and Rs. 5,213.

38. *Spices—Chillies.*—Decrease tons 131 and increase Rs. 7,898.

39. *Sugar—Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce.*—Increase tons 4,955 and Rs. 2,515.

40. *Timber.*—Decrease tons 652 and Rs. 26,091.

41. *Tobacco—Unmanufactured.*—Increase tons 518 and Rs. 2,578.

42. *All other articles of Merchandise.*—Decrease tons 337 and Rs. 27,872.

Working Expenses.

43. The working expenses compare as follows with those of June 1897 half year :—

—	First half of 1897.		First half of 1898.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance						
Locomotive	6,20,106	10·71	5,41,515	9·61	— 78,591	— 12·67
Carriage and wagon	10,38,798	17·94	9,57,248	16·99	— 81,550	— 7·85
Traffic	2,89,436	5·00	2,30,042	4·08	— 59,394	— 20·52
General	4,04,684	6·99	4,19,982	7·45	+ 15,298	+ 3·78
Steam-boat	2,84,635	4·92	2,86,478	5·08	+ 1,843	+ 0·65
Special and miscellaneous	..	..	..	..	..	..
	62,267	1·07	42,582	0·76	— 19,685	— 31·61
Total ..	26,99,926	46·63	24,77,847	43·97	— 2,22,079	— 8·23

44. *Abstract A.*—A net decrease of Rs. 78,591 occurs under maintenance charges.

45. Under "General Superintendence" there is a net decrease of Rs. 1,136, which represents the net result of changes affecting the pay and allowances of almost the whole staff charged to this head. There are increases due to Mr. West having acted as Agent and Manager and to Mr. Pawley's absence on furlough during the corresponding period of 1897, also to the recent appointment of new Engineers, Messrs. Stuart, Evans, Bridges and Bourne, and to general increases to subordinate superintendents. The principal decreases are due to the absence on furlough of Messrs. Stoney and Strange, to the transfer to the Calicut-Cannanore Extension of Mr. Strange (temporarily) and Mr. French, to Mr. Duncan's transfer to act as Telegraph Engineer, to the resignation of Messrs. Percy, Sandford and Gallagher and Sub-Assistant Engineer Mr. Dalgairns, and to a reduction in the amount of exchange compensation allowance owing to the more favourable rates ruling during the half-year under review.

46. "Maintenance and Renewal of Permanent Way."—There is a decrease of Rs. 18,495. The decrease in ordinary outlay on materials, after crediting the value of stores returned to stock, is Rs. 26,833, there being increases under "Wages" of Rs. 5,633 and for covering sand ballast with stones of Rs. 2,705.

47. "Repairs of Bridges, &c."—Decrease Rs. 7,368.

48. "Repairs of Stations and Buildings."—Decrease Rs. 24,030.

49. "New Minor Works."—Increase Rs. 1,760.

50. "Unclassified Expenditure."—Decrease Rs. 32,446, of which Rs. 25,935 is in loss by exchange due to a smaller consumption of English stores and to the more favourable rate of exchange. A credit of Rs. 5,952 also appears under this head for sums previously charged on account of Arcot-Ranipet Survey which have now been transferred to the construction account of that branch line.

51. There is a credit to Abstract A of Rs. 10,203 for working the Kolar Gold Fields Railway.

52. The number of miles of rails removed during the half-year was 37·9848 against 56·4340 in the first half of 1897.

53. The cost of maintaining a mile of single track including sidings was Rupees 532·62 against Rs. 610·94. The figures in this and preceding paragraphs include the mileage maintained for the Kolar Gold Fields Railway.

54. Famine batta to employés was discontinued from 1st February 1898. The expenditure for the month of January under this head was Rs. 1,088, of which Rs. 24 was charged to Capital and Rs. 1,064 to Revenue.

55. *Abstract B—Locomotive Expenses.*—A decrease of Rs. 81,550.

56. Under "General Superintendence" of Abstracts B and C there is an increase of Rs. 6,792 chiefly under subordinate superintendents and office expenses. A gratuity on retirement of Rs. 3,150 was paid to Mr. W. Barefoot; Erectingshop Foreman, Mr. Ward drew sick pay in June 1897 half year and full pay in the period under review, Mr. Bamford, who had been acting as General Storekeeper, resumed duty as Chief Draughtsman, and Assistant Draughtsman, Mr. W. Ward, was paid exchange compensation allowance including arrears from June 1895.

57. "Running Expenses."—Increase Rs. 133.

58. "Fuel."—Increase Rs. 2,727 probably due to increased engine-mileage which was 15,624 more than in June 1897 half year.

59. "Oil, Tallow and other Stores."—An increase of Rs. 4,278 due to extra mileage and enhanced cost of oil.

60. *Maintenance and Renewal of Locomotive Engines.*—There is a decrease of Rs. 63,942, of which Rs. 51,373 represents the value of two new engines charged for in June 1897 half year. The decrease in ordinary maintenance charges, after allowing credit for value of stores returned to stock, is Rs. 23,800, evidently owing to economical working on the part of the Locomotive Department.

61. *Maintenance and Renewal of Machinery, &c.*—A net increase of Rs. 1,622. The increase under wages and materials is Rs. 3,141, which is reduced by an increase of Rs. 1,295 in the credit for stores returned to stock.

62. *Unclassified expenditure.*—Decrease Rs. 33,088. There is a decrease of Rs. 36,230 in loss by exchange caused by a reduction in the consumption of English stores, &c., and to a more favourable rate of exchange. There is an increase of Rs. 3,143 in the charges for carriage of Revenue stores.

63. There are credits of Rs. 18,042 to Abstract B for working the Kolar Gold Fields Railway and of Rs. 4,459 for working the Madras-Ennur Line.

64. The expenditure on famine batta amounted to Rs. 138.

65. The cost of the department per train-mile was As. 12·08 against As. 13·14 and per engine-mile As. 10·10 against As. 11·08 in the first half of 1897.

66. *Abstract C—Carriage and Wagon expenses.*—A decrease of Rs. 59,394.

67. *Repairs and Renewals of Vehicles.*—Decrease Rs. 58,166, doubtless due to the same causes as the saving in maintenance of locomotive engines.

68. There is an increase of Rs. 4,716 in the charge for cleaning and oiling vehicles due to increased mileage and to higher cost of oil.

69. *Unclassified expenditure.*—Decrease Rs. 9,749, of which Rs. 9,582 is in loss by exchange.

70. There are credits to this abstract of Rs. 4,334 for working the Kolar Gold Fields Railway and of Rs. 1,071 for working the Madras-Ennur Line.

71. The expenditure on famine batta amounted to Rs. 10.

72. The carriage and wagon expenses per train-mile were As. 2·90 against As. 3·66 and per 1,000 vehicle-miles run by home vehicles Rs. 8·48 against Rs. 10·14 in the corresponding half of 1897.

73. *Abstract D—Traffic expenses.*—A net increase of Rs. 15,298.

74. *Salaries, Wages, &c.*—show a net increase of Rs. 11,997, of which Rs. 484 are the result of the Traffic Manager's return from furlough, Mr. Byron's retirement from the service on 31st December 1897, and Mr. Giles' appointment to fill the vacancy. There are increases of Rs. 1,157 for Station Staff and of Rs. 9,148 for Train Staff, the latter being due to mileage allowances paid to Guards.

75. *Fuel, Lighting, &c.*—An increase of Rs. 2,575 appears.

76. *Printing, Stationery and Tickets.*—Increase Rs. 2,637.

77. *Unclassified expenditure.*—Decrease Rs. 1,500, of which Rs. 1,233 is in loss by exchange.

78. There are credits to this abstract of Rs. 7,914 for working the Kolar Gold Fields Railway and of Rs. 1,956 for working the Madras-Ennur Line.

79. The expenditure on famine batta amounted to Rs. 349.

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

——	First half of 1897.	First half of 1898.	Difference.	
	TONS.	TONS.	TONS.	PER CENT.
Tonnage of goods	626,298	585,104	— 41,194	— 6·58
	TON-MILES.	TON-MILES.	TON-MILES.	
Ton-mileage of goods	79,049,199	75,816,632	— 3,232,567	— 4·09
	RS.	RS.	RS.	
Station Staff	1,95,672	1,96,829	+ 1,157	+ 0·59
Train Staff	52,945	62,094	+ 9,149	+ 17·28

81. The total cost of the department averaged As. 5·30 against As. 5·12 per train-mile in the first half of 1897.

82. *Abstract E—General Charges*—show a net increase of Rs. 1,843.

83. There is an increase of Rs. 3,926 in home expenditure.

84. *Salaries of Indian Management*—show a decrease of Rs. 924. The decrease in the Agent's office is Rs. 4,811, chiefly due to the Agent and Manager's return from furlough and consequent saving to that office of the pay of Mr. West who acted during Mr. Moss' absence. An increase of Rs. 2,991 in the Audit Department is principally due to increases of pay to subordinate staff which had been working considerably under sanction. In the Medical Department an increase of Rs. 1,393 is due to increase of salary to Dr. Currie and a gratuity to the widow of Apothecary J. D. Jones.

85. The expenditure under "Electric Telegraph" is Rs. 2,047 more.

86. *Unclassified expenditure.*—There is a decrease of Rs. 4,432, of which Rupees 2,298 is in loss by exchange.

87. There are credits to this abstract of Rs. 5,511 for working the Kolar Gold Fields Railway and of Rs. 1,362 for working the Madras-Ennur Line.

88. The expenditure on famine batta was Rs. 3 for the Medical, Rs. 13 for the Police, and Rs. 11 for the Telegraph Departments.

89. *Abstract G.—Special and Miscellaneous expenditure*—shows a decrease of Rs. 19,685.

90. *Law Charges*—show a decrease of Rs. 1,272 owing to the Solicitors' bills for two half years having been included in June 1897 half year.

91. *Compensation.*—Increase Rs. 1,078.

92. *Rates and Taxes.*—Increase Rs. 1,866.

93. *Miscellaneous.*—Decrease Rs. 20,630, of which Rs. 6,668 is in loss by exchange and Rs. 13,482 in commission and stamp duty on debentures.

94. There are credits to this abstract of Rs. 811 from the Kolar Gold Fields Railway and of Rs. 200 from the Madras-Ennur Line.

95. The expenditure on famine batta drawn through the conservancy pay sheets was Rs. 13.

96. *Kolar Gold Fields Railway.*—A sum of Rs. 46,815, being the cost of working this line for the half-year to 30th June 1898 (exclusive of Rs. 5,302 for hire of rolling stock), has been recovered and distributed over the several abstracts of the Madras Railway Revenue Accounts as shown against each.

97. *Madras-Ennur Section of the Bezwada-Madras Railway.*—A sum of Rs. 11,911, being the cost of working this line for the first half of 1898 (exclusive of Rs. 1,310 for hire of rolling stock), has been recovered. Of this sum Rs. 2,862 represents the actual cost of engineering maintenance and the balance has been distributed over the other abstracts of expenditure in the Madras Railway Revenue Accounts as credits.

98. Statement of train-mileage No. XIV. As compared with the first half of 1897, there was an increase in the train-mileage of 2,771, or about 0·21 per cent., the miscellaneous engine-mileage was 19·57 per cent. of train-mileage against 18·62 per cent. in the corresponding half of the previous year.

Order—No. 1456 Ry., dated 24th November 1898.

Ordered that the note by the Chief Auditor on the Capital and Revenue accounts of the Madras Railway for the half-year ended the 30th June 1898, be forwarded to the Government of India and to the Secretary of State in continuation of G.O., No. 1273 Ry., dated 17th October 1898.

[Here enter No. 1457 Ry., dated 24th November 1898.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

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

Exd. S. J. Pereira.

No. $\frac{29}{1456\ \text{Ry.}}$, 24th November 1898.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honourable the SECRETARY of STATE for INDIA.

My Lord,

In continuation of our despatch, No. $\frac{17}{1273\ \text{Ry.}}$, dated 17th October 1898, we have the honour to forward herewith a copy of Proceedings of this Government, No. 1456 Ry., dated 24th November 1898, embodying a note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 30th June 1898.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.
(„) A. T. ARUNDEL.
(„) H. M. WINTERBOTHAM.

Fort St. George,
24th November 1898.

1456
1457/R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

DESPATCH

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR A.G.H. 22.11.98

AND

MEMBERS OF GOVERNMENT.

(With Original).

11

Note by the Chief Auditor on the Capital and Revenue accounts of the Madras Railway for the half year ended the 30th June 1898.

~~MADRAS RAILWAY COMPANY~~,
~~Chief Auditor's Office~~,
~~Madras, 3rd September~~ 1898.

Print

~~To~~

~~THE AGENT AND MANAGER,~~
~~Madras Railway Company.~~

~~Dear Sir~~,

I ~~have to forward herewith the usual statements of the Company's accounts for the half-year ending 30th June 1898.~~

CAPITAL.

1. *Statement No. V.*—The capital expenditure for the half-year amounted to Rs. 2,56,729, and was chiefly incurred on stations and buildings, rolling stock and the construction of the Arcot-Ranipet Branch Line.

2. *Statement No. VI.*—The total capital outlay including suspense from the commencement of operations to end of the half-year under review was Rs. 12,21,42,614 and the expenditure on open line, excluding suspense, Rs. 11,93,68,236, which gives an average of Rs. 1,42,237 per mile open.

3. *Arcot-Ranipet Branch Line.*—The actual construction of this branch line was commenced and the amount expended during the half-year, including Rs. 6,145 charged to preliminary expenses, was Rs. 52,939.

4. *Calicut-Cannanore Extension.*—The amount expended during the half-year on the construction of this line was Rs. 35,684, making the total expenditure to 30th June 1898 Rs. 86,311.

REVENUE.

General Results.

5. The following table shews the general results of working :—

	Half-year ending June 1897.	Half-year ending June 1898.	Difference.	
			Miles.	Per cent.
Mean mileage worked	Miles. 839·22	Miles. 839·22	...	...
Train mileage	1,262,217	1,265,284	+ 3,067	+ ·24
	No.	No.	No.	
Average number of trains over the whole line daily in both directions	8·31	8·33	+ ·02	.....
	Rs.	Rs.	Rs.	Rs.
Gross earnings	57,89,562	56,34,736	− 1,54,826	− 2·67
Working expenses	26,99,926	24,77,847	− 2,22,079	− 8·23
Net earnings	30,89,636	31,56,889	+ 67,253	+ 2·18
Percentage of working expenses to gross earnings	46·63	43·97	− 2·66	...
Percentage of net earnings to capital outlay including suspense	2·56	2·58	+ ·02	...

6. The gross earnings per mean mile worked per week averaged Rs. 258 against Rs. 265 and were realized at a cost of 43·97 per cent. against 46·63 per cent. in the corresponding half of the previous year.

7. The net earnings gave after paying the interest charges for the half-year a surplus of Rs. 2,49,593-6-10.

Gross Earnings.

8. The following table shews the gross earnings for the two half years :—

	Half-year ending June 1897.	Half-year ending June 1898.	Difference.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	Rs.
Coaching	22,89,695	22,46,066	— 43,629	— 1·91
Goods	33,95,726	32,72,465	—1,23,261	— 3·63
Electric telegraph	10,460	8,508	— 1,952	— 18·66
Steam-boat	...	...	...	...
Sundries	93,681	1,07,697	+ 14,016	+ 14·96
Total ...	57,89,562	56,34,736	—1,54,826	— 2·67

9. **Abstract H.**—*Coaching Traffic.*—The number of passengers of the various classes carried including troops and police and season tickets, and the earnings therefrom compare as follows :—

	First Class.		Second Class.		Third Class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.
First half of 1897 ...	13,386	1,03,271	50,892	1,23,416	5,090,606	17,55,265	5,154,884	19,86,952
First half of 1898 ...	11,137½	1,04,889	54,089	1,38,820	4,630,348½	16,80,191	4,695,575	19,23,900
Increase	...	...	3,197	15,404	...	...	...	...
Decrease	2,248½	3,382	...	...	460,257½	75,074	459,309	63,052

10. The increases and decreases in the various descriptions of passenger traffic are shewn in the detail statement of Abstract H, *vide* para. 122.

11. The first-class traffic shews a decrease of 2,248½ and Rs. 3,382. The decrease is in ordinary passenger and season ticket traffic. Troops and police shew an increase of Rs. 1,300.

12. The second-class traffic shews an increase of 3,197 and Rs. 15,404. Over Rs. 14,000 of this increase is in respect of troops and police.

13. The third-class traffic shews a decrease of 460,257½ and Rs. 75,074, including an increase under the heading of Troops and Police of nearly Rs. 11,000. The net decrease occurs in ordinary passenger traffic, and is apparently caused by a falling off in the number travelling.

14. The number of third-class passengers and unit mileage by mail and ordinary trains respectively excluding excess, return, troops and police and season ticket traffic are as follows :—

Mail.		*Ordinary.*	
Number.	Unit Mileage.	Number.	Unit Mileage.
759,177	44,370,077.	3,606,268½	101,208,310.

15. In passengers' luggage a decrease of Rs. 2,926 is recorded.

16. The receipts from ordinary horse, carriage and dog traffic shew a decrease of Rs. 2,418. Military traffic under the same head, however, yields an increase to the extent of Rs. 1,364.

17. Military baggage shews an increase of Rs. 10,070.

18. Parcels for the Public shew increased receipts in comparison with the June 1897 period, amounting to Rs. 13,486.

19. **Abstract I.**—*Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the corresponding period of 1897 :—

	Half-year ending June 1897.		Half-year ending June 1898.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, General	440,528	30,28,042	409,569	28,67,463
Military Stores	890	44,819	978	37,851
Railway Materials for construction	1,229	3,896	1,109	3,904
Coal (including Locomotive Revenue)	73,212	2,39,050	79,145	2,86,114
Revenue Stores (excluding Locomotive Coal) ...	110,439	49,541	94,303	50,284
Other Goods Traffic	...	30,378	...	26,850
	626,298	33,95,726	585,104	32,72,466
Less—Outstanding irrecoverable or not recovered ...	...	...	...	...
Total ...	626,298	33,95,726	585,104	32,72,466

20. **Merchandise, General.**—Decrease Tons 30,959 and Rs. 1,60,579. This large decrease is to a great extent attributable to very considerable movements of grain in the corresponding period probably on account of the famine then prevailing.

21. **Coal** (*including Locomotive Revenue*).—Increase Tons 5,933 and Rs. 47,064. The greater portion of this increase is in public traffic, principally in consignments from Rayapuram. The receipts from locomotive revenue coal shew an increase of Rs 2,295.

22. **Other Goods Traffic** shews a decrease of Rs. 3,528.

23. The following table shews some of the principal commodities included above under the head of "Merchandise, General" carried during the two half-years under comparison :—

	Half-year ending June 1897.		Half-year ending June 1898.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
COTTON—				
Raw	8,003	1,18,116	8,679	1,21,281
DYES AND TANS—				
Others	8,962	96,822	8,188	80,984
GRAIN AND PULSE—				
Rice in the husk	5,363	22,039	9,118	55,424
Rice not in the husk	50,606	2,13,757	24,969	1,48,404
Jawar and Bajra	16,024	99,711	12,231	82,798
Grain and Pulse	32,074	2,31,499	14,979	88,253
Others	23,731	1,65,221	31,465	2,13,732
HIDES AND SKINS—				
SKINS OF SHEEP, &C.—				
(*a*) Dressed or Tanned	3,832	57,060	2,957	47,015
(*b*) Raw	8,597	1,08,475	7,328	83,598
METALS—				
Iron	11,470	99,628	7,553	85,458
OILS—				
Kerosine	4,921	66,236	6,049	71,048
OIL SEEDS—				
Others	5,715	38,403	10,095	76,979
PROVISIONS—				
Others	32,854	2,42,801	37,663	2,87,958
SALT	26,034	1,45,421	28,362	1,50,634
SPICES—				
Chillies	4,926	48,455	4,795	56,353
SUGAR—				
Unrefined, *viz.*, Molasses and Jaggery or Gur and other Saccharine Produce	13,192	92,041	18,147	94,556
TIMBER	63,053	2,32,396	62,401	2,06,305
TOBACCO—				
Unmanufactured	6,227	56,976	6,745	59,554
ALL OTHER ARTICLES OF MERCHANDISE	34,448	3,57,606	34,111	3,29,734

NOTE.—The Traffic Manager's Report will give the causes of the principal differences in the receipts from the various commodities.

24. **Cotton**—*Raw.*—Increase tons 676 and Rs. 3,165.

25. **Dyes and Tans**—*Others.*—Decrease Tons 774 and Rs. 15,838.

26. **Grain and Pulse**—*Rice in the husk.*—Increase Tons 3,755 and Rs. 33,385. The whole of this increase is due to traffic received *via* Bangalore City.

27. **Grain and Pulse**—*Rice not in the husk.*—Decrease Tons 25,637 and Rs. 65,353. This decrease is about equally divided between local and foreign traffic. In local traffic it is observed that a large increase, amounting to Rs. 40,000, occurs in traffic from Rayapuram alone. This is almost balanced by a falling off in traffic from Katpadi, leaving the decrease to be explained in traffic principally from Arcot and Salem. The falling off in foreign is noticed in traffic handed to us at Arkonam, Katpadi and Guntakal, while our traffic to the G. I. P. *via* Raichur has also depreciated.

28. **Grain and Pulse**—*Jawar and Bajra.*—Decrease Tons 3,793 and Rs. 16,913.

29. **Grain and Pulse**—*Gram and Pulse.*—Decrease Tons 17,095 and Rs. 1,43,246. The local portion of this decrease is mainly due to traffic from Coimbatore-Tiruppur. Palghat and Erode also, however, shew a falling off in local forwarded consignments. A decrease of some Rs. 50,000 occurs in traffic from Madras Railway to the G. I. P. and beyond *viâ* Raichur, whereas a somewhat considerable increase is recorded in traffic in the reverse direction. In the month of June 1897 a considerable, apparently abnormal, traffic was forwarded from our stations to foreign lines *viâ* Bangalore City. The traffic received at Madras Railway Stations from *viâ* Guntakal shews a small decrease.

30. **Grain and Pulse**—*Others.*—Increase Tons 7,734 and Rs. 48,511. Local traffic here shews a decrease but in received traffic *viâ* Bangalore City a considerable increase of about Rs. 73,000 appears.

31. **Hides and Skins.**—*Skins of Sheep, &c., Dressed or Tanned.*—Decrease Tons 875 and Rs. 10,045. A large decrease is noticeable in bookings from Bangalore Cantonment.

32. **Hides and Skins**—*Skins of Sheep, &c., Raw.*—Decrease Tons 1,269 and Rs. 24,877. Nearly all of this falling off is in traffic received from G. I. P. and beyond *viâ* Raichur.

33. **Metals**—*Iron.*—Decrease Tons 3,917 and Rs. 14,170.

34. **Oils**—*Kerosine.*—Increase Tons 1,128 and Rs. 4,812. Through traffic here shews a decrease. The increase is in local consignments booked from Rayapuram and Calicut.

35. **Oil Seeds**—*Others.*—Increase Tons 4,380 and Rs. 38,576. Increases appear both in local and foreign traffic, the improvement in the latter being due to increased traffic received from foreign lines *viâ* Bangalore City.

36. **Provisions**—*Others.*—Increase Tons 4,809 and Rs. 45,157.

37. **Salt.**—Increase Tons 2,328 and Rs. 5,213.

38. **Spices**—*Chillies.*—Decrease Tons 131 and increase Rs. 7,898.

39. **Sugar**—*Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce.*—Increase Tons 4,955 and Rs. 2,515.

40. **Timber.**—Decrease Tons 652 and Rs. 26,091.

41. **Tobacco**—*Unmanufactured.*—Increase Tons 518 and Rs. 2,578.

42. **All other articles of Merchandise.**—Decrease Tons 337 and Rs. 27,872.

Working Expenses.

43. The working expenses compare as follows with those of June 1897 half-year :—

	First Half of 1897.		First Half of 1898.		Difference.	
	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	6,20,106	10·71	5,41,515	9·61	– 78,591	– 12·67
Locomotive	10,38,798	17·94	9,57,248	16·99	– 81,550	– 7·85
Carriage and Wagon ...	2,89,436	5·00	2,30,042	4·08	– 59,394	– 20·52
Traffic	4,04,684	6·99	4,19,982	7·45	+ 15,298	+ 3·78
General	2,84,635	4·92	2,86,478	5·08	+ 1,843	+ ·65
Steam-boat	...	...	...	...	...	...
Special and Miscellaneous ...	62,267	1·07	42,582	·76	– 19,685	– 31·61
Total ...	26,99,926	46·63	24,77,847	43·97	– 2,22,079	– 8·23

44. **Abstract A.**—A net decrease of Rs. 78,591 occurs under Maintenance charges.

45. Under "General Superintendence" there is a net decrease of Rs. 1,136, which represents the net result of changes affecting the pay and allowances of almost the whole staff charged to this head. There are increases due to Mr. West having acted as Agent and Manager and to Mr. Pawley's absence on furlough during the corresponding period of 1897, also to the recent appointment of new Engineers, Messrs. Stuart, Evans, Bridges and Bourne, and to general increases to subordinate superintendents. The principal decreases are due to the absence on furlough of Messrs. Stoney and Strange, to the transfer to the Calicut-Cannanore Extension of Mr. Strange (temporarily) and Mr. French, to Mr. Duncan's transfer to act as Telegraph Engineer, to the resignation of Messrs. Percy, Sandford and Gallagher and Sub-Assistant Engineer Mr. Dalgairns, and to a reduction in the amount of exchange compensation allowance owing to the more favourable rates ruling during the half-year under review.

46. "Maintenance and Renewal of Permanent Way."—There is a decrease of Rs. 18,495. The decrease in ordinary outlay on materials, after crediting the value of stores returned to stock, is Rs. 26,833, there being increases under "Wages" of Rs. 5,633 and for covering sand ballast with stones of Rs. 2,705.

47. "Repairs of Bridges, &c."—Decrease Rs. 7,368.

48. "Repairs of Stations and Buildings."—Decrease Rs. 24,030.

49. "New Minor Works."—Increase Rs. 1,760.

50. "Unclassified Expenditure."—Decrease Rs. 32,446, of which Rs. 25,935 is in loss by exchange due to a smaller consumption of English stores and to the more favourable rate of exchange. A credit of Rs. 5,952 also appears under this head for sums previously charged on account of Arcot-Ranipet Survey which have now been transferred to the construction account of that branch line.

51. There is a credit to Abstract A of Rs. 10,203 for working the Kolar Gold Fields Railway.

52. The number of miles of rails removed during the half-year was 37·9848 against 56·4340 in the first half of 1897.

53. The cost of maintaining a mile of single track including sidings was Rs. 532·62 against Rs. 610·94. The figures in this and preceding paragraphs include the mileage maintained for the Kolar Gold Fields Railway.

54. Famine batta to employés was discontinued from 1st February 1898. The expenditure for the month of January under this head was Rs. 1,088, of which Rs. 24 was charged to Capital and Rs. 1,064 to Revenue.

55. **Abstract B.**—*Locomotive Expenses.*—A decrease of Rs. 81,550.

56. Under "General Superintendence" of Abstracts B and C there is an increase of Rs. 6,792 chiefly under subordinate superintendents and office expenses. A gratuity on retirement of Rs. 3,150 was paid to Mr. W. Barefoot; Erectingshop Foreman Mr. Ward drew sick pay in June 1897 half-year and full pay in the period under review, Mr. Bamford, who had been acting as General Storekeeper, resumed duty as Chief Draughtsman, and Assistant Draughtsman, Mr. W. Ward, was paid exchange compensation allowance including arrears from June 1895.

57. "Running Expenses."—Increase Rs. 133.

58. "Fuel."—Increase Rs. 2,727 probably due to increased engine-mileage which was 15,624 more than in June 1897 half-year.

59. "Oil, Tallow and other Stores."—An increase of Rs. 4,278 due to extra mileage and enhanced cost of oil.

60. "Maintenance and Renewal of Locomotive Engines."—There is a decrease of Rs. 63,942, of which Rs. 51,373 represents the value of two new engines charged for in June 1897 half-year. The decrease in ordinary maintenance charges, after allowing credit for value of stores returned to stock, is Rs. 23,800, evidently owing to economical working on the part of the Locomotive Department.

61. "Maintenance and Renewal of Machinery, &c."—A net increase of Rs. 1,622. The increase under wages and materials is Rs. 3,141, which is reduced by an increase of Rs. 1,295 in the credit for stores returned to stock.

62. "Unclassified Expenditure."—Decrease Rs. 33,088. There is a decrease of Rs. 36,230 in loss by exchange caused by a reduction in the consumption of English stores, &c., and to a more favourable rate of exchange. There is an increase of Rs. 3,143 in the charges for carriage of Revenue stores.

63. There are credits of Rs. 18,042 to Abstract B for working the Kolar Gold Fields Railway and of Rs. 4,459 for working the Madras-Ennur Line.

64. The expenditure on famine batta amounted to Rs. 138.

65. The cost of the department per train-mile was Annas 12·08 against Annas 13·14 and per engine-mile Annas 10·10 against Annas 11·08 in the first half of 1897.

66. **Abstract C.**—*Carriage and Wagon Expenses.*—A decrease of Rs. 59,394.

67. "Repairs and Renewals of Vehicles."—Decrease Rs. 58,166, doubtless due to the same causes as the saving in maintenance of locomotive engines.

68. There is an increase of Rs. 4,716 in the charge for cleaning and oiling vehicles due to increased mileage and to higher cost of oil.

69. "Unclassified Expenditure."—Decrease Rs. 9,749, of which Rs. 9,582 is in loss by exchange.

70. There are credits to this abstract of Rs. 4,334 for working the Kolar Gold Fields Railway and of Rs. 1,071 for working the Madras-Ennur Line.

71. The expenditure on famine batta amounted to Rs. 10.

72. The carriage and wagon expenses per train-mile were Annas 2·90 against Annas 3·66 and per 1,000 vehicle-miles run by home vehicles Rs. 8·48 against Rs. 10·14 in the corresponding half of 1897.

73. **Abstract D.**—*Traffic Expenses.*—A net increase of Rs. 15,298.

74. "Salaries, Wages, &c.," show a net increase of Rs. 11,997, of which Rs. 484 are the result of the Traffic Manager's return from furlough, Mr. Byron's retirement from the service on 31st December 1897, and Mr. Giles' appointment to fill the vacancy. There are increases of Rs. 1,157 for Station Staff and of Rs. 9,148 for Train Staff, the latter being due to mileage allowances paid to Guards.

75. "Fuel, Lighting, &c."—An increase of Rs. 2,575 appears.

76. "Printing, Stationery and Tickets."—Increase Rs. 2,637.

77. "Unclassified Expenditure."—Decrease Rs. 1,500, of which Rs. 1,233 is in loss by exchange.

78. There are credits to this abstract of Rs. 7,914 for working the Kolar Gold Fields Railway and of Rs. 1,956 for working the Madras-Ennur Line.

79. The expenditure on famine batta amounted to Rs. 349.

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

—	First half of 1897.	First half of 1898.	Difference.	
	Tons.	Tons.	Tons.	Per cent.
Tonnage of goods	626,298	585,104	− 41,194	− 6·58
	Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of goods	79,049,199	75,816,632	− 3,232,567	− 4·09
	Rs.	Rs.	Rs.	
Station Staff	1,95,672	1,96,829	+ 1,157	+ ·59
Train Staff	52,945	62,094	+ 9,149	+ 17·28

81. The total cost of the department averaged Annas 5·30 against Annas 5·12 per train-mile in the first half of 1897.

82. **Abstract E.**—"General Charges" show a net increase of Rs. 1,843.

83. There is an increase of Rs. 3,926 in Home expenditure.

84. "Salaries of Indian Management" show a decrease of Rs. 924. The decrease in the Agent's Office is Rs. 4,811, chiefly due to the Agent and Manager's return from furlough and consequent saving to that office of the pay of Mr. West who acted during Mr. Moss' absence. An increase of Rs. 2,991 in the Audit Department is principally due to increases of pay to subordinate staff which had been working considerably under sanction. In the Medical Department an increase of Rs. 1,393 is due to increase of salary to Doctor Currie and a gratuity to the widow of Apothecary J. D. Jones.

85. The expenditure under "Electric Telegraph" is Rs. 2,047 more.

86. "Unclassified Expenditure."—There is a decrease of Rs. 4,432, of which Rs. 2,298 is in loss by exchange.

87. There are credits to this abstract of Rs. 5,511 for working the Kolar Gold Fields Railway and of Rs. 1,362 for working the Madras-Ennur Line.

88. The expenditure on famine batta was Rs. 3 for the Medical, Rs. 13 for the Police, and Rs. 11 for the Telegraph Departments.

89. **Abstract G.**—"Special and Miscellaneous Expenditure" shows a decrease of Rs. 19,685.

90. "Law Charges" show a decrease of Rs. 1,272 owing to the Solicitors' bills for two half-years having been included in June 1897 half-year.

91. "Compensation."—Increase Rs. 1,078.

92. "Rates and Taxes."—Increase Rs. 1,866.

93. "Miscellaneous."—Decrease Rs. 20,630, of which Rs. 6,668 is in loss by exchange and Rs. 13,482 in commission and stamp duty on debentures.

94. There are credits to this abstract of Rs. 811, from the Kolar Gold Fields Railway and of Rs. 200 from the Madras-Ennur Line.

95. The expenditure on famine batta drawn through the conservancy pay sheets was Rs. 13.

96. *Kolar Gold Fields Railway.*—A sum of Rs. 46,815, being the cost of working this line for the half-year to 30th June 1898 (exclusive of Rs. 5,302 for hire of rolling stock), has been recovered and distributed over the several abstracts of the Madras Railway Revenue Accounts as shown against each.

97. *Madras-Ennur Section of the Bezwada-Madras Railway.*—A sum of Rs. 11,911, being the cost of working this line for the first half of 1898 (exclusive of Rs. 1,310 for hire of rolling stock), has been recovered. Of this sum Rs. 2,862 represents the actual cost of engineering maintenance and the balance has been distributed over the other abstracts of expenditure in the Madras Railway Revenue Accounts as credits.

98. Statement of train-mileage No. XIV. As compared with the first half of 1897, there was an increase in the train-mileage of 2,771, or about ·21 per cent., the miscellaneous engine-mileage was 19·57 per cent. of train-mileage against 18·62 per cent. in the corresponding half of the previous year.

SUPPLEMENTARY.

99. The total Capital expenditure of the half-year has been as follows :—

Madras Railway Line open for Traffic—

	Rs.	A.	P.
Cash	89,758	8	9
Stores	1,14,031	5	6
Rs.	2,03,789	14	3

Arcot-Ranipet Branch (Construction)—

	Rs.	A.	P.
Cash	23,418	11	7
Stores...	29,520	6	1
Rs.	52,939	1	8

Calicut-Cannanore Extension—

	Rs.	A.	P.
Cash	33,094	5	6
Stores	2,589	7	2
Rs.	35,683	12	8

100. The following particulars show in detail the capital outlay of the half-year on the open line :—

ALTERATIONS AND ADDITIONS TO STATIONS AND STATION YARDS.

	Rs.	A.	P.	Rs.	A.	P.
Bangalore City	41,441	3	2			
Perambur	15,022	11	2			
Arkonam	4,704	15	2			
Rayapuram	4,678	2	7			
Kalamalla	4,433	14	1			
Mangalam	4,397	13	9			
Central Station	4,397	3	9			
Kallayi	4,257	7	3			
Gooty	3,985	3	4			
Whitefield	3,708	9	2			
Jalarpet	3,652	13	4			
Podanur	2,999	0	8			
Yerraguddipadu	2,958	11	1			
Kamalapuram	2,580	13	3			
Washermanpet	2,577	12	4			
Mangapatnam	2,526	0	9			
Bowringpet	1,623	9	8			
Bisanattam	1,305	1	8			
Mettupalaiyam	1,148	9	3			
Kristnarajapuram	1,106	15	10			
Other Stations	4,222	2	9			
				1,17,728	14	0

			Rs.	A.	P.
Brought over...			1,17,728	14	0
Strengthening bridge at $\frac{107}{10\text{-}11}$ mile			5,839	0	1
Diversion of Koduru River			5,558	10	4
Foot overbridge at Elephant Gate Level-crossing			5,201	13	2
Alteration of Home signals			2,261	8	5
Converting 30' arch into a girder opening at $\frac{168}{10}$ mile, B. B. Line			2,175	13	3
Filling up side ditches at $\frac{3}{13\text{-}20}$ mile, S. W. Line			1,137	8	0
Strengthening bridge at $\frac{308}{17}$ mile, N. B. Line			1,709	1	2
Do. $\frac{313}{12}$ mile „			1,262	2	8
Other bridges &c.			3,547	7	0
Plant—					
Locomotive Shop Plant	Rs.	2,146 15 8			
Stations and Office Furniture	„	10,415 15 5			
			12,562	15	1
Working Stock—					
Fitting engines tenders and carriages with vacuum brake			33,776	3	4
1 bogie corridor composite carriage			5,291	8	11
2 new locomotive engines for working the Ennur Branch			3,244	12	5
2 composite bogie day ...					
17 third class carriages			2,068	3	8
2 do. do. with brakes					
2 ordinary brake vans ...					
46 third-class carriages			417	15	7
5 bogie third class carriages			6	5	2
Rupees ...			2,03,789	14	3

101. The following is a summary of the operations on the Store Accounts during the half-year :—

			Rs.	A.	P.
Store balances at 31st December 1897			24,01,914	3	8
Add Receipts—					
From England	Rs.	5,76,968 10 1			
„ Local purchases...	„	9,49,140 11 11			
			15,26,109	6	0
			39,28,023	9	8
Deduct Issues—					
Capital Account	Rs.	1,11,031 5 6			
Do. (Arcot-Ranipet Branch)	„	29,520 6 1			
Do. (Calicut-Cannanore Extension)	„	2,589 7 2			
Revenue Stores	„	8,89,232 9 8			
By Sales	„	1,41,553 2 8			
			11,76,926	15	1
Stores balances at 30th June 1898		Rs. ...	27,51,096	10	7

102. The following particulars show the balances of the several Store Accounts at 30th June 1898, as compared with 31st December 1897 :—

	31st December 1897.	30th June 1898.
General Store Account ...Rs.	2,46,598	Rs. 3,58,868
Locomotive Store and Workshop Account... „	13,19,772	„ 12,82,348
Engineering do. do. ... „	6,43,749	„ 7,89,062
All others, including stores in transitu ... „	1,91,795	„ 3,20,818
Total... Rs.	24,01,914	Rs. 27,51,096

103. The figures show an increase under all heads except Locomotive.

104. The increase in the balance of Engineering Stores is due to the receipt of new Permanent-Way materials taken into account in June 1898 and that of General Stores partly to stores received for Locomotive Department which had not been charged to that Department at 30th June 1898. The balance of Stores in transitu includes Permanent-Way materials to the value of Rs. 1,77,800.

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings :—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

Current No. of 189 , dated , from

„ „ „ 189 , „ , „

„ „ „ 189 , „ , „

Note by the Chief Auditor on the Capital and Revenue accounts of the Southern Railway for the half year ended the 30th June 1898.

ORDER. No 1456 Rly of 24/11/98

Ordered that the Note by the Chief Auditor on the Capital and Revenue accounts of the Southern Railway for the half year ended the 30th June 1898, be forwarded to the Govt of India and to the Secy of State in continuation of G.O. No 1273 Rlys of 17th Oct 1898 and G.O. No 1457 Rlys of 24 Oct 1898

Forwarded.

No 29/1456 Rlys of 24th Nov 1898

To

The Agents & Managers M.R. & S.M.R.

" Executive Engineers &c &c

" Country Engineer for Rly

Despatched on 3/12/98

To

The Rt Hon'ble the Secy of State for India in Council

My Lord,

In continuation of our despatch No: 17/1273 Rlys of 17th October 1898 we have the honour to forward herewith a copy of Proceedings of the Govt No 1456 Rlys of 24th