

Urgent
Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 817 Rev.

DATED 16th June 98

Proof 100/1

Ad. not official

[Despatch Abstract.]

Earnings, Expenditure &c of the Madras Ry.

Reviewing the statement showing the —
during the 22 half years ending the 31st December
1897, and placing on record H. E. the Governor
in Council's appreciation of the work done
by Mr. Cross, the Company's Agent & his
staff in thus raising the affairs of the
Company to their present satisfactory position.

Indexed.

Government { 1898 } of Madras.
PUBLIC WORKS.

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JUNE.

Reviewing the statement showing the — during the 22 half-years ending the 31st December 1897, and placing on record His Excellency the Governor in Council's appreciation of the work done by Mr. Moss, the Company's Agent, and his staff in thus raising the affairs of the company to their present satisfactory position.

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18/6/98

To:

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MADRAS RAILWAY COMPANY.

STATEMENT showing Revenue Earnings and Expenditure, Net Earnings, Deficiency in Guaranteed Interest, Yearly Dividend, Number of Passengers, Tons of Goods and Train mileage from January 1887 to December 1897.

Half-year ending	Expenditure.														Receipts.					Net Earnings.	Deficiency in guarantee.	Yearly dividends.	Total passengers (excluding troops and police).	Total goods tonnage (exclusive of Railway materials for construction and Revenue Stores).	Total train mileage.	
	Maintenance of way and works.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.		General charges.		Special and miscellaneous expenditure.		Total.	Coaching.	Goods.	Telegraph.	Sundries.	Total.								
	A	B	C	D	E	G																				
	RS.	%	RS.	%	RS.	%	RS.	%	RS.	%	RS.	%	RS.	RS.	RS.	RS.	RS.	RS.	%	£	£	NO.	TONS.	NO.		
June 1887.	6,18,077	14.81	10,24,215	24.55	3,72,254	8.92	3,74,446	8.97	2,37,996	5.70	10,238	.25	26,37,226	63.20	17,24,438	23,44,787	10,078	93,274	41,72,577	15,35,351	36.80	118,395	2.47	3,578,225	356,099	1,163,296
December „	8,26,253	20.66	8,11,269	20.28	3,54,267	8.86	3,96,166	9.90	2,43,013	6.07	24,313	.61	26,55,281	66.38	16,26,580	22,76,060	8,742	88,576	39,99,958	13,44,678	33.62	137,934		3,408,289	355,502	1,160,202
June 1888.	6,51,295	15.28	7,99,892	18.77	3,61,543	8.48	3,99,667	9.38	2,51,633	5.90	24,707	.58	24,88,737	58.39	18,39,785	22,94,947	9,323	1,18,306	42,62,361	17,73,624	41.61	98,614	3.02	3,824,961	357,804	1,189,116
December „	7,34,951	17.22	8,16,382	19.13	2,96,441	6.94	4,00,946	9.39	2,46,050	5.76	25,901	.61	25,20,671	59.05	17,93,220	23,70,357	8,942	96,173	42,68,692	17,48,021	40.95	100,961		4,116,377	369,875	1,201,920
June 1889.	6,74,031	14.96	8,33,761	18.50	3,52,261	7.82	3,98,035	8.83	2,63,869	5.86	16,775	.37	25,38,732	56.34	18,90,802	25,37,174	9,594	68,778	45,06,348	19,67,616	43.66	80,756	3.21	4,386,626	370,690	1,192,742
December „	8,64,530	18.78	9,12,010	19.81	3,66,649	7.96	4,01,941	8.73	2,67,180	5.80	21,432	.46	28,33,742	61.54	18,27,088	26,67,054	9,512	1,00,893	46,04,547	17,70,805	38.46	98,797		4,405,448	429,927	1,178,155
June 1890.	7,01,883	14.86	8,72,386	18.48	2,23,425	4.73	4,03,973	8.56	2,82,381	5.98	20,398	.43	25,04,946	53.04	18,65,830	25,65,458	9,504	2,82,046	47,22,838	22,17,892	46.96	61,020	3.81	4,370,640	403,571	1,187,558
December „	5,51,046	11.52	8,80,560	18.41	3,34,092	6.99	4,16,714	8.71	2,68,507	5.61	28,796	.60	24,79,709	51.84	18,98,661	27,90,776	8,986	84,874	47,83,297	23,03,588	48.16	53,209		4,328,501	452,920	1,273,244
June 1891.	5,86,047	12.49	11,67,978	24.90	2,55,227	5.44	4,18,937	8.93	2,89,763	6.18	21,783	.46	27,39,735	58.40	18,71,529	27,26,249	8,955	84,432	46,91,165	19,51,430	41.60	84,561	3.28	4,386,089	413,672	1,233,923
December „	7,20,141	15.47	9,46,386	20.34	2,42,463	5.21	4,35,616	9.36	2,77,693	5.97	76,096	1.64	26,98,424	57.99	17,42,843	28,12,435	11,101	87,144	46,53,523	19,55,099	42.01	84,771		4,105,346	441,463	1,288,304
June 1892.	6,72,733	14.18	9,36,121	19.73	3,03,882	6.40	4,28,522	9.03	2,70,909	5.71	60,885	1.28	26,73,052	56.33	18,40,926	28,13,649	9,275	81,252	47,45,102	20,72,050	43.67	75,675	3.57	4,450,121	380,362	1,245,122
December „	7,80,046	15.98	9,25,113	18.96	2,12,870	4.36	4,15,223	8.51	2,69,246	5.52	56,987	1.17	26,59,485	54.50	19,13,906	28,77,064	9,204	79,394	48,79,568	22,20,083	45.50	63,361		4,522,268	419,044	1,274,602
June 1893.	4,07,981	7.72	10,19,866	19.29	2,44,413	4.62	4,42,083	8.36	2,86,717	5.42	44,645	.85	24,45,705	46.26	20,32,392	31,58,365	10,012	85,945	52,86,714	28,41,009	53.74	6,442	4.50	5,035,979	450,790	1,300,838
December „	6,07,835	11.65	9,98,250	19.13	2,58,265	4.95	4,57,902	8.77	2,75,387	5.28	39,950	.76	26,37,589	50.54	19,52,189	31,45,103	9,518	1,11,513	52,18,323	25,80,734	49.46	29,951		4,714,986	431,318	1,342,258
June 1894.	5,80,000	11.21	9,44,557	18.26	3,71,242	7.17	4,46,487	8.63	2,86,094	5.53	53,214	1.03	26,81,594	51.83	20,19,165	30,09,227	9,137	1,36,403	51,73,932	24,92,338	48.17	38,054	4.11	4,994,145	409,472	1,286,953
December „	5,89,190	11.45	9,68,520	18.81	3,41,076	6.63	4,23,468	8.22	2,79,368	5.43	89,938	1.75	26,01,555	52.29	20,99,202	29,75,904	8,885	63,089	51,47,080	24,55,525	47.71	41,429		5,094,041	409,945	1,251,910
June 1895.	5,99,458	10.50	10,22,264	17.91	3,01,883	5.29	4,22,115	7.40	2,88,154	5.05	48,261	.85	26,82,135	47.00	23,74,060	32,38,163	10,643	84,170	57,07,036	30,24,901	53.00	+ 2,892	4.87	4,520,445	431,915	1,274,835
December „	5,83,099	10.60	10,29,076	18.71	2,91,120	5.29	4,09,760	7.45	2,85,229	5.18	49,257	.90	26,47,541	48.13	23,70,761	30,43,481	9,935	77,194	55,01,371	28,53,830	51.87	4,917		4,386,346	431,436	1,294,663
June 1896.	6,09,640	11.15	10,50,269	19.21	3,10,430	5.68	4,45,373	8.14	2,88,769	5.28	39,564	.72	27,44,045	50.18	23,44,745	30,22,150	9,816	91,689	54,68,400	27,24,355	49.82	16,636	4.46	4,873,354	425,201	1,269,581
December „	6,45,543	11.93	10,51,453	19.43	3,05,538	5.65	4,16,454	7.69	2,86,821	5.30	45,106	.83	27,50,915	50.83	22,37,360	30,60,222	10,440	1,03,829	54,11,851	26,60,935	49.17	22,449		4,782,882	456,924	1,275,064
June 1897.	6,20,106	10.71	10,38,798	17.94	2,89,436	5.00	4,04,684	6.99	2,84,635	4.92	62,267	1.07	26,99,926	46.63	22,89,695	33,95,726	10,460	93,681	57,89,562	30,89,636	53.37	+ 15,299	4.97	5,116,250	499,818	1,294,803
December „	6,27,504	11.05	10,79,084	19.01	3,11,388	5.49	4,21,154	7.42	2,82,841	4.98	41,229	.73	27,63,200	48.68	22,47,823	32,93,437	9,769	1,24,723	56,75,752	29,12,551	51.32	+ 663		4,878,185	509,286	1,352,633

An amount of Rs. 59,11,751 was spent during the period and charged against revenue in renewing engines, passenger and goods vehicles, &c., &c. During the last six half years two new engines for half year have been charged against revenue.

RAYAPURAM,
3rd May 1898.

LOUIS S. MOSS,
Agent and Manager.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

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

Read also the following paper :—

Statement showing Revenue earnings and Expenditure, Net earnings, Deficiency in Guaranteed Interest, Yearly Dividend, Number of passengers, Tons of Goods and Train mileage from January 1887 to December 1897.

No. 51/O.

Submitted for the information of Government.

4th June 1898.

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

ORDER—No. 817 Ry., dated 16th June 1898.

The statement shows the earnings and the expenditure of the Madras Railway Company during the 22 half-years ending 31st December 1897. During this period while gross receipts have risen from Rs. 84,72,535 for the year 1887, to Rs. 1,14,65,314 for the year 1897, working expenses have only risen from Rs. 52,92,507 to Rupees 54,63,126. In other words, the percentage of expenditure to receipts has fallen from about 64 $\frac{3}{4}$ per cent. to about 47 $\frac{3}{4}$ per cent. During the same period the yearly dividends earned have increased from about 2 $\frac{1}{2}$ to close upon 5 per cent., while the difference between net earnings and the Government guarantee has changed from a deficiency of over a quarter of a million sterling to a surplus of close on £16,000.

2. This improvement in the financial position has been accompanied, as might have been expected, by a steady improvement in the services performed for the public, the number of passengers carried having risen from seven to ten millions per annum, and the quantity of goods handled from three-quarter million to one million of tons. Train mileage has risen from 2 $\frac{1}{2}$ million to 2 $\frac{3}{4}$ million train miles, and this with no increase of mileage of railway worked by the company.

3. His Excellency the Governor in Council has been much gratified by the perusal of this proof of the activity and good management displayed by the officers of a railway whose interests are so largely bound up with those of this Presidency, and whose progress, in so far as gross earnings are concerned, is an index of the increasing prosperity of the people of Southern India—a prosperity for which the Madras Railway Company must be given a share of the credit.

4. Though this Presidency is not directly interested financially in the success of the Madras Railway, it is interested largely in the increase, by one-third, of passengers and of goods conveyed thereon.

5. The period covered by the statement is coincident with that during which Mr. Louis Moss has been the Company's Traffic Manager, December 1886 to July 1892, and Agent, July 1892 to December 1897, and His Excellency the Governor in Council takes this occasion to record his appreciation of the work which has been done by Mr. Moss in raising the affairs of his company to their present satisfactory position. For, in serving his company, the Agent and his staff have also served the State, whose interests and those of the company are more than ever coincident now that net earnings seem likely to continue to exceed the guarantee.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.
Editors' Table.

Exd. W. D'Moss.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1898.

Enclosures

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G.O., Nos. 545, 546 Ry., 8th April 1898.

APRIL.

Capital and Revenue Accounts, Madras Railway

Forwarding copy of Proceedings embodying copies of the — for the half-year ended 31st December 1897, together with brief note thereon by the Consulting Engineer for Railways, Madras.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Capital and Revenue Accounts of the Madras Railway, for the half-year ended 31st December 1897.

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

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

That a steady improvement in gross earnings is in progress is not so clearly apparent from the table as from a diagram which I have prepared to show everything from the commencement. The diagram shows most clearly that the curve of gross receipts has an upwards tendency. Indeed on a diagram showing half-years on the horizontal and lakhs on the vertical, the length of a half-year on one scale being equal to the length of a lakh on the other, the direction of the mean straight line, representing the increase in gross earnings in the last ten or twelve years, rises at an angle of about 33° with the horizontal. The straight line which on the same diagram represents the rough mean of working expenses in the last eight or nine years runs pretty well horizontally, and cannot be said to have an upwards tendency except in so far as results from recent rail renewals. The direction of the curve of net earnings is therefore most satisfactory for all concerned. The average of percentage of working expenses to gross earnings for the ten half-years has been 49.18 so that the percentage, 48.68, for the half-year under review, though not so good as the 46.63 of the previous year, and indeed not as good as on three other occasions, is satisfactory enough.

The tonnage of goods lifted is better than in any other half-year out of the ten. The figure for train mile earnings keeps tolerably near an average of 4.258, but in the last six half-years the average has been 4.416 as against 4.021 for the previous four half-years. As compared with these percentages, that for the half-year under review is 4.304.

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

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

MADRAS,
31st March 1898.

FRANCIS J. E. SPRING,
Consulting Engineer for Rys.

TABLE A.
Madras Railway.

Statistice.	1893.		1894.		1895.		1896.		1897.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
Mean mileage worked ..	839	839	839	839	839	839	839	839	839	839
Train miles ..	1,300,838	1,342,258	1,286,953	1,261,910	1,258,565	1,278,459	1,237,502	1,243,216	1,262,217	1,318,652
Gross earnings ..	52,86,714	52,13,323	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752
Working expenses ..	24,45,705	26,37,589	26,91,594	26,81,555	26,82,155	26,47,541	27,44,945	27,50,916	26,99,926	27,63,201
Net earnings ..	28,41,009	25,80,734	24,92,338	24,55,525	30,24,901	28,53,830	27,24,355	26,60,935	30,89,636	29,12,551
Percentage of expenses to receipts.	46.26	50.54	51.83	52.29	47.00	48.13	50.18	50.83	46.53	48.68
Gross earnings per train mile ..	4.084	3.888	4.020	4.111	4.534	4.303	4.419	4.353	4.587	4.304
Gross earnings per mile per week.	242.35	239.22	237.18	235.95	261.62	252.19	250.68	248.09	265.40	260.18
* Passenger receipts—										
First class ..	78,941	77,065	77,940	84,450	98,811	1,05,752	96,559	90,149	1,01,256	80,887
Second ..	86,911	80,626	83,883	92,411	98,963	1,02,809	1,06,259	99,822	1,03,759	93,699
Third ..	15,35,775	14,55,801	15,07,179	15,76,337	18,27,076	17,34,441	17,84,206	16,97,506	17,15,803	16,57,093
Total ..	17,01,627	16,13,492	16,69,002	17,53,198	20,19,850	19,43,002	19,87,824	18,87,277	19,20,848	18,31,679
† Goods receipts ..	29,04,808	28,53,369	27,36,489	27,10,428	29,06,370	27,28,008	27,40,171	27,13,849	30,28,042	29,10,464
* Number of passenger—										
First class ..	7,216	7,800	7,355	8,617	8,558	9,817	9,703	9,712	10,429	8,749
Second ..	24,047	23,022	25,077	28,596	30,257	32,394	33,301	32,151	33,564	31,443
Third ..	4,868,757	4,484,764	4,770,631	4,922,548	4,313,190	4,166,214	4,630,391	4,542,739	4,867,497	4,619,033
Total ..	4,900,020	4,515,586	4,803,064	4,929,761	4,852,005	4,208,425	4,673,395	4,584,602	4,911,490	4,659,225
Tons lifted ..	420,537	388,592	372,563	369,677	385,556	378,532	383,126	402,156	440,528	442,393
Ton mileage ..	66,502,538	62,048,273	57,589,123	56,992,122	62,626,323	58,665,368	58,708,672	57,635,556	65,738,805	62,142,492
Capital expenditure ..	12,03,04,799	12,03,61,825	12,04,14,553	12,07,42,408	12,09,29,619	12,06,32,495	12,11,29,620	12,14,48,020	12,15,14,171	12,15,14,171
Dividend, per cent. per annum ..	4.72	4.23	4.14	4.08	5.02	4.72	4.52	4.40	5.12	4.80

* Excluding troops, police and season tickets.

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

TABLE B.
Details of Earnings.

Hheads of Revenue Account.	1893.		1894.		1895.		1896.		1897.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
Passengers (excluding troops and police and season tickets)	Rs. 17,01,627	Rs. 16,13,492	Rs. 16,69,002	Rs. 17,53,198	Rs. 20,19,850	Rs. 19,43,002	Rs. 19,87,824	Rs. 18,87,277	Rs. 19,20,848	Rs. 18,31,679
Other items of Coaching traffic ..	3,30,765	3,38,697	3,50,163	3,46,004	3,54,210	4,27,760	3,57,421	3,50,083	3,68,847	4,16,144
Merchandise—General ..	29,04,808	28,53,369	27,36,489	27,10,428	29,06,370	27,28,008	27,40,171	27,13,849	30,28,042	29,10,464
Other items of Goods traffic ..	2,53,557	2,91,734	2,72,738	2,65,476	3,31,793	3,15,473	2,81,979	3,46,373	3,67,684	3,82,373
Electric telegraph and Sundries ..	95,957	1,21,031	1,45,540	71,974	94,813	87,128	1,01,505	1,14,269	1,04,141	1,34,492
Total ..	52,86,714	52,13,323	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752
Maintenance ..	Rs. 4,07,981	Rs. 6,07,835	Rs. 5,80,000	Rs. 5,89,458	Rs. 5,83,099	Rs. 6,09,640	Rs. 6,09,640	Rs. 6,45,543	Rs. 6,20,106	Rs. 6,27,504
Locomotive ..	10,19,866	9,98,250	9,44,557	9,65,520	10,29,076	10,22,264	10,50,269	10,51,453	10,38,798	10,79,084
Carriage and wagon ..	2,44,413	2,58,265	3,71,242	3,41,076	2,91,120	3,10,430	3,10,430	3,05,588	2,89,436	3,11,358
Traffic ..	4,42,088	4,57,902	4,46,487	4,23,468	4,09,760	4,45,373	4,45,373	4,16,455	4,04,684	4,21,155
General charges ..	2,86,717	2,75,387	2,86,094	2,79,363	2,85,229	2,88,154	2,88,769	2,86,821	2,84,635	2,82,841
Special and miscellaneous ..	44,645	39,950	53,214	89,388	48,261	49,257	39,564	45,105	62,267	41,229
Total ..	24,45,705	26,37,589	26,81,594	26,91,555	26,82,135	26,47,541	27,44,045	27,50,916	26,99,926	27,63,201

Details of Working Expenses.

No. 545 Ry., 8TH APRIL 1898.

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

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

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

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

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

ENDORSEMENT—No. 546 Ry., dated 8th April 1898.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

No. 57 dated 4th June 1898.

Submitted for ^{the} information of Government.

Francis J. E. Spring
Consulting Engineer for Railways.

MADRAS RAILWAY COMPANY.

STATEMENT showing Revenue Earnings and Expenditure, Net Earnings, Deficiency in Guaranteed Interest, Yearly Dividend, Number of Passengers, Tons of Goods and Train mileage from January 1887 to December 1897.

Receipts and Expenditure, Net Earnings, Net Earnings, Deficiency in Guaranteed Interest, Yearly Dividend, Number of Passengers, Tons of Goods and Train mileage from January 1887 to December 1897.																											
Half-year ending	EXPENDITURE.														RECEIPTS.					Net Earnings.	Deficiency in Guaranteed.	Yearly Dividends.	Total Passengers (excluding Troops and Police).	Total Goods Tonnage (exclusive of Railway Materials for Construction and Revenue Stores.)	Total Train Mileage.		
	Maintenance of way and works.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.		General charges.		Special and miscellaneous expenditure.		Total.	Coaching.	Goods.	Telegraph.	Sundries.	Total.									
	A	B	C	D	E	F	G	H	I	J	K																
	RS.	%	RS.	%	RS.	%	RS.	%	RS.	%	RS.	%	RS.	%	RS.	RS.	RS.	RS.	RS.	%	£	£	No.	Tons	No.		
June 1887	6,18,077	14.81	10,24,215	24.61	3,72,255	8.92	3,74,446	8.97	2,37,996	5.70	10,238	.25	26,7,226	63.20	17,24,438	23,44,787	10,078	93,274	41,72,577	15,35,351	36.80	118,395	2.47	3,578,225	356,099	1,163,296	
December "	8,26,253	20.66	8,11,260	20.21	3,54,267	8.86	3,96,166	9.90	2,43,013	6.07	24,313	.61	26,5,281	66.38	16,26,580	22,76,060	8,742	88,577	39,99,958	13,44,678	33.62	137,934	2.47	3,408,289	356,022	1,189,116	
June 1888	6,51,295	15.28	7,99,892	18.77	3,61,543	8.48	3,99,667	9.38	2,51,633	5.90	24,707	.58	24,88,787	53.39	18,39,785	22,94,947	9,323	1,18,306	42,62,361	17,73,624	41.61	98,614	3.02	3,408,289	355,502	1,189,116	
December "	7,34,951	17.22	8,16,382	19.11	2,96,441	6.94	4,00,946	9.39	2,46,050	5.76	25,901	.61	25,20,672	59.05	17,93,320	23,70,357	8,942	96,173	42,63,692	17,48,021	40.95	100,061	3.02	3,408,289	356,280	1,209,920	
June 1889	6,74,031	14.96	8,33,761	18.54	3,52,261	7.82	3,93,035	8.83	2,63,869	5.86	16,775	.37	25,38,732	56.34	18,90,802	25,37,174	9,594	63,777	45,06,348	19,67,616	43.66	80,756	3.21	3,408,289	356,280	1,209,920	
December "	8,64,530	18.78	9,12,010	19.81	3,66,649	7.96	4,01,941	8.73	2,67,180	5.80	21,432	.46	28,33,712	61.54	18,27,088	26,67,054	9,512	1,00,893	46,04,547	17,70,805	38.46	98,797	3.21	3,408,289	356,280	1,209,920	
June 1890	7,01,884	14.86	8,72,886	18.43	2,23,425	4.73	4,03,973	8.56	2,82,381	5.98	20,398	.43	25,44,945	53.04	18,65,830	25,65,453	9,501	2,82,046	47,22,838	22,17,892	46.96	61,020	3.81	3,408,289	356,280	1,209,920	
December "	5,51,046	11.52	8,80,560	18.41	3,31,032	6.99	4,16,711	8.71	2,63,506	5.61	28,790	.60	24,79,708	51.84	18,98,661	27,90,776	8,986	84,874	47,83,297	23,03,588	48.16	53,209	3.81	3,408,289	356,280	1,209,920	
June 1891	5,86,047	12.49	11,67,978	24.99	2,55,227	5.44	4,18,937	8.93	2,89,763	6.18	21,783	.46	27,39,734	58.40	18,71,529	27,26,248	8,955	84,432	46,91,165	19,51,430	41.60	84,561	3.28	3,408,289	356,280	1,209,920	
December "	7,20,141	15.47	9,46,386	20.34	2,42,463	5.21	4,35,645	9.36	2,77,693	5.97	76,096	1.64	26,98,424	57.80	17,42,843	28,12,435	11,101	87,144	46,53,523	19,55,099	42.01	84,771	3.28	3,408,289	356,280	1,209,920	
June 1892	6,72,733	14.18	9,36,121	19.73	3,03,882	6.40	4,23,521	9.03	2,70,909	5.71	60,884	1.23	26,73,052	56.33	18,40,926	28,13,648	9,275	81,252	47,45,102	20,72,049	43.67	75,675	3.57	3,408,289	356,280	1,209,920	
December "	7,80,046	15.98	9,25,113	18.93	2,12,870	4.36	4,15,223	8.51	2,69,246	5.52	56,987	1.17	26,59,485	54.50	19,13,906	28,77,064	9,204	79,394	48,79,568	22,20,083	45.50	63,361	3.57	3,408,289	356,280	1,209,920	
June 1893	4,07,981	7.72	10,19,866	19.29	2,44,413	4.62	4,42,083	8.36	2,86,717	5.42	44,645	.85	24,45,705	46.26	20,32,392	31,58,365	10,012	85,945	52,86,714	28,41,009	53.74	6,443	4.50	3,408,289	356,280	1,209,920	
December "	6,07,835	11.65	9,98,250	19.13	2,58,265	4.95	4,57,902	8.77	2,75,387	5.28	39,950	.76	26,37,689	50.54	19,52,189	31,45,103	9,518	1,11,513	52,18,323	25,80,734	49.46	20,951	4.50	3,408,289	356,280	1,209,920	
June 1894	5,80,000	11.21	9,44,557	18.23	3,71,242	7.17	4,46,487	8.63	2,86,094	5.53	53,214	1.03	26,31,594	51.83	20,10,165	30,09,227	9,137	1,36,403	51,73,932	24,92,338	48.17	38,054	4.11	3,408,289	356,280	1,209,920	
December "	5,89,190	11.45	9,68,520	18.81	3,41,076	6.63	4,23,468	8.22	2,79,863	5.43	89,938	1.75	26,91,555	52.29	20,99,201	29,75,904	8,885	63,088	51,47,080	24,55,524	47.71	41,429	4.11	3,408,289	356,280	1,209,920	
June 1895	5,99,458	10.50	10,22,264	17.91	3,01,882	5.29	4,22,115	7.40	2,88,154	5.05	48,261	.85	26,32,135	47.00	23,74,060	32,38,163	10,643	84,169	57,07,036	30,24,901	53.00	+ 9,892	4.87	3,408,289	356,280	1,209,920	
December "	5,83,099	10.60	10,29,075	18.71	2,91,120	5.29	4,09,760	7.45	2,85,229	5.18	40,257	.90	26,47,541	48.13	23,70,761	30,43,481	9,934	77,194	55,01,371	28,53,830	51.87	4,917	4.87	3,408,289	356,280	1,209,920	
June 1896	6,09,639	11.15	10,50,269	19.21	3,10,430	5.68	4,45,372	8.14	2,88,769	5.28	39,564	.72	27,44,045	50.18	23,44,745	30,22,150	9,816	91,696	54,68,400	27,24,355	49.82	16,636	4.46	3,408,289	356,280	1,209,920	
December "	6,45,543	11.93	10,51,453	19.43	3,05,533	5.65	4,16,454	7.99	2,86,521	5.30	45,106	.83	27,50,015	50.83	22,37,360	30,60,222	10,440	1,03,829	54,11,851	26,60,935	49.17	22,449	4.46	3,408,289	356,280	1,209,920	
June 1897	6,20,106	10.71	10,38,798	17.94	2,89,436	5.00	4,04,684	6.99	2,84,635	4.92	62,267	1.07	26,99,926	46.63	22,89,695	33,95,726	10,460	93,681	57,89,562	30,89,636	53.37	+ 15,299	4.97	3,408,289	356,280	1,209,920	
December "	6,27,504	11.05	10,79,084	19.01	3,11,387	5.49	4,21,154	7.42	2,82,841	4.98	41,229	.73	27,33,200	48.68	23,47,823	32,93,437	9,789	1,24,723	56,75,752	29,12,551	51.32	+ 668	4.97	3,408,289	356,280	1,209,920	
An amount of Rs. 50,000 was set aside for the purpose of the Railway Fund.																											

An amount of Rs. 59,11,751 was spent and charged against Revenue in renewing Engines, Passenger and Goods Vehicles &c., &c. Particulars showing how this amount is arrived at are shown on annexed statement.

RAYAPURAM,
3rd May 1898.

LOUIS S. MOSS,
Agent and Manager.

Part of them with the
collection of Madison T. Co.
Albany, N.Y. & the you are
making for me
Are they not complete yet?

M
11/5

This need not be
separated with the 80.
M
11/5

MADRAS RAILWAY COMPANY.

Statement shewing particulars of Revenue Expenditure on Engines, Passenger and Goods Stock, New Rails laid, Stone Ballast, Sand Ballast, Extensions of Platforms and Through Sidings and Renewals of Weigh-bridges from January 1887 to December 1897.

Half-year ending				Engines.		Passenger stock.			Goods stock.			New rails laid at cost of Revenue.		Miles of stone ballast laid.		Amount spent on sand ballast.	Extensions of platforms.		Extensions of through sidings.		Weigh-bridges renewed.				
				No. & Class.	Cost.	No.	Description.	Amount charged to Revenue.	No.	Description.	Amount charged to Revenue.	No.	Cost.	No.	Cost.		No.	Cost.	No.	Cost.	No.	Cost.			
June	1887	...	...	8 K. B. ₂	Rs. 1,81,486	10	IInd class carriages	...	Rs.																
						8	IIIrd do.	...																	
						2	Composites	...	86,659	80	Open goods wagons	...													
						4	Brake vans	...																	
December	"	...	...	2 P. B.	43,748	4	IInd class carriages	...																	
						9	IIIrd do.	...																	
						1	Composite	...	47,941	100	Open goods wagons	...													
June	1888	...	...	2 P. B.	39,464	1	Composite	...																	
						1	IIIrd class carriage	...																	
						8	Brake vans	...	25,679	100	Open goods wagons	...													
						2	Horse boxes	...		14	Timber trucks	...													
December	"	...	...	2 P. B.	46,431	2	Double saloons	...																	
						2	Composites	...	21,284	29	Timber trucks	...													
June	1889	...	...	2 P. B.	40,705	2	Double saloons	...																	
						2	Composites	...																	
						3	Carriage trucks	...	23,916	70	Wooden covered goods	...													
										3	Cattle wagons	...													
December	"	...	...	2 P. B.	39,322	2	Composites	...																	
									11,983	80	Covered goods wagons	...													
June	1890	...	...	2 P. B.	39,677	4	Composites	...	25,896	14	Timber trucks	...													
										2	Vans for S. M. Inspector	...													
										80	Covered goods wagons	...													
December	"	...	...	...	...	2	Composites	...	20,911	15	Covered goods wagons	...													
									5,669	84	Covered goods wagons	...													
										5	Timber trucks	...													
June	1891	...	...	8 K. A. ₂	2,71,905	2	Composites	...	10,913	48	Covered goods wagons	...													
						1	Composite	...		12	Timber trucks	...													
December	"	...	...	...	...	2	Governor's saloons	...																	
						2	Composites	...	19,810	50	Covered goods wagons	...													
June	1892	...	...	...	...				3,922	30	Covered goods wagons	...													
										15	Ballast wagons	...													
									22,086	10	Covered goods wagons	...													
December	"	...	...	2	(a) 3,255	6	IIIrd class	...	16,325	4	Tool vans	...													
				1 P. B.	23,294					20	Covered goods wagons	...													
										17	Ballast wagons	...													
June	1894	...	...	...	...	6	IIIrd class	...																	
						2	Brake vans	...																	
						3	Carriage trucks	...	31,323	70	Wooden covered goods	...													
						2	Horse boxes	...		2	Travelling oil tanks	...													
December	"	...	...	1 P. B.	23,294	1	Double saloon	...	8,685																
										89	Covered goods wagons	...													
June	1895	...	...	2	80,363				1,523																
										61	Covered goods wagons	...													
December	"	...	...	2	83,824	1	Horse box	...	1,785																
										50	Covered goods wagons	...													
June	1896	...	...	2	76,438	1	Brake van	...	896	10	Ballast wagons	...													
										40	Covered goods wagons	...													
December	"	...	...	2	72,316	1	Baggage van	...	2,002																
										60	Covered goods wagons	...													
June	1897	...	...	2	76,163	2	Brake vans	...	6,981	9	Ballast wagons	...													
										20	Covered goods wagons	...													
										6	Ballast wagons	...													
December	"	...	...	2 K. C. ₂	75,034	2	Carriage trucks	...	2,202	40	Covered goods wagons	...													
										1	Open goods wagon	...													
										2	Timber trucks	...													
										1	Travelling water tank	...													
Total	...	...	...		12,99,763	...	...	...	4,08,391	...	...	...	18,30,136	...	16,32,281	...	1,82,885	3,12,428	...	93,233	...	1,17,713	...	34,921	Grand Total Rs. 59,11,751

C. No.

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

THE HON'BLE MR. GROSE, C.I.E.

SUBJECT.

FOR ORDERS.

The paper on the top of this

File will be perused with interest by His
Excellency and Honourable Members. It
exhibits at a glance what the Madras Rail-
-way has been doing during the last 22
half-years.

2. The columns for "deficiency" in guaran-
-tee" and that headed "yearly dividends"
are of great interest.

3. Then the, approximately, 10 million
passengers and one million tons of goods
for 1897 may be compared with the 7 million
and $\frac{2}{3}$ million respectively of 1887.

4. The eleven years represent Mr. Louis
S. Moss' period of control of the Traffic
Department and Agency, and that the dis-
-crepancy between guarantee and net earn-

in 14/5 12/2/5

-ings should have risen from minus a quarter million sterling to plus sixteen thousand pounds must be largely ascribed to his excellent management and business capacity.

5. In this, while serving his Company, Mr. Moss has also served the State, and now that there is a surplus above the guarantee the interests of the Company and of the State are more than ever identical.

6. Though the Presidency is not directly interested financially in the Madras Railway it is interested in the increase, by one third, of passengers and goods conveyed by the Railway.

7. Would His Excellency in Council think it right to in any way mark his appreciation of the state of progress exhibited in the statement? This might be done by a G.O. reading it, and recording the great satisfaction felt by this Government in the evidence of progress therein exhibited, and recognizing that it must largely be ascribed to the exertions of the Company's Agent Mr. L. S. Moss, and his Staff.

8. I am sure that something of the sort would be much appreciated both in Madras and in London, and that diplomatically it would be a good move just now, when we are trying to induce the Company to accept our views about the metre gauge conversion policy.

Francis B. Spring
Joint Secretary.

14/5/98

I think this might be done with advantage.

17.5.98

18.5.98

HS

21/5/98

JS

23/5/98

E. R.

Total Passengers etc. The season
figures have not been converted
into the average number of
passengers in the case of 7 half
years i. e., from June 1888 to
June 1892 as has been done
in the case of other half-years.

Total Goods tonnage etc. The first
two half years include the
tonnage of coal carried for
the Railway which the rest
do not.

Total Train Mileage. The first
two half years show train mile-
age and the rest the total
engine mileage.

Deficiency in Guarantee Interest £
+ 663- Outstandings (earnings)
of the previous half year written off
and outstandings at stations etc.
have been taken to account in
arriving at this figure but in
the other 2 surplus half years
these items have been ignored.

Para 2 of the G.O. The train mile-
age has risen from $2\frac{1}{3}$ millions
to $2\frac{2}{3}$ millions and not $23\frac{1}{4}$
to

Statement - Corrected
according to
CMS 13/6

Put in the
correct figures in
the statement. The Lead to Press
CMS 13/6

Million Figures altered
CMS

to 31½. If Lakhs were substituted for millions the figures would be correct.

Wanam

11th June 98}

C. R.
SMB

Form No. 1.

*Earnings, Expenditure &c of the
Madras Railway*

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Papers to be read in Proceedings:—

Quote

Again G.O., dated 8th April 1898. 189 , No. 545-546 Ry.
Again G.O., dated 189 , No.
Current No. of 189 , dated , from
" " " 189 , " , "
" " " 189 , " , "

Print

The following statement submitted to Government by the Consulting Engineer for Railways, with his No. $\frac{51}{0}$ dated the 14th May 1898.

ORDER.

H. S. The General.

*8.54
31.5.98*

*7/4
2/6*

The Statement shows the earnings and the expenditure of the Madras Railway Company during the 22 half years ending 31st December 1897. During this period while gross receipts have risen from Rs. 81,72,535 for the year 1887, to Rs. 114,65,314 for the year 1897, working expenses have only risen from Rs. 52,92,507 to Rs. 54,63,126. In other words the percentage of expenditure to receipts has fallen from about 64½ per cent to about 47½ per cent. During the same period the yearly dividends earned have increased from about 2½ to close upon 5 per cent, while the difference between net earnings and the Government Guarantee has changed from a deficiency of over a

15/98 R. 21698

to 3.
shie
fig

11-7

quarter of a million sterling to a surplus
of close on £ 16,000.

2.. This improvement in the financial posi-
-tion has been accompanied, as might have
been expected, by a steady improvement
in the services performed for the public,
the number of passengers carried having
risen from seven to ten millions per annum,
and the quantity of goods handled from
three quarter million to one million of
tons. Train mileage has risen from $23\frac{1}{2}$
million to $31\frac{1}{2}$ million train miles, and
this with no increase of mileage of railway
worked by the Company.

$2\frac{1}{3}$
 $2\frac{2}{3}$

3. His Excellency the Governor in Council
has been much gratified by the perusal of
this proof of the activity and good manage-
-ment displayed by the officers of a ~~com~~
~~Railway~~ whose interests are so largely bound
up with those of this Presidency, and whose
progress, in so far as gross earnings are
concerned, is an index of the increasing
prosperity of the people of Southern India,
a prosperity for which the Madras Railway
Company must be given a share of the credit.

67

4. Though this Presidency is not directly
interested financially in the success of
the Madras Railway it is interested largely
in the increase, by one-third, of passengers
and of goods conveyed thereon.

5. The period covered by the statement
is coincident with that during which Mr.
Louis Moss has been the Company's Traffic
Manager, December/886 to July/892, and Agent,
July/892 to December/897: and His Excellency
the Governor in Council takes this occasion
to record his appreciation of the work
which has been done by Mr. Moss in rais-
ing the affairs of his Company to their
present satisfactory position. For in
serving his Company the Agent and his staff
have also served the State, whose interests
and those of the Company are more than
ever coincident now that net earnings seem
likely to continue to exceed the guarantee.

F.R.S.
R.

To,

The Agent and Manager, Madras Railway. ✓
" Editor's Table. ✓

22/6/96

27/5/96