

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 669-70 *By*

DATED 30th April 1898.

proof 100/3/30 with order at 10/11

[Despatch Abstract.]

Capital & Revenue Accts, Madras Railway.

Ordered that the note by the Chief Auditor on the — for the half-year ended the 31st Decr 1897, be forwarded to the Govt of India & the Secretary of State.

Forwarding Copy of Prose embodying the note by the Chief Auditor on the — for the half-year ended the 31st Decr 1897.

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 31st December 1897.

Date:

No. ¹⁴_{669 Ry.}, 30TH APRIL 1898.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

In continuation of our despatch No. ⁴₅₄₅ Ry., dated 8th April 1898, we have the honour to forward herewith copy of our Proceedings No. 669 Ry., dated 30th April 1898, embodying a note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1897.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.

(„) H. W. BLISS.

(„) J. GROSE.

OCTACAMUND,
30th April 1898.

Encl. Shaik Karim.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1898.

Enclosures

Spare copies

G.O., Nos. 669, 670 Ry., 30th April 1898.

APRIL.

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 31st December 1897.

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 31st December 1897.

CAPITAL.

1. *Statement No. V.*—The Capital expenditure for the half-year amounted to Rs. 2,56,930, and was chiefly incurred on bridge work, alterations and additions to stations and station yards, locomotive shop plant and rolling stock.

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. 12,15,14,171 and the expenditure excluding suspense Rs. 11,91,64,446 which gives an average of Rs. 1,41,994 per mile open.

3. *Calicut-Cannanore Extension.*—Debentures for £100,000 were raised for this work during the half-year and the home expenditure thereon as well as the survey expenses, amounting together to Rs. 50,627 were charged to "Preliminary Expenses" (*vide* statement No. Va of the printed accounts).

REVENUE.

General Results.

4. The following table shows the general results of working:—

	Half-year ending December 1896.	Half-year ending December 1897.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839.22	839.22		
Train mileage	1,243,216	1,318,652	+ 75,436	+ 6.07
Average number of trains over the whole line daily in both directions	No. 8.05	No. 8.54	+ .49	
Gross earnings	Rs. 54,11,851	Rs. 56,75,752	+ 2,63,901	+ 4.88
Working expenses	27,50,916	27,63,201	+ 12,285	+ .45
Net earnings	26,60,935	29,12,551	+ 2,51,616	+ 9.46
Percentage of working expenses to gross earnings	50.83	48.68	- 2.15	
Percentage of net earnings to capital outlay including suspense.	2.20	2.40	+ .20	

5. The gross earnings per mean mile worked per week averaged Rs. 260 against Rs. 248 and were realized at a cost of 48.68 per cent. against 50.83 per cent. in the corresponding half of the previous year.

6. The percentage of working expenses to Gross Earnings for the year 1897 was 47.65 against 50.50 for 1896.

7. The net earnings gave after paying the interest charges for the half-year a surplus of Rs. 2,646-14-8.

Gross Earnings.

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

	Half-year ending December 1896.	Half-year ending December 1897.	Difference.	
	Amount.	Per cent.	Amount.	Per cent.
	RS.	RS.	RS.	RS.
Coaching	22,37,360	22,47,823	+ 10,463	+ .47
Goods	30,60,222	32,93,437	+ 2,33,215	+ 7.62
Electric telegraph	10,440	9,769	- 671	- 6.43
Steam-boat	1,03,829	1,24,723	+ 20,894	+ 20.12
Sundries				
Total	54,11,851	56,75,752	+ 2,63,901	+ 4.88

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.
Second half of 1896	12,860	97,236	48,508	1,19,133	4,756,749	17,36,133	4,818,117	19,52,502
Do. of 1897	11,783	89,029	51,505	1,26,881	4,855,581	17,07,770	4,918,869	19,23,580
Increase				2,997	7,748	98,832	100,752	28,822
Decrease	1,077	8,207				28,363		

10. The increases and decreases in the various descriptions of passenger traffic are shown in the details statement of abstract H.

11. The first-class traffic shows a decrease of 1,077 and Rs. 8,207. This falling off is entirely in ordinary traffic season tickets and troops and police show a small increase.

12. The second-class traffic shows an increase of Rs. 2,997 and Rs. 7,748. The ordinary traffic is lower than in the corresponding period and a large increase of Rs. 11,023 occurs in troops and police due to abnormal traffic in connection with Malakand and Tirah expeditions.

13. The third-class traffic exhibits an increase in numbers of 98,832 and a falling off of Rs. 28,363.

14. *Passengers' luggage.*—An increase of Rs. 3,953 appears under this head.

15. The receipts from ordinary horse carriage and dog traffic show a falling off of Rs. 3,888, the military traffic under this head is better by Rs. 429.

16. Consequent on abnormal military traffic the receipts from military baggage show an improvement of Rs. 12,776.

17. *Parcels for the Public.*—These receipts show an increase of Rs. 25,103.

18. *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 1896 :—

	Half-year ending December 1896.		Half-year ending December 1897.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, General	402,156	27,13,849	442,293	29,10,464
Military stores	1,000	43,475	878	35,236
Railway materials for construction	532	1,610	294	871
Coal (including Locomotive Revenue)	75,113	2,26,094	83,419	2,74,691
Revenue stores (excluding Locomotive coal)	96,825	46,261	86,566	41,518
Other Goods traffic	..	28,943	..	30,657
Less—Outstanding irrecoverable or not recovered	575,626	30,80,222	613,550	32,93,437
Total	575,626	30,80,222	613,550	32,93,437

19. Under the head of Merchandise, General, an increase of tons 40,237 and Rs. 1,96,615 appears. Grain traffic is responsible for an improvement of nearly Rs. 1,25,000 due probably to famine. A large increase of Rs. 57,000 is also noticed in timber, a falling off in this commodity was noticed in the corresponding period. A decrease of some Rs. 78,000 occurs under the head of Cotton, raw.

20. *Coal (including Locomotive Revenue).*—Increase tons 8,306 and Rs. 48,597. Nearly the whole of this increase is due to public traffic, a considerable portion referring to coal from Madras to the Kolar Mines. The receipts from Locomotive Revenue coal show an increase of Rs. 7,000.

21. *Other Goods Traffic.*—Increase Rs. 1,714.

22. The following table shows some of the principal commodities included above under the head of “Merchandise, General,” carried during the two half years under comparison :—

	Half-year ending December 1896.		Half-year ending December 1897.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Cotton—				
Raw	10,232	1,37,714	3,913	59,092
Dyes and tans—				
Others	8,206	79,993	10,031	84,348
Grain and pulse—				
Rice in the husk	11,930	59,908	10,021	41,434
Rice not in the husk	32,199	1,72,711	41,402	2,44,652
Jawar and Bajra	23,068	1,32,957	22,442	1,42,323
Grain and pulse	14,015	83,067	20,519	1,35,214
Others	25,518	1,73,919	31,286	1,88,407
Hides and skins—				
Hides of cattle—				
(a) Raw	3,079	41,821	4,890	61,378
(b) Dressed or tanned	3,469	55,239	4,074	59,654
(c) Raw	8,373	1,05,046	9,626	1,02,330
Metals—				
Iron	7,385	65,184	8,707	87,530
Oils—				
Kerosine	4,611	55,982	6,170	70,099
Oil seeds—				
Til or gingelly	7,541	52,121	7,344	42,185
Provisions—				
Others	26,377	1,92,821	28,437	2,12,815
Salt	24,131	1,38,787	28,162	1,50,549
Sugar—				
Unrefined, viz., Molasses and jaggery or gur and other saccha- rine produce	10,182	59,452	11,754	56,740
Timber	50,920	1,62,763	58,493	2,20,353
All other articles of merchandise	33,698	3,49,343	37,204	3,57,364

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

23. *Cotton, Raw.*—Decrease tons 6,319 and Rs. 78,622. This falling off is nearly all in local traffic, Adóni alone being responsible for some Rs. 20,000, Raichur and Tadpatri also show large decreases.

24. *Dyes and Tans—Others.*—Increase tons 1,825 and Rs. 4,355.

25. *Grain and Pulse—Rice in the husk.*—Decrease tons 1,909 and Rs. 18,474. A very large falling off was also noticed in this commodity in the corresponding period.

26. *Grain and Pulse—Rice not in the husk.*—Increase tons 9,203 and Rs. 71,941. A small proportion only of this increase is due to traffic with foreign lines, nearly Rs. 60,000 being due to local traffic. Katpadi alone shows an increase of some Rs. 20,000. Arcot, Salem and Rayapuram being the remaining principal stations.

27. *Grain and Pulse—Jawar and Bajra.*—Decrease tons 626 and increase Rs. 9,366.

28. *Grain and Pulse—Gram and Pulse.*—Increase tons 6,504 and Rs. 52,147. The local increase under this head (Rs. 11,000 only) is mainly due to traffic from Tiruppur and Coimbatore and stations between Jalarpet and Salem in the first portion of the half year. A very large increase occurred in traffic from Madras Railway Stations to the G.I.P. line and beyond *via* Raichur, the receipts from traffic to Southern Mahratta Railway and beyond *via* Bangalore City also show an improvement. The traffic coming on to this company's system at Bangalore City exhibits a falling off of some Rs. 8,000.

29. *Grain and Pulse—Others.*—Increase tons 5,768 and Rs. 14,488.

30. *Hides and Skins—Hides of Cattle, Raw.*—Increase tons 1,811 and Rs. 19,557. This is practically all due to traffic from G.I.P. Stations and beyond *via* Raichur.

31. *Hides and Skins—Skins of Sheep, &c.—Dressed or tanned.*—Increase tons 605 and Rs. 4,415.

32. *Hides and Skins—Skins of Sheep, &c., Raw.*—Increase tons 1,253 and decrease Rs. 2,716.

33. *Metals, Iron.*—Increase tons 1,372 and Rs. 22,346. This is nearly all in local traffic, Salt Cotaurs alone accounting for more than half of the increase.

34. *Oils, Kerosine.*—Increase tons 1,559 and Rs. 14,117. This improvement is due to local traffic from Madras.

35. *Oil seeds—Til or Gingelly.*—Decrease tons 197 and Rs. 9,936.

36. *Provisions—Others.*—Increase tons 2,060 and Rs. 19,494.

37. *Salt.*—Increase tons 4,031 and Rs. 11,762.

38. *Sugar, Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce.*—Increase tons 1,572 and decrease Rs. 2,712.

39. *Timber.*—Increase tons 7,573 and Rs. 57,590. This increase is mainly due to traffic to stations on the Kolar Gold Fields Railway *via* Bowringpet.

40. *All other Articles of Merchandise.*—Increase tons 3,506 and Rs. 8,021.

WORKING EXPENSES.

41. The working expenses compare as follows with those of December 1896 half year :—

	Second half of 1896.		Second half of 1897.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	RS.		RS.		RS.	
Maintenance	6,45,543	11.93	6,27,504	11.05	— 18,039	— 2.79
Locomotive	10,51,453	19.43	10,79,084	19.01	+ 27,631	+ 2.63
Carriage and wagon	3,05,538	5.65	3,11,387	5.49	+ 5,849	+ 1.91
Traffic	4,16,454	7.69	4,21,155	7.42	+ 4,701	+ 1.13
General	2,86,821	5.30	2,82,841	4.98	— 3,980	— 1.39
Steam-boat	45,107	.83	41,229	.73	— 3,878	— 8.60
Special and Miscellaneous	..	..	..	..	..	..
Total	27,50,916	50.83	27,63,200	48.68	+ 12,284	+ .45

42. *Abstract A*.—A net decrease of Rs. 18,039 is to be observed under maintenance charges.

43. Under "General Superintendence" there is a net decrease of Rs. 8,226. The many changes that occurred in the official staff during the half-year resulted in a net increase of Rs. 247. Messrs. Sandford and Gallagher resigned and Messrs. Stuart and Evans joined the service during this half-year. There is a decrease of Rs. 1,296 in exchange compensation allowance due to the more favourable rate ruling, a saving of Rs. 1,595 under subordinate superintendence owing to Inspector of Points and Crossings, Mr. Whitney, having been appointed on 8th October to replace Mr. Punter who resigned in May; a decrease also appears in office expenses, of Rs. 4,282 partly due to a smaller consumption of stationery and partly to the value of some surveying instruments, &c., having been charged off in December 1896 half-year.

44. "Maintenance and Renewal of Permanent-Way."—An increase occurs here of Rs. 34,215, of which Rs. 23,146 is for materials for ordinary work, while the credit for returned stores was Rs. 24,868 less than in December 1896 half-year. There is also an increase of Rs. 6,552 in wages due to famine batta. On the other hand, there is a decrease of Rs. 20,352 in the amount spent on covering sand ballast with broken stones.

45. "Repairs of Bridges, &c."—Decrease Rs. 7,255.

46. "Repairs of Stations and Buildings."—Decrease Rs. 21,777.

47. "New Minor Works."—Increase Rs. 3,787.

48. "Unclassified Expenditure."—Decrease Rs. 16,560, of which Rs. 11,845 is in loss by exchange due to a more favourable rate, and Rs. 4,225 in carriage of revenue stores.

49. There is a further credit to maintenance charges of Rs. 2,215 for working the Kolar Gold Fields Railway as compared with the corresponding half of 1896.

50. The number of miles of rails removed during the half-year was 50,2882 against 59,9414 in the second half of 1896.

51. The cost of maintaining a mile of single track including sidings was Rupees 619.62 against Rs. 635.53. The figures in this and preceding paragraphs include the mileage maintained for the Kolar Gold Fields Railway.

52. Famine batta was allowed to employés of the Engineering Department to the extent of Rs. 6,582, of which Rs. 214 was charged to capital and Rs. 6,368 to revenue.

53. *Abstract B—Locomotive Expenses*.—An increase of Rs. 27,631.

54. Under "General Superintendence" of Abstracts B and C there is a net decrease of Rs. 3,343. There are increases of Rs. 1,633 for increased pay to Mr. Phipps and of Rs. 1,775 for salary of Mr. Porteous who only drew pay for one month in the corresponding period of 1896. A decrease of Rs. 4,899 in Subordinate Superintendence is due to the resignation of Foreman W. Barefoot, the dismissal of Mr. A. C. Scriven, Boiler-smith, the resignation of Mr. Smith, Spring-smith and of Mr. Roach, Foreman of Smiths' shop. A decrease of Rs. 1,579 in office expenses is due to Chief Draughtsman Mr. Bamford having acted as General Storekeeper.

55. "Running expenses."—Increase Rs. 5,048.

56. "Fuel."—Increase Rs. 27,254 probably due to the increased engine-mileage which was 97,170 more than in December 1896 half-year.

57. "Oil, Tallow and other stores."—An increase of Rs. 2,191 due to extra mileage, and enhanced cost of oil.

58. "Unclassified Expenditure."—There is a decrease of Rs. 7,597 in loss by exchange and an increase of Rs. 6,752 in carriage of revenue stores.

59. There is an increased credit under this abstract of Rs. 4,743 for working the Kolar Gold Fields Railway and a decrease of Rs. 1,554 for working the Madras-Ennur line.

60. The expenditure on famine batta amounted to Rs. 793.

61. The cost of the department per train mile was annas 13.09 against annas 13.50 and per engine mile annas 10.95 against annas 11.33 in the second half of 1896.

62. *Abstract C—Carriage and Wagon Expenses*.—A net increase of Rs. 5,849.

63. "Repairs and Renewals of Vehicles."—Increase Rs. 2,534.

64. "Cleaning and Oiling Vehicles."—Increase Rs. 6,287 due to increased mileage and to higher cost of oil.

65. "Unclassified Expenditure."—Decrease Rs. 2,540 of which Rs. 2,386 is in "loss by exchange."

66. There was an increase of Rs. 1,471 and a decrease of Rs. 465 in the amounts credited for working the Kolar Gold Fields and Madras-Ennur Railways respectively.

67. The Carriage and Wagon Expenses per train mile were annas 3.78 against annas 3.92 and per 1,000 vehicle miles run by home vehicles Rs. 10.20 against Rupees 11.21 in the corresponding half of 1896.

68. The expenditure on famine batta amounted to Rs. 66.

69. *Abstract D—Traffic Expenses*.—A net increase of Rs. 4,701.

70. "Salaries, Wages, &c." show a net increase of Rs. 15,698 of which Rupees 6,454 is in "Station Staff" and Rs. 9,563 in "Train Staff," the latter being due to mileage allowances paid to Guards and Under-Guards.

71. "Fuel, Lighting, &c."—A decrease of Rs. 5,551 appears.

72. "Payments to other Lines."—Decrease Rs. 3,135.

73. "Loss by Exchange" shews a decrease of Rs. 4,634.

74. There was an increase of Rs. 1,642 and a decrease of Rs. 648 in the amounts credited for working the Kolar Gold Fields and Madras-Ennur Railways respectively.

75. The expenditure on famine batta amounted to Rs. 2,048.

76. The charges for Station Staff, the tonnage of goods lifted, and the ton mileage of goods carried compare as follows:—

	Second half of 1896.	Second half of 1897.	Differenced.	
	TONS.	TONS.	TONS.	PER CENT.
Tonnage of goods	575,626	613,550	+ 37,924	+ 6.59
	TON MILES.	TON MILES.	TON MILES.	
Ton mileage of goods	70,464,016	76,569,943	+ 6,105,927	+ 8.67
	RS.	RS.	RS.	
Station staff	1,92,070	1,98,724	+ 6,454	+ 3.36
Train staff	52,409	61,972	+ 9,563	+ 18.25

77. The total cost of the department averaged annas 5.10 against annas 5.34 per train mile in the second half of 1896.

78. *Abstract E*.—General charges show a net decrease of Rs. 3,980.

79. "Salaries of Indian Management" shows an increase of only Rs. 227. There was an increased outlay on medicines and a small increase in the audit compensated by decreases in the other departments.

80. The cost of "Police" is Rs. 579 less.

81. The expenditure under "Electric Telegraph" is Rs. 189 less.

82. "Unclassified Expenditure."—There is an increase in expenditure on fire engines, but it is cleared by the credit taken at the foot of the Abstract. A decrease of Rs. 2,534 in loss by exchange is due to the more favourable rate of exchange for the half-year under review.

83. There is an extra credit to Abstract E for working the Kolar Gold Fields Railway of Rs. 1,030 and a decrease for Madras-Ennur Railway of Rs. 482.

84. The expenditure on famine batta was Rs. 17 for the Medical, Rs. 77 for the Police and Rs. 61 for the Telegraph department.

85. *Abstract G*.—Special and miscellaneous expenditure shows a decrease of Rs. 3,578.

86. "Law Charges" show an increase of Rs. 934 owing to the Solicitor's bill for December 1896 half-year not having been received and included in that period.

87. *Rates and Taxes*.—Decrease of Rs. 3,806.

88. An extra credit appears in the abstract of Rs. 93 for working the Kolar Gold Fields Railway and a decrease of Rs. 94 for working the Madras-Ennur Railway.

89. The expenditure on famine batta drawn through the conservancy pay sheets was Rs. 77.

90. *Kolar Gold Fields Railway*.—A sum of Rs. 58,113, being the cost of working this line for the half-year to 31st December 1897 (exclusive of Rs. 5,500 for hire of rolling stock), has been recovered and distributed over the several abstracts of the Madras Railway Revenue Accounts as shown against each.

91. *Madras-Ennur Section of the Bezwada-Madras Railway*.—A sum of Rs. 18,995, being the cost of working this line for the second half of 1897 (exclusive of Rs. 1,465 for hire of rolling stock), has been recovered. Of this sum Rs. 7,926 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.

92. *Statement of train mileage No. 14*.—As compared with the second-half of 1896 there was an increase in the train mileage of 77,569, or about 6.08 per cent., the miscellaneous engine mileage was 19.54 per cent. of train mileage against 19.19 per cent. in the corresponding half of the previous year.

ORDER—No. 669 Ry., dated 30th April 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 31st December 1897, be forwarded to the Government of India and to the Secretary of State in continuation of G.O., No. 545 Ry., dated 8th April 1898.

[Here enter No. 670 Ry., dated 30th April 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. 670 Ry., dated 30th April 1898.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

Note by the Chief Auditor on the Capital
and Revenue Accounts of the Madras
Railway for the half-year ended the 31st
December 1897.

MADRAS RAILWAY COMPANY,
CHIEF AUDITOR'S OFFICE,
MADRAS, 19th March 1898.

To

THE AGENT AND MANAGER,
Madras Railway Company.

DEAR SIR,

I beg to forward herewith the usual statements of the Company's Accounts for the half-year ending 31st December 1897.

CAPITAL.

1. *Statement No. V*.—The Capital expenditure for the half-year amounted to Rs. 2,56,930, and was chiefly incurred on Bridge Work, alterations and additions to Stations and Station yards, Locomotive Shop plant and rolling stock.

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. 12,15,14,171 and the expenditure excluding suspense Rs. 11,91,64,446 which gives an average of Rs. 1,41,994 per mile open.

3. *Calicut-Cannanore Extension*.—Debentures for £100,000 were raised for this work during the half-year and the Home expenditure thereon as well as the survey expenses, amounting together to Rs. 50,627 were charged to "Preliminary Expenses" vide Statement No. Va of the printed accounts.

REVENUE.

General Results.

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

	Half-year ending December 1896.	Half-year ending December 1897.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked	839.22	839.22		
Train mileage	1,243,216	1,318,652	+ 75,436	+ 6.07
	No.	No.	No.	
Average number of trains over the whole line daily in both directions	8.05	8.54	+ .49	
	Rs.	Rs.	Rs.	Rs.
Gross earnings	54,11,851	56,75,752	+ 2,63,901	+ 4.88
Working expenses	27,50,916	27,63,201	+ 12,285	+ .45
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5. The Gross Earnings per mean mile worked per week averaged Rs. 260 against Rs. 248 and were realized at a cost of 48.68 per cent. against 50.83 per cent. in the corresponding half of the previous year.

6. The percentage of working expenses to Gross Earnings for the year 1897 was 47.65 against 50.50 for 1896.

7. The Net Earnings gave after paying the interest charges for the half-year a surplus of Rs. 2,646-14-8.

Gross Earnings.

8. The following table shews the Gross Earnings for the two half years:—

		Half-year ending Dec- ember 1896.	Half-year ending Dec- ember 1897.	Difference.	
				Amount.	Per cent.
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Electric Telegraph	...	10,440	9,769	- 671	- 6.43
Steam Boat	...	...	...	...	...
Sundries	...	1,03,829	1,24,723	+ 20,894	+ 20.12
Total	...	54,11,851	56,75,752	+ 2,63,901	+ 4.88

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.
Second half of 1896...	12,860	97,236	48,508	1,19,133	4,756,749	17,36,133	4,818,117	19,52,502
Second half of 1897...	11,783	89,029	51,505	1,26,881	4,855,581	17,07,770	4,918,869	19,23,680
Increase	...	...	2,997	7,748	98,832	...	100,752	...
Decrease	1,077	8,207	...	...	...	28,363	...	28,822

10. The increases and decreases in the various descriptions of Passenger traffic are shewn in the detail Statement of Abstract H, ~~side para. 112.~~

11. The first class traffic shews a decrease of 1,077 and Rs. 8,207. This falling off is entirely in ordinary traffic season tickets and Troops and Police shew a small increase.

12. The second class traffic shews an increase of 2,997 and Rs. 7,748. The ordinary traffic is lower than in the corresponding period and a large increase of Rs. 11,023 occurs in Troops and Police due to abnormal traffic in connection with Malakand and Tirah expeditions.

13. The third class traffic exhibits an increase in numbers of 98,832 and a falling off of Rs. 28,363.

14. Passengers' luggage.—An increase of Rs. 3,953 appears under this head.

15. The receipts from ordinary Horse, Carriage and Dog traffic shew a falling off of Rs. 3,888, the military traffic under this head is better by Rs. 429.

16. Consequent on abnormal military traffic the receipts from military Baggage shew an improvement of Rs. 12,776.

17. Parcels for the Public.—These receipts shew an increase of Rs. 25,103.

18. **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 1896:—

	Half-year ending December 1896.		Half-year ending December 1897.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, General	402,156	27,13,849	442,393	29,10,464
Military Stores...	1,000	43,475	878	35,236
Railway Materials for Construction	532	1,610	294	871
Coal (including Locomotive Revenue)	75,113	2,26,094	83,419	2,74,691
Revenue Stores (excluding Locomotive coal)	96,825	46,251	86,566	41,518
Other Goods traffic	...	28,943	...	30,657
	575,626	30,60,222	613,550	32,93,437
Less—Outstanding irrecoverable or not recovered	...	...	...	...
Total	575,626	30,60,222	613,550	32,93,437

19. Under the head of Merchandise General an increase of tons 40,237 and Rs. 1,96,615 appears. Grain traffic is responsible for an improvement of nearly Rs. 1,25,000 due probably to famine. A large increase of Rs. 57,000 is also noticed in timber, a falling off in this commodity was noticed in the corresponding period. A decrease of some Rs. 78,000 occurs under the head of Cotton raw.

20. **Coal (including Locomotive Revenue.)**—Increase tons 8,306 and Rs. 48,597. Nearly the whole of this increase is due to public traffic, a considerable portion referring to coal from Madras to the Kolar Mines. The receipts from Locomotive Revenue coal shew an increase of Rs. 7,000.

21. **Other Goods Traffic.**—Increase Rs. 1,714.

22. 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 December 1896.		Half-year ending December 1897.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
COTTON—				
Raw	10,232	1,37,714	3,913	59,092
DYES AND TANS—				
Others	8,206	79,993	10,031	84,348
GRAIN AND PULSE—				
Rice in the husk	11,930	59,908	10,021	41,434
Rice not in the husk	32,199	1,72,711	41,402	2,44,652
Jawar and Bajra	23,068	1,32,957	22,442	1,42,323
Grain and Pulse	14,015	83,067	20,519	1,35,214
Others	25,518	1,73,919	31,286	1,88,407
HIDES AND SKINS—				
HIDES OF CATTLE—				
(b) Raw	3,079	41,821	4,890	61,378
SKINS OF SHEEP, &c.—				
(a) Dressed or Tanned	3,469	55,239	4,074	59,654
(b) Raw	8,373	1,05,046	9,626	1,02,330
METALS—				
Iron	7,335	65,184	8,707	87,530
OILS—				
Kerosine	4,611	55,982	6,170	70,099
OIL SEEDS—				
Til or Jingili	7,541	52,121	7,344	42,185
PROVISIONS—				
Others	26,377	1,92,821	28,437	2,12,315
Salt	24,131	1,38,787	28,162	1,50,549
SUGAR—				
Unrefined, viz., Molasses and Jaggery or Gur and other				
Saccharine Produce	10,182	59,452	11,754	56,740
Timber	50,920	1,62,763	58,493	2,20,353
All other articles of Merchandise	33,698	3,49,343	37,204	3,57,364

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

23. **Cotton—Raw.**—Decrease tons 6,319 and Rs. 78,622. This falling off is nearly all in local traffic, Adoni alone being responsible for some Rs. 20,000, Raichur and Tadpatri also shew large decreases.

24. **Dyes and Tans—Others.**—Increase tons 1,825 and Rs. 4,355.

25. **Grain and Pulse—Rice in the husk.**—Decrease tons 1,909 and Rs. 18,474. A very large falling off was also noticed in this commodity in the corresponding period.

26. **Grain and Pulse—Rice not in the husk.**—Increase tons 9,203 and Rs. 71,941. A small proportion only of this increase is due to traffic with foreign lines, nearly Rs. 60,000 being due to local traffic. Katpadi alone shews an increase of some Rs. 20,000. Arcot, Salem and Rayapuram being the remaining principal Stations.

27. **Grain and Pulse—Jawar and Bajra.**—Decrease tons 626 and increase Rs. 9,366.

28. **Grain and Pulse—Gram and Pulse.**—Increase tons 6,504 and Rs. 52,147. The local increase under this head (Rs. 11,000 only), is mainly due to traffic from Tiruppur and Coimbatore and stations between Jalarpet and Salem in the first portion of the half-year. A very large increase occurred in traffic from Madras Railway Stations to the G. I. P. line and beyond via Raichur, the receipts from traffic to Southern Mahratta Railway and beyond via Bangalore City also shew an improvement. The traffic coming on to this Company's system at Bangalore City exhibits a falling off of some Rs. 8,000.

29. **Grain and Pulse—Others.**—Increase tons 5,768 and Rs. 14,488.

30. **Hides and Skins—Hides of Cattle—Raw.**—Increase tons 1,811 and Rs. 19,557. This is practically all due to traffic from G. I. P. Stations and beyond via Raichur.

31. **Hides and Skins—Skins of Sheep, &c.—Dressed or Tanned.**—Increase tons 605 and Rs. 4,415.

32. **Hides and Skins—Skins of Sheep, &c.—Raw.**—Increase tons 1,253 and decrease Rs. 2,716.

33. **Metals—Iron.**—Increase tons 1,372 and Rs. 22,346. This is nearly all in local traffic, Salt Cotours alone accounting for more than half of the increase.

34. **Oils—Kerosine.**—Increase tons 1,559 and Rs. 14,117. This improvement is due to local traffic from Madras.

35. **Oil Seeds—Til or Jingili.**—Decrease tons 197 and Rs. 9,936.

36. **Provisions—Others.**—Increase tons 2,060 and Rs. 19,494.

37. **Salt.**—Increase tons 4,031 and Rs. 11,762.

38. **Sugar—Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine produce.**—Increase tons 1,572 and decrease Rs. 2,712.

39. **Timber.**—Increase tons 7,573 and Rs. 57,590. This increase is mainly due to traffic to stations on the Kolar Gold Fields Railway via Bowringpet.

40. **All other articles of Merchandise.**—Increase tons 3,506 and Rs. 8,021.

Working Expenses.

41. The Working Expenses compare as follows with those of December 1896 half-year :—

	SECOND HALF OF 1896.		SECOND HALF OF 1897.		DIFFERENCE.	
	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	6,45,543	11.93	6,27,504	11.05	18,039	2.79
Locomotive	10,51,453	19.43	10,79,084	19.01	27,631	2.63
Carriage and Wagon	3,05,538	5.65	3,11,387	5.49	5,849	1.91
Traffic	4,16,454	7.69	4,21,155	7.42	4,701	1.13
General	2,86,821	5.30	2,82,841	4.98	3,980	1.39
Steam-boat	45,107	.83	41,229	.73	3,878	.86
Special and Miscellaneous	45,107	.83	41,229	.73	3,878	.86
Total	27,50,916	50.83	27,63,200	49.63	12,284	.45

42. **Abstract A.**—A net decrease of Rs. 18,039 is to be observed under Maintenance charges.

43. Under "General Superintendence" there is a net decrease of Rs. 8,226. The many changes that occurred in the official staff during the half-year resulted in a net increase of Rs. 247. Messrs. Sandford and Gallagher resigned and Messrs. Stuart and Evans joined the service during this half-year. There is a decrease of Rs. 1,296 in exchange compensation allowance due to the more favourable rate ruling, a saving of Rs. 1,595 under subordinate

superintendence owing to Inspector of Points and Crossings, Mr. Whitney, having been appointed on 8th October to replace Mr. Punter who resigned in May; a decrease also appears in Office Expenses, of Rs. 4,282 partly due to a smaller consumption of stationery and partly to the value of some surveying instruments, &c., having been charged off in December 1896 half-year.

44. "Maintenance and Renewal of Permanent Way."—An increase occurs here of Rs. 34,215 of which Rs. 23,146 is for materials for ordinary work, while the credit for returned stores was Rs. 24,868 less than in December 1896 half-year. There is also an increase of Rs. 6,552 in wages due to Famine batta. On the other hand, there is a decrease of Rs. 20,352 in the amount spent on covering sand ballast with broken stones.

45. "Repairs of Bridges, &c."—Decrease Rs. 7,255.

46. "Repairs of Stations and Buildings."—Decrease Rs. 21,777.

47. "New Minor Works."—Increase Rs. 3,787.

48. "Unclassified Expenditure."—Decrease Rs. 16,560 of which Rs. 11,845 is in loss by exchange due to a more favorable rate, and Rs. 4,225 in carriage of Revenue stores.

49. There is a further credit to maintenance charges of Rs. 2,215 for working the Kolar Gold Fields Railway as compared with the corresponding half of 1896.

50. The number of miles of rails removed during the half-year was 50,2882 against 59,9414 in the second half of 1896.

51. The cost of maintaining a mile of single track including sidings was Rs. 619.62 against Rs. 635.53. The figures in this and preceding paragraphs include the mileage maintained for the Kolar Gold Fields Railway.

52. Famine batta was allowed to employes of the Engineering department to the extent of Rs. 6,582 of which Rs. 214 was charged to Capital and Rs. 6,368 to Revenue.

53. **Abstract B.—Locomotive Expenses.**—An increase of Rs. 27,631.

54. Under "General Superintendence" of Abstracts B and C there is a net decrease of Rs. 3,343. There are increases of Rs. 1,638 for increased pay to Mr. Phipps and of Rs. 1,775 for salary of Mr. Porteous who only drew pay for one month in the corresponding period of 1896. A decrease of Rs. 4,899 in Subordinate Superintendence is due to the resignation of Foreman W. Barefoot, the dismissal of Mr. A. C. Scriven, Boiler-smith, the decrease of Rs. 1,579 in office expenses is due to Chief Draughtsman, Mr. Bamford having acted as General Storekeeper.

55. "Running expenses."—Increase Rs. 5,048.

56. "Fuel."—Increase Rs. 27,254 probably due to the increased engine-mileage which was 97,170 more than in December 1896 half-year.

57. "Oil, Tallow and other stores."—An increase of Rs. 2,191 due to extra mileage, and enhanced cost of oil.

58. "Unclassified Expenditure."—There is a decrease of Rs. 7,597 in loss by exchange and an increase of Rs. 6,752 in carriage of Revenue Stores.

59. There is an increased credit under this abstract of Rs. 4,743 for working the Kolar Gold Fields Railway and a decrease of Rs. 1,554 for working the Madras-Ennur Line.

60. The expenditure on Famine batta amounted to Rs. 793.

61. The cost of the department per train-mile was annas 13.09 against annas 13.50 and per engine-mile annas 10.95 against annas 11.33 in the second half of 1896.

62. **Abstract C.—Carriage and Wagon Expenses.**—A net increase of Rs. 5,849.

63. "Repairs and Renewals of Vehicles."—Increase Rs. 2,534.

64. "Cleaning and Oiling Vehicles."—Increase Rs. 6,287 due to increased mileage and to higher cost of oil.

65. "Unclassified Expenditure."—Decrease Rs. 2,540 of which Rs. 2,336 is in "loss by exchange."

66. There was an increase of Rs. 1,471 and a decrease of Rs. 465 in the amounts credited for working the Kolar Gold Fields and Madras-Ennur Railways respectively.

67. The Carriage and Wagon Expenses per train-mile were annas 3.78 against annas 3.92 and per 1,000 vehicle-miles run by home vehicles Rs. 10.50 against Rs. 11.21 in the corresponding half of 1896.

68. The expenditure on Famine batta amounted to Rs. 66.

69. **Abstract D.—Traffic Expenses.**—A net increase of Rs. 4,701.

70. "Salaries, Wages, &c.", show a net increase of Rs. 15,698 of which Rs. 6,454 is in "Station Staff" and Rs. 9,563 in "Train Staff" the latter being due to mileage allowances paid to Guards and Under-Guards.

71. "Fuel, Lighting, &c."—A decrease of Rs. 5,551 appears.

72. "Payments to other Lines."—Decrease Rs. 3,135.

73. "Loss by Exchange" shews a decrease of Rs. 4,634.

74. There was an increase of Rs. 1,642 and a decrease of Rs. 648 in the amounts credited for working the Kolar Gold Fields and Madras-Ennur Railways respectively.

75. The expenditure on Famine batta amounted to Rs. 2,048.

76. The charges for Station Staff, the tonnage of goods lifted, and the ton-mileage of goods carried compare as follows:—

	Second half of 1896.		Second half of 1897.		Difference.	
	Tons.		Tons.		Tons.	Per Cent.
Tonnage of Goods ...	575,626		613,550	+	37,924	+ 6.59
Ton-mileage of Goods ...	70,464,016		76,559,913	+	6,105,927	+ 8.67
Station Staff ...	Rs. 1,92,070		Rs. 1,98,524	+	Rs. 6,454	+ 3.36
Train Staff ...	52,409		61,972	+	9,563	+ 18.25

77. The total cost of the department averaged annas 5.10 against annas 5.34 per train-mile in the second half of 1896.

78. **Abstract E.—General Charges** show a net decrease of Rs. 3,980.

79. "Salaries of Indian Management" shows an increase of only Rs. 227. There was an increased outlay on Medicines and a small increase in the Audit compensated by decreases in the other departments.

80. The cost of "Police" is Rs. 579 less.

81. The expenditure under "Electric Telegraph" is Rs. 189 less.

82. "Unclassified Expenditure."—There is an increase in expenditure on fire engines, but it is cleared by the credit taken at the foot of the Abstract. A decrease of Rs. 2,534 in loss by exchange is due to the more favourable rate of exchange for the half-year under review.

Papers to be read in Proceedings:—

92. Statement of train-mileage No. 14.—As compared with the second half of 1896, there was an increase in the train-mileage of 77,569, or about 6.08 per cent., the miscellaneous engine-mileage was 19.54 per cent. of train-mileage against 19.19 per cent. in the corresponding half of the previous year.

Cash ...						Rs.	A.	P.
						50,692	0	8
Stores								
						35	5	4
						<u>Rs. 50,627 6</u>		

" " 189 , " " "

Note by the Chief Auditor on the Capital and Revenue Accts
of the Madras Railway for the half year ended the 31st Dec
1897.

ORDERED By Sir P. J. ...

ORDER.

Ordered that the note by the
Chief Auditor on the Capital &
Revenue Accounts of the M.R. for
the half year ended the 31st Dec^r
be forwarded to the Govt of India and
to the Secy of State in continuation
of G.O.N: 545. D^y of 24th April 1892.
W.S. N: 670 D^y of 30th April 1892
Forwarded

2 The Agent & Manager MR
" Examiner of R^r Certs
" Cons: Engr for R^r

A. 2. W: $\frac{14}{669}$ R. of 30th April 1877

The Reverend the Lady of the
King's Lodge,

In continuation of
despatch no. $\frac{4}{5452}$ 8th April
We have the honor to
herewith copy ^{our} 7th Page of
669. RM of 30th April 1898.

Chief Auditor ~~has~~
a note by the ~~Examiner~~ of ~~Revenue~~
~~Accounts~~ ~~Director~~ on the Capital
and Revenue Accounts of the MP
for the half year ended the 31st
December 1897.

YH

7M SR
11/11/98
6-4-5A

Bank 717

669
670 R

PUBLIC WORKS DEPARTMENT.

DESPATCH

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR

AND

MEMBERS OF GOVERNMENT,

(With Original).

H2 Lbun