1898

Public Works (~~191~~) Department.

Railway Branch

G.O., No. 903 Ry.

DATED 7th July 1898. ~~191~~ .

[Despatch Abstract.]

Interest due on debentures issued for the Calicut-Cauvanore Railway. Letter from the Secretary of State for India, stating that the ——— for the second-half of 1897, should be charged against surplus profits Mdy, communicated to the Agent & Manager.

[F. W. 0. 2,000—22-7-10.]

Indexed.

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., No. 984 R., 15th November 1897.

NOVEMBER.

Calicut-Cannanore Railway

Ordered that a copy of an estimate, amounting to Rs. 3,52,585, of probable expenditure on the construction of the — for the three months ending the 31st March 1898, be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Telegram from the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated Madras, 14th April 1897, No. 139 D.

Agent, Madras Railway, has received telegram from Board that they have accepted proposed terms for Calicut-Cannanore.

It may be convenient to you to learn early of this in view of coming Conference.

From the Officiating Deputy Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 19th June 1897, No. 1046 R.C.

With reference to your telegram, No. 139 D., dated 14th April 1 97, I am directed to forward, for information, a copy of the despatches marginally noted on the subject of the construction of the Calicut-Cannanore branch of the Madras Railway, which has been agreed to by the Madras Railway Company and approved by the Secretary of State.

(1) From the Government of India to the Secretary of State, No. 3 Railway, dated 6th January 1897.
(2) From the Secretary of State, No. 42 Railway, dated 6th May 1897, and enclosures.

2. With a view to the location and commencement of work early next cold weather and the necessary allotment of funds, I am to request that the Government of India may be furnished at an early date with an estimate of the cost of final location and of expenditure on construction that may probably be undertaken during the current financial year 1897–98.

3. I am to add that this estimate is required for financial reasons, and that no work should be actually started till the sanction of the Government of India has been given and funds allotted.

ENCLOSURES.

Despatch from the Government of India, Public Works Department (Railway Construction), to the Right Hon'ble Her Majesty's Secretary of State for India, dated Calcutta, 6th January 1897, No. 3 Railway.

We have the honour to acknowledge the receipt of your Lordship's letter, No. 54 Railway, dated 2nd July 1896, asking to be placed in possession of our views as to the agency by which the undernoted railway projects can best be executed, viz.:—

Calicut-Cannanore. | Shoranur-Cochin. | Tinnevelly-Quilon.

2. In reply, we would observe that we are prepared to recommend for sanction the construction of the Calicut-Cannanore line by the Madras Railway Company, provided they accept the terms we now propose as detailed below. The other projects mentioned in your Lordship's despatch are being considered separately, and our views regarding them will be communicated later.

3. The estimates for the Calicut-Cannanore extension are recorded in our proceedings noted in the margin. It will be seen that as originally prepared they amounted to Rs. 1,06,43,767, giving a mileage rate of Rs. 1,80,310 on a length of 59 miles, but were reduced by the Madras Railway authorities to Rs. 90,70,611, or Rs. 1,53,739 per mile, and in reviewing the estimates the Consulting Engineer for Railways Madras, remarks that by adopting grades of 1 in 100 and curves of 1,146 feet radius, and by using in the first instance pyngado sleepers and 75-lb. flat-footed rails in place of cast-iron pot sleepers and bull-headed rails, the estimates should not exceed Rs. 1,05,000 per mile excluding rolling-stock. We do not think, however, that so great a reduction will be found practicable, but we are of opinion that a good, sound railway, sufficiently equipped with rolling-stock, could be constructed for about Rs. 1,25,000 per mile.

Public Works Department Proceedings, Railway Construction, December 1895, Nos. 336–370, Part A.

4. With a view of arriving at an estimate of the traffic prospects of the proposed line we have taken into consideration the earnings of the Madras Railway on the section between Podanur and Calicut. These for the year 1894 (which, so far as is known, was by no means an exceptional year) amounted to Rs. 8,400 per mile. It is generally accepted that the country between Calicut and Cannanore is much richer and more populous than that between Podanur and Calicut, and a heavier traffic may therefore be expected from it. The Madras Railway authorities are of opinion that the traffic between Calicut and Cannanore will be 50 per cent. in excess of that between Podanur and Calicut, and, if their view is correct, the financial results of constructing the railway may be estimated as follows:—

	Rs.
Earnings per mile per year, Podanur-Calicut section	8,400
Add 50 per cent.	4,200
Total ...	12,600
Deduct 50 per cent. for working expenses	6,300
	6,300

a return of 4·1 per cent. on the higher estimate of Rs. 1,53,700 per mile and of over 5·0 per cent. on the lower estimate of Rs. 1,25,000 per mile, without taking into account the increased earnings of the main line owing to the construction of the branch.

On the other hand, if the earnings of the Calicut-Cannanore section were only equal to those of the Podanur-Calicut section, the net earnings of Rs. 4,200 per mile per annum would represent a return of 2·7 per cent. on the higher estimate of Rs. 1,53,700 per mile and of 3·4 per cent. on the lower estimate of Rs. 1,25,000, excluding increase in the earnings of the main line.

There is reason, however, to believe that this increase would be considerable. Assuming that the 59 miles of line from Calicut to Cannanore cost Rs. 80,00,000, and that only four extra wagon loads of traffic run each way per diem between the new extension and Madras and earn on the average three annas per wagon per mile, the extra earnings to the Madras Railway would be 2×4 wagons $\times \frac{3}{16}$ Rs. $\times$ 413 miles $\times$ 365 days = Rs. 2,26,000, giving with 50 per cent. working expenses, net earnings to the amount of Rs. 1,13,000, or a return of 1·6 per cent. on the capital of Rs. 80 lakhs expended.

5. With regard to the terms on which the Calicut-Cannanore Railway should be constructed, referred to in paragraph 2 of this letter, we would suggest the following alternatives:—

(*a*) The line to be constructed and worked by the Madras Railway Company on behalf of a subsidiary Company to be got up by them on branch line terms.

(*b*) The line to be constructed out of special debentures to be raised by the Madras Railway Company; to have separate accounts made up at a proper rate of exchange; and any deficit upon its working to be made up, to the extent to which it will go, out of the surplus which becomes divisible upon the original contract between the Government and the Madras Railway Company, and any profits to form part of the surplus profits divisible between Government and the Madras Railway Company.

The branch, if constructed on either of these alternatives, to be considered as part of the Madras Railway so far as concerns the date on which the purchase of the parent line by the Government can be effected.

6. We would explain that the stipulation in alternative (*b*), *viz.*, that the accounts of the branch line should be made up at a proper rate of exchange, is put forward as we are of opinion that transactions in connection with extensions of the old Guaranteed Railways should not be subject to the rates obtaining on those lines under the existing contracts (the rate in the case of the Madras railways is 1*s.* 10*d.* the rupee), but that the outlay to be incurred in England for materials, &c., as well as the sterling payments of interest for entry against the rupee net earnings in calculating the amounts of surplus profits, should be converted at the market rate of exchange. If necessary, a special contract providing for this should be entered into with the companies. The matter has already been mentioned in connection with the extension now under consideration in paragraph 11 of our Railway despatch No. 76, dated 4th November 1896.

7. We request that the Madras Railway Company may be addressed in view to ascertaining which of the alternative methods for constructing the Calicut-Cannanore extension they will accept. In the meanwhile, we solicit your Lordship's provisional sanction to an estimate for the construction of the line amounting to Rs. 1,25,000 per mile for a length of 59 miles or a total of Rupees 73,75,000, and, if this is accorded and the early construction of the branch may be anticipated by the agency of the Madras Railway Company, revised plans and estimates will be prepared as speedily as possible.

Despatch from the Right Hon'ble Her Majesty's Secretary of State, to His Excellency the Right Hon'ble the Governor-General of India in Council, dated India Office, London, 6th May 1897, No. 42 Railway.

Construction by the Madras Railway Company of the Calicut-Cannanore Railway.—On receipt of your Excellency's Railway letter No. 3, dated the 6th January 1897, I caused a letter to be addressed to the Directors of the Madras Railway Company, stating the terms on which I was prepared to entrust to the Company the construction and working of the projected Calicut-Cannanore Railway.

2. These terms, which will be found stated in the correspondence * forwarded herewith, are based upon the conditions specified in paragraph 5 (*b*) of your letter under reply, the principal difference being that any profits that may result from the working of the extension will be divided between Government and the Company in the proportion of four-fifths to the former and one-fifth to the latter, instead of being divided equally under the existing contract as proposed in your letter.

* Letter to Company, dated, 17th March 1897.
,, from ,, ,, 9th April 1897.
,, to ,, ,, 4th May 1897.

3. It will be seen from the correspondence enclosed, that the terms proposed have been accepted by the Directors of the Company, and the necessary contract will accordingly be prepared by this office.

4. The Directors are of opinion that the extension can be constructed and equipped for about Rs. 1,25,000 a mile, giving a total of Rs. 73,75,000 for a length of 59 miles, and this sum may be provisionally accepted as the estimate for the line, pending the preparation of revised plans and estimates.

No. 1.

P.W. 134. INDIA OFFICE,
17th March 1897.

SIR,

With reference to your letter of the 12th January 1897, I am directed to inform you that the Secretary of State for India has now received the views of the Government of India with regard to the construction of the projected Calicut-Cannanore Railway.

His Lordship is prepared to entrust the construction and working of the railway to the Madras Railway Company on the following terms:—

The extension to be part and parcel of the Company's undertaking, and to be purchased at the same time as the parent line; the extension to be made with moneys raised by the issue of guaranteed debentures, to which, however, and to the interest thereon, the "prescribed" rate of exchange, namely, the average rate obtained for bills drawn on India by the Secretary of State during the preceding half-year, and not the 1*s.* 10*d.* rate, shall apply; a separate capital account and a separate account of gross earnings of the extension to be kept; the net earnings to be the gross earnings less working expenses calculated at the average rate prevailing in each half-year over the entire system from time to time worked by the Madras Railway Company, and any excess of net earnings over the interest chargeable on the capital raised for the extension to be treated as surplus profits, of which one-fifth shall be the share of the Company and four-fifths that of the Government; and that, whenever the interest on the debentures shall not in any half-year be covered by the net earnings of the extension, any deficit shall be met as far as possible out of any surplus profits of the Madras Railway in that or the next succeeding half-year.

The Government of India are of opinion that the line can be constructed and sufficiently equipped with rolling-stock for about Rs. 1,25,000 per mile, or a total of Rs. 73,75,000 for a length of 59 miles, and His Lordship will give provisional sanction to this estimate, pending the preparation of revised plans and estimates, on hearing that the Directors of the Madras Railway Company are prepared to undertake the construction and working of the extension on the terms stated.

I am, &c.,
HORACE WALPOLE.

Julian Byrne, Esq., Secretary,
Madras Railway Company.

No. 2.

No. 8028. MADRAS RAILWAY COMPANY,
61, NEW BROAD STREET, LONDON, E.C.,
9th April 1897.

SIR,

I am directed to acknowledge the receipt of Sir Horace Walpole's letter, P.W. 134, dated 17th ultimo, and to state in reply that the Board of the Madras Railway Company are prepared to accept the terms upon which the Secretary of State proposes to entrust to this Company the construction and working of the projected Calicut-Cannanore Railway.

These terms are seriatim as follow:—

(1) The extension to be part and parcel of the Madras Railway Company's undertaking.
(2) The requisite capital to be raised by issue of guaranteed debentures.
(3) The rate of exchange applicable to the monies so raised, and to the interest thereon to be for any half-year the average rate obtained by the Secretary of State for bills drawn on India in the preceding half-year.
(4) A separate capital account and separate account of gross earnings to be kept. Working expenses to be calculated at the average rate prevailing in each half-year over the entire system from time to time worked by the Company.
(5) Any excess of net earnings over the interest chargeable on the capital * raised for the extension to be treated as surplus profits, of which one-fifth shall be the share of the Company, and four-fifths that of the Government.
(6) Whenever the interest on the debentures shall not in any half-year be covered by the net earnings of the extension, any deficit shall be met, as far as possible, out of any surplus profits of the Madras Railway in that or in the next succeeding half-year.

* Or expended.(?)

In all other respects, it is understood that the terms or conditions of the new agreement will be those of the contracts by which the present undertaking is governed, *e.g.*, the land required will be provided free of cost to the Company, &c., &c., and that an assurance will be given to the effect that, apart from the special conditions now proposed, the extension will be subject to the existing contracts.

The Board think it probable that this extension can be built and equipped for about Rs. 1,25,000 a mile, and instructions will be sent to their Agent and Manager to prepare, as soon as instructed by the Government, revised plans and estimates framed as economically as is consistent with complete efficiency, with regard both to stability and traffic requirements.

The Board are advised by their Solicitors that they have power, without fresh legislation, to accept terms for the construction of a line of railway under a new agreement with the Secretary of State, which differ from those of the old contract with respect to rate of exchange. They conclude that the necessary form of contract or agreement will be furnished from the India Office.

A resolution of the shareholders authorising the acceptance by the Board of the terms offered by the Secretary of State for the construction and working of the extension will be taken at an Extraordinary General Meeting to be held after the next half-yearly Ordinary Meeting of the Company about the end of May.

I have, &c.,
JULIAN BYRNE,
Secretary.

The Under Secretary of State for India.

No. 3.

P.W. 660. INDIA OFFICE,
4th May 1897.

SIR,

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 9th April 1897, No. 8208, stating that the Board of the Madras Railway Company are prepared to accept the terms upon which the Secretary of State proposes to entrust to the Company the construction and working of the projected Calicut-Cannanore Railway.

With reference to the third paragraph of your letter, I am to inform you that the Directors are right in assuming that, apart from the special conditions stated in my letter of the 17th March 1897, the proposed extension will be subject to the terms of the existing contracts.

A copy of your letter will be forwarded for the information of the Government of India, and the preparation of the necessary contract will be undertaken by this office.

I am, &c.,
HORACE WALPOLE.

Julian Byrne, Esq., Secretary,
Madras Railway Company.

Read again the following papers:—

G.O., No. 729 R., dated 24th September 1897.

Read the following letter from the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, Madras, dated 20th September 1897, No. 9075/A.-907:—

I have the honour to address you with reference to the order by the Government of India quoted in paragraph 2 of your letter No. 2943 of 11th instant, and to inform you that very serious delay and inconvenience will ensue if sanction to commence construction on the Calicut-Cannanore extension is withheld until fresh estimates based upon the revised alignments of certain portions have been submitted. It is further urged that no trustworthy investigation of the alternative alignment suggested north of Tellicherry can be carried out by the limited staff which can only be provided in the allotment of Rs. 15,000 which has been granted.

2. I enclose a copy of a letter from the Acting Chief Engineer in which he fully explains the grounds on which he considers it desirable that the estimates already submitted should be sanctioned, on the understanding that construction should be limited for the present to the portion from Calicut to Mahé only, and that no work should be commenced north of the 37th mile until the results of the survey for the suggested realignment have been submitted to, and approved of by, Government.

3. The permanent staff required for the extension can then be engaged; the investigation referred to above can be conducted simultaneously with the construction of the first 37 miles; and the fresh revised estimates could be submitted when the final alignment has been decided upon.

4. I venture to hope that this request will not be considered unreasonable, and I cannot too strongly support the Acting Chief Engineer's recommendation. As the matter is one of urgency I request that you will be so good as to refer the matter, if necessary, to the Government of India and kindly favour me with a reply by telegraph.

ENCLOSURE.

From the Acting Chief Engineer, Madras Railway, to the Acting Agent and Manager, dated Madras, 18th September 1897, No. 1384 C.

Calicut-Cannanore Extension.—With reference to your endorsement No. 9075 of 13th current on Consulting Engineer's No. 2943, dated 11th idem, I shall feel obliged if you will strongly protest against the orders issued by the Government of India as contained in paragraph 2 of the Consulting Engineer's letter and will apply for permission to be granted for the construction of the Calicut-Cannanore line to be proceeded with at once from Calicut to Mahé, a distance of 37 miles.

2. I desire to point out to you that when the Consulting Engineer for Railways inspected the proposed route of the Cannanore extension he approved of the alignment between Calicut and Mahé, the only alterations suggested being the shifting of the centre line at the 19th mile a few yards east of the position shown on plan in order to acquire suitable land for ballast pits and the introduction of two or three curves near Badagara in lieu of the straight as originally aligned so as to reduce the depths of three cuttings. I may say that from cross sections taken at the time the survey was made I have been able to revise the alignments on the plan at the latter places.

3. I fully concur with the Consulting Engineer in thinking that before any construction work is put in hand north of 37 miles it should be ascertained whether the line proposed by him to run through the neck between the two areas of land owned by the French and thence to Tellicherry is practicable, and I also think that the proposed alterations in alignment north of Tellicherry should be investigated and compared with the original survey.

4. I do not however see any reason for delaying the construction of the first 37 miles of the line until these resurveys of the northern portion of the line are completed, whilst many advantages are to be gained from putting both works in hand at the same time.

5. Under the orders issued by the Government of India, I am, in the first place, greatly hampered in obtaining staff as reliable and efficient Engineers will not take up the survey work for three months with the probable prospect of being thrown out of employment at the end of that period until such time as the revised estimates are sanctioned by Government and precisely the same difficulties apply to the subordinate staff.

6. Secondly, the whole of the working season of 1897-98 will be practically lost and no work of any importance will be commenced before October 1898, a delay of one year, as very little construction work can be carried on in Malabar during the continuance of the south-west monsoon.

7. Thirdly, the indents for permanent-way girders and other English materials and plant cannot be submitted pending the receipt of sanction from the Government of India, and in this connection I desire to call your attention to the fact that the Board in a recent letter has requested that the indents for this extension may be forwarded at once, the existing difficulties in the English labour market compelling contractors to demand considerably more than the usual time for delivery of materials contracted for.

8. Fourthly, until sanction of some description is received the Board cannot take steps to raise the capital required for the line.

9. I therefore suggest that the Government of India should sanction the estimates as already submitted, with the proviso that no construction beyond the 37th mile is to be proceeded with until such time as the resurveys required by the Consulting Engineer for Railways have been made and the alignment north of the 37th mile has been finally approved by Government.

10. With such a sanction I can at once make definite arrangements for the staff required for the line, the indents can be sent Home and the capital raised, the line from Calicut to Mahé can be staked out, and work proceeded with on that length immediately the transfer of lands required has been effected.

11. I shall be glad therefore if you will press Government to at once sanction the Calicut-Cannanore line on the conditions specified above.

Order—No. 729 R., dated 24th September 1897.

The Government of India will be addressed.

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, (Railway Branch) to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 24th September 1897, No. 730 R.

In continuation of the correspondence on the subject of the Calicut-Cannanore Railway ending with my letter, No. 698 R., dated the 21st September 1897, I am directed to refer you to this Government's Consulting Engineer's inspection report which was sent to you with my No. 696 R., dated 21st September 1897, and also to the accompanying copy of a letter from the Agent of the Madras Railway Company, No. 9075/A.-907, dated the 20th September 1897, enclosing a copy of a letter from his Chief Engineer who strongly urges that the preliminary estimate already submitted of the cost of the line, amounting to Rs. 82 lakhs, may be sanctioned on certain specified conditions.

2. It will be seen from a perusal of the Consulting Engineer's report that very little remains to be done in the way of realignment on the first 37 miles, not more indeed than would in ordinary course be done by the construction Engineers after the receipt of sanction to start work. It will be the business of this Government to scrutinise the proposed realignments on this length, and to ensure compliance with the Government of India's instructions regarding the stiffening of curves and grades if after further survey such should appear to be necessary, a thing very unlikely on this particular mileage. I am therefore directed by His Excellency the Governor in Council to strongly press for permission being given to the Company to make their arrangements on the understanding that the commencement of construction upon this particular section need not be delayed until the completion of the resurvey, realignment and revised estimate of the remainder of the line. This permission would of course

be conditional on the minor realignments referred to as being necessary by the Consulting Engineer being approved in due course by this Government or by the Government of India.

3. The chief arguments in favour of some sort of an estimate being preliminarily sanctioned are: first, that pending such sanction the Company cannot, it is understood, raise the necessary capital; second, that under the present unsettled condition the Company find it impossible to engage suitable staff even for the realignment. The men are not in the Company's service now, and it has been ascertained that they cannot be secured on the very unstable conditions which are all that it is now possible to offer them; and third, that the climate of Malabar is such that a year at least will certainly be lost in the opening of the line unless the Agent can at once secure his staff and get to work on the construction of part of the line and the survey of the remainder.

4. Such being the circumstance I am instructed by His Excellency the Governor in Council to express a hope that the Government of India may see their way to issue such orders as will place the Agent in a position to make early and suitable arrangements.

G.O., No. 912 R., dated 4th November 1897.

Read the following letter from the Officiating Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 27th October 1897, No. 1781 R.C.:—

In continuation of the Government of India's telegram No. 1674 R.C., dated 9th October 1897, in which sanction was conveyed to the estimate amounting to Rupees 15,524 for the location of, and preparation of the land plans for, the Calicut-Cannanore branch of the Madras Railway, I am now directed to reply to the proposals submitted with your letter, No. 730 R., dated 24th September 1897, for the commencement of the work of construction on this branch.

2. You point out in that letter that the inspection report by the Consulting Engineer, Madras, submitted with your memorandum, No. 696 R., dated 21st September 1897, shows that very little remains to be done in the way of realignment on the first 37 miles of the line, and that it will be the business of the Government of Madras to scrutinize the proposed realignments on this length and to ensure compliance with the orders of the Government of India regarding the stiffening of curves and grades if after further survey such should appear necessary.

Permission is, therefore, asked to the Madras Railway Company making their arrangements on the understanding that the commencement of construction on this particular section need not be delayed until the completion of the realignment and of the revised estimate of the remainder of the line.

It is added that the chief arguments in favour of some sort of an estimate being preliminarily sanctioned are firstly, that pending such sanction the Company cannot raise the necessary capital; secondly, that under the present unsettled conditions the Company find it impossible to engage a suitable staff; and thirdly, that the climate of Malabar is such that a year will be lost in the opening of the line unless the Agent can at once secure his staff and get to work on the construction of part of the line and the resurvey of the remainder.

3. I am to say that after carefully considering the plans of this branch and the Consulting Engineer's inspection report, the Government of India agree that not much improvement is possible in the first 26 miles, but beyond that large reductions appear possible, especially between miles 26 and 32. This is borne out by paragraph 7 of the Consulting Engineer's inspection report, and also by paragraph 2 of the letter of the Chief Engineer, Madras Railway, No. 1384 C., dated 18th September 1897, to the Agent, the place Badagara mentioned in which is opposite the 29th mile.

4. (*a*) With regard to preliminary sanction to an estimate for this branch, I am to invite attention to the correspondence with the Secretary of State marginally quoted, a copy of which was forwarded under my letter, No. 1046 R.C., dated 19th June 1897.

Despatch from the Government of India to the Secretary of State, No. 3 Railway, dated 6th January 1897.
Despatch from the Secretary of State to the Government of India, No. 42 Railway, dated 6th May 1897.

(*b*) With despatch No. 3 Railway of 1897, the Government of India submitted to the Secretary of State the estimate amounting to Rs. 90,70,611 being at the rate of Rs. 1,53,739 per mile, but at the same time expressed the opinion that by adopting grades of 1 in 100 curves of 1,146 feet radius and by using 75-lb. steel flat-footed rails with wooden sleepers and providing only 15 cubic feet of ballast per foot run, a good, sound railway sufficiently equipped with rolling-stock could be provided for Rs. 73,75,000 being at the rate of Rs. 1,25,000 per mile.

(*c*) The above opinion was communicated to the Board of the Madras Railway Company by the Secretary of State, and the Board agreed that they thought that the branch could be built and equipped for Rs. 1,25,000 per mile and stated that instructions would be sent to the Agent to prepare revised plans and estimates as economically as possible consistent with complete efficiency. The Secretary of State accordingly approved of a sum of Rs. 73,75,000 (being at the rate of Rs. 1,25,000 per mile) being provisionally accepted as the estimate for this branch, pending the preparation of revised plans and estimates.

5. It will thus be seen that any delay in the Company's raising the capital is not due to the want of a preliminary sanction as both the Board and the Secretary of State have provisionally accepted the estimate of Rs. 73,75,000 pending the preparation of a revised estimate on the most economical lines possible consistent with efficiency, but that it is due to the fact that the agreement has not yet been finally signed and executed in England.

6. I am to say, therefore, that the Government of India will be prepared to favourably consider the question of work being put in hand upon the first 26 miles upon which only slight alterations in the alignment are required as soon as the agreement between the Secretary of State and the Company has been completed and the latter have raised the necessary funds and have approved of the commencement of construction. In the meantime I am to request that you will report what funds would be required in the current official year for expenditure in India on the project on the assumption that no delay will occur in carrying out these requirements.

7. The Government of India are, however, unable to agree to work being commenced on the remainder of the line beyond mile 26 until the revised plans and estimates, which have been called for by the Board and the Secretary of State, are ready. It is evident that the alignment near Mahé will require very careful consideration in order to secure the best alignment clear of the French Settlement.

Order—No. 912 R., dated 4th November 1897.

Copy, omitting paragraphs 1, 2 and 4 (*a*), forwarded to the Agent and Manager, Madras Railway, for information and guidance and for early reply to the enquiry made at the end of paragraph 6.

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

Read also the following paper:—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 11th November 1897, No. 9075/A-1041.

With reference to G.O., No. 912 R. of the 4th instant, I have the honour to forward herewith, for the information of Government, copy of an estimate of probable expenditure on the Calicut-Cannanore extension for the three months ending 31st March 1898. The Company's Chief Engineer explains that the figures given under the various sub-heads are merely approximate, as much depends upon the time the revenue authorities take to hand over the land and on this Company being able to bring together the staff requisite for the construction of the line.

ENCLOSURE.

ESTIMATE of probable expenditure on the Calicut-Cannanore extension for 1897–98.

	RS.
I. Preliminary expenses	10,000
II. Land	1,00,000
III. Earthwork	1,00,000
IV. Bridgework—	
Large bridges for materials	50,000
Minor bridges do.	50,000
VIII. Stations and buildings (staff quarters)	10,000
XII. General charges (Engineering Stores and Audit and Accounts)	32,585
Total ...	3,52,585

MADRAS,
10th November 1897.

(Signed) H. C. WEST,
Chief Engineer.

ORDER—No. 984 R., dated 15th November 1897.

The Government of India will be addressed.

[Here enter No. 985 R., dated 15th November 1897.]

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

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

Exd. A. F. Eccleston.

Madras Railway Company.

CAPITAL AND REVENUE ACCOUNTS

FOR THE

Half-year ending 31st December, 1897.

Printed by H. Plumbe, at the Lawrence Asylum Press, Mount Road, Madras—1898.

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MADRAS RAILWAY COMPANY.

Accounts for the Half-year ending 31st December 1897.

No. I.

STATEMENT OF CAPITAL AUTHORISED AND CREATED.

Contracts with the Secretary of State or other Authority :—	Capital Authorised.			Capital created or sanctioned.			Balance.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
	£	£	£	£	£	£	£	£	£
Acts 16th Vict. Sessions 1852-53 ..... 14th June 1853									
,, 17th ,, do. 1854									
,, 18th ,, 2nd June 1854									
do. 1854-5									
15th June 1855									
Contracts in respect of Share Capital.									
Viz : 22nd December 1852	500,000		500,000	500,000		500,000			
,, 19th December 1855	2,500,000		2,500,000	2,491,440		2,491,440			
,, 13th August 1858	1,000,000		1,000,000	1,000,000		1,000,000			
,, 28th October 1867	2,500,000		2,500,000	2,498,760		2,498,760			
,, 28th July 1875	1,828,300		1,828,300	1,827,880		1,827,880			
	8,328,300		8,328,300						
Less 511, £20 Shares included in the above contracts which were extinguished by resolution of the Board of Directors in October 1883, and by arrangement with the Secretary of State for India	10,220		10,220						
	8,318,080		8,318,080						
** Contracts in respect of Loans on Debentures.*									
Viz : 13th March 1860		1,000,000			1,000,000				
,, 28th October 1867		1,500,000			1,500,000				
,, 28th July 1875		171,700			171,700				
		2,671,700			2,671,700				
Less Debentures paid off and not replaced by Capital, or other Loans		732,150			732,150				
Amount converted into stock and replaced by issue of Capital stock		*1,939,550			1,939,550				
7th October 1878 and 13th March 1885		400,000			400,000				
		400,000			398,000				
Not yet prepared		100,000			100,000				
		100,000			100,000				
		1,000,000	1,000,000		998,000	998,000			
Balance of borrowing powers authorised under the above Acts		2,419,210	2,419,210					2,421,210	2,421,210
* These comprise Debentures that have been converted into stock amounting to £ 1,905,800									
Add Capital (stock) raised to replace Debentures paid off ,, 33,750									
£ 1,939,550	*1,939,550		1,939,550	1,939,550		1,939,550			
Debentures paid off and not replaced .. £ 732,150									
Do. replaced by issue of Capital Stock ,, 33,750									
Do. converted into Stock £ 1,905,800									
£ 2,671,700									
	10,257,630	3,419,210	13,676,840	10,257,630	998,000	11,255,630	...	2,421,210	2,421,210

No. II.

STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description.	Amount created.	Amount received.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£
Capital Stock bearing interest at the rate of 4½ per cent. per annum for amount guaranteed by the Secretary of State	500,000	500,000	....	....	....
Do. at 4¼ per cent.	999,960	999,960	....	....	....
Do. at 5 per cent.	8,757,670	8,757,670	....	....	....
Total £ ..	10,257,630	10,257,630	....	....	....

No. III.

CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

	Raised by Loans.				Raised by issues of Debenture Stock	Total raised by Loans and Debenture Stock.
	At 3½ per cent.	At 3 per cent.	At 2¾ per cent.	At 2½ per cent.		
	£	£	£	£	£	£
Existing at 30th June 1897	202,200	337,800	60,000	200,000	....	800,000
Do. at 31st December 1897	202,200	332,700	60,000	* 403,100	....	* 998,000
Increase	....	....	....	203,100	....	198,000
Decrease	....	5,100	....	....	....	....

Total amount authorised to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. 1	3,419,210
Total amount raised by Loans as above	998,000
Balance being available borrowing powers at 31st December 1897	2,421,210

* Including £100,000 issued in respect of *Calicut-CannanoreExtension* in November 1897.

No. IV.

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr. **Cr.**

	Amount expended to 30th June 1897.	Amount expended during half-year as per Account No. 5 & 5a.	Total.		Amount received to 30th June 1897.	Amount received during half-year.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Expenditure:—				By Receipts:—			
On Line open for Traffic ...	9,480,177 1 2	14,746 10 1	9,494,923 11 3	Shares and Stock per last Statement	10,257,630 0 0	...	...
„ Line in course of construction	...	...	...	₱ Account No. 2 ...	...	...	10,257,630 0 0
„ Working Stock ...	1,419,678 11 3	8,805 8 2	1,428,483 19 5	Capital not bearing interest			
„ Line in course of construction—				Per last statement ...	9,551 3 4		
Calicut-Cannanore Extension ...	...	3,144 7 8	3,144 7 8	30th June /97 £ 9,551-3-4		...	...
				Less Discount on Loans. £ 1,015-10-0			
				Do. on issue for Calicut-Cannanore Extension. £ 1,000-0-0			
				*2,015-10-0	...	Dr.2,015 10 0	*7,535 13 4
Total ...	10,899,855 12 5	26,696 5 11	10,926,551 18 4				
For Stores			†215,662 17 4	Loans—			
To Balance			120,950 17 8	Per last statement ...	800,000 0 0	...	...
				₱ Account No. 3 ...	...	98,000 0 0	...
				Do. for Calicut-Cannanore Extension ...	...	100,000 0 0	998,000 0 0
			11,263,165 13 4		11,067,181 3 4	195,984 10 0	11,263,165 13 4

† Value of Stores in Stock and in Transit per Capital Balance Sheet ... ... £ 220,175 9 5
Add Stores Sales Account 1,697 11 7
Suspense Account 271 7 11
222,144 8 11
Deduct Stores Purchase Account 6,481 11 7
Total ... 215,662 17 4

F. DUNSTERVILLE,
Chief Auditor.

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

LOUIS S. MOSS,
Agent and Manager.

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

No. V.

DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDING 31st DECEMBER 1897.

Line Open for Traffic.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Construction of Line—			
Earthwork	...	4,893 6 8	
Bridge Work—			
Minor Bridges	10,324 4 1		
Large Bridges	15,251 11 4	25,575 15 5	
Level crossings	...	907 0 10	
Ballast and Permanent Way—			
Ballasting	240 1 0		
Permanent Way	5,903 15 8	6,144 0 8	
Stations and Buildings—			
Stations and Offices	29,986 4 11		
Workshops Store Buildings	4,763 8 1		
Staff Quarters	21,890 9 7		
Station Machinery	37,299 11 5	93,940 2 0	
Electric Telegraph—	...	457 4 10	
Plant—			
Locomotive Shop Plant	27,197 4 10	27,589 7 0	
Stations and Office Furniture	392 2 2		
Contingencies	...	1,363 10 2	1,60,870 15 7
Working Stock.			
Engines and Tenders	...	30,558 0 8	
Carriages	...	65,500 15 5	96,059 0 1
Total expenditure for half-year as per Account No. 4, £ 23,551-18-3 at 1/10 exchange	...	...	2,56,929 15 8

DETAILS OF CAPITAL EXPENDITURE ON CALICUT-CANNANORE EXTENSION.

Line in course of Construction.	Rs. A. P.
Preliminary Expenses—	
Survey Expenses	12,642 15 10
Plant	5,005 5 10
Establishment	32,979 0 4
Total expenditure for half-year as per Account No. 4, £3,144-7-8 at 1*s.* 2·906*d.* ..	50,627 6 0

No. VI.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	Total Expenditure from commencement of operations to 31st December 1897.	Further Expenditure		
		During the half-year ending 30th June 1898.	In subsequent half-years.	To
	Rs.	Rs.	Rs.	Rs.
Lines opened for Traffic more than two years—	10,35,80,984	...	...	...
Engineering Department	...	3,99,955	...	3,99,955
Telegraph do.	...	15,000	...	15,000
Lines opened for Traffic less than two years	...	...	...	...
Lines in course of Construction—				
Extension of line from Arcot to Ranipet	...	75,000	...	75,000
Do. Calicut-Cannanore	50,627	10,00,000	...	10,00,000
	1,55,83,462	...	...	...
Working Stock—				
Gas-making plant, lamps and fittings	...	17,684	...	17,684
Fitting automatic vacuum brake gear for 10 engines and 50 carriages.	...	3,427	...	3,427
Do. do. do. do. do.	...	1,200	...	1,200
Do. do. do. do. for 4 engines	...	1,400	..	1,400
Do. do. do. do. for 6 engines and 200 carriages.	...	60,620	...	60,620
Two new locomotive engines for working the Ennur Branch.	...	3,113	...	3,113
	...	3,394	...	3,394
One bogie corridor composite carriage	...			
Two composite bogie day				
Seventeen IIIrd class carriages	...	7,790	...	7,790
Two do. do. with brakes				
Two ordinary brake vans	...	85,724	...	85,724
Forty six IIIrd class carriages	...	6,270	...	6,270
One planing machine	...			
Rupees ...	11,92,15,073	...	...	...
Total estimated further expenditure of Capital Rupees.	...	16,80,577	...	16,80,577

No. VII.

CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE AS PER ACCOUNT No. VI.

Share and Loan Capital authorised or created but not yet received—	£.	£. s. d.
Share (No. II) Calls in arrear	.....	
Amount uncalled	.....	
Loans (No. III).—		
Available borrowing powers		2,421,210 0 0
Capital Account—Balance at credit thereof (No. 4)		336,613 15 0
Total ...		2,757,823 15 0

No. VIII.

MADRAS RAILWAY COMPANY.

Dr. *REVENUE ACCOUNT for the Half-year ending* 31*st December* 1897. **Cr.**

EXPENDITURE.						EARNINGS.			
Half-year ending 31st December 1896.	Per cent. on Gross Receipts.		Abstract.	Half-year ending 31st December 1897.	Per cent. on Gross Receipts.	Half-year ending 31st December 1896.		Abstract.	Half-year ending 31st December 1897.
Rs. a. p.	Rs.			Rs. a. p.	Rs.	Rs. a. p.			Rs. a. p.
6,45,542 12 10	11·96	To Maintenance of Way, Works and Stations.	A	6,27,504 2 6	11·05	22,37,359 9 0	By Coaching Traffic	H	22,47,822 10 5
10,51,452 9 10	19·43	„ Locomotive expenses	B	10,79,083 15 1	19·01	30,60,221 13 8	„ Goods Traffic	I	32,93,436 10 9
3,05,538 0 11	5·65	„ Carriage and Wagon expenses	C	3,11,387 6 6	5·49	10,440 0 2	„ Electric Telegraph earnings. ...		9,769 3 4
4,16,454 5 10	7·69	„ Traffic expenses	D	4,21,154 7 7	7·42	*Nil.*	„ Steam Boat earnings ...	J	*Nil.*
2,36,821 5 4	5·80	„ General charges	E	2,82,840 15 11	4·98	1,03,829 4 4	„ Sundries	K	1,24,723 0 10
Nil.	...	„ Steam Boat service	F	*Nil.*	...				
45,106 5 11	·83	„ Special and Miscellaneous expenditure ...	G	41,229 5 4	·73				
27,50,915 8 8	50·83			27,63,200 4 11	48·68				
26,60,935 2 6	49·17	„ Balance Net earnings		29,12,551 4 5	51·32				
54,11,850 11 2	100·00	Total ...	...	56,75,751 9 4	100·00	54,11,850 11 2	Total ...	...	56,75,751 9 4

F. DUNSTERVILLE,
Chief Auditor.

LOUIS S. MOSS,
Agent and Manager.

E. A. WALLER,
Examiner of Railway Accounts.

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

MADRAS,
18*th March* 1898.

No. IX.

ABSTRACT A.

Maintenance of Way, Works and Stations.

DECEMBER 1897.

	Amount.			Amount.		
	Rs.	a.	p.	Rs.	a.	p.
1st.—General Superintendence—						
(1)—Engineers' salaries	51,294	6	0			
(2)—Allowances of ditto, including travelling ...	5,299	15	10			
(3)—Subordinate Superintendents ...	33,351	15	0			
(4)—Allowances of ditto, including travelling ...	1,286	0	4			
(5)—Overtime allowances	.....					
(6)—Office expenses	29,132	4	5			
				1,20,364	9	7
2nd—Maintenance & Renewal of Permanent-Way—						
(1)—Wages	1,52,048	13	7			
(2)—Materials	1,41,936	2	9			
				2,93,985	0	4
3rd.—Repairs of Bridges, &c.—Wages & Materials.						
(1)—Bridges and Tunnels	28,359	5	6			
(2)—Miscellaneous, including earth-work, roads, fencing, &c.	23,121	14	8			
				51,481	4	2
3rd (a)—Conservancy of Rivers	.....			.....		
4th.—Repairs of Stations and Buildings—Wages and Materials—						
(1)—Repairs of buildings of every description including station-yards and signals, but excepting quarters of the staff ...	49,182	7	0			
(2)—Repairs of staff quarters	19,029	1	2			
				68,211	8	2
5th.—Maintenance by Contract—						
(1)—Amount paid to contractors ...	.....					
(2)—Material, supplied by the Company ...	.....					
				.....		
6th.—New Minor Works—	.....			12,585	0	0
7th.—Unclassified Expenditure—						
(1)—Plantations	1,423	2	4			
(2)—Tools and Plant	4,968	1	7			
(3)—Loss on Stores, &c.	.....					
(4)—Loss by exchange	64,052	3	6			
(5)—Carriage of Revenue Stores	25,715	10	1			
(6)—Arcot-Ranipet Survey	**Cr. 175**	**0**	**0**			
				95,984	1	6
Deduct sum chargeable to Fire Lisurance Fund ...				6,42,611	7	9
Total ...				7	0	0
Do. cost of working Kolar Gold Fields Railway ...				6,42,604	7	9
Total ...				15,100	5	3
				6,27,504	2	6

If done departmentally.

Mean Mileage maintained by Revenue—

		Departmentally.			By Contract.			Total.		
		Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.
Railway Line ...	Double	42	32	34½	.....			84	65	3
	Single	806	65	30½	.....			806	65	30½
Sidings...		145	37	5	.....			*145	37	5
Total single track, including sidings					.....			†1,037	7	38½
Cost per mile of track, including sidings					.....			Rs. 619·62		

		Rs.		
a.	Includes expenditure on covering sand ballast with broken stones, North-West Line	429	12	1
	30 feet opening in lieu of 30 feet arch at 168 10 miles Bangalore Branch Line	1,235	9	6
	Restoration of bridge at 95 2-3 miles	4,289	12	6
	do. at 167 10-11 miles	7,412	9	2
	Revenue portion of the sanctioned works, 1st District	17,074	7	9
	Do. do. 2nd do.	6,148	4	2
	Do. do. 3rd do.	9,505	1	3
	Value of stores credited to sub-head 2nd (2)	1,46,092	11	5
	Do. 3rd (1)	3,169	12	11
	Do. 3rd (2)	15	2	4
	Do. 4th (1)	7,466	3	1
	Do. 4th (2)	194	5	6
	Do. 6th	900	9	8
	Do. 7th (2)	260	1	6
	Do. 7th (6)	175	0	0

* For explanation of the increased sidings, see Footnote of the Form No. 13.

† Madras Railway and Kolar Gold Fields Railway.

NOTE.—Maintenance charges of the Madras-Ennore Railway recorded separately and not included in this abstract. The mean mileage worked is also therefore excluded.

ABSTRACT B.

Locomotive Expenses.

DECEMBER 1896.

Amount.			Amount.		
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
15,212 7 8				
690 4 10				
32,106 14 4				
1,936 12 5				
.....				
19,864 7 6				
	69,810 14 9			
1,08,018 11 9				
37,065 6 3				
29,591 7 10				
151 3 4				
	1,74,826 13 2			
2,30,748 4 3				
.....				
524 3 3				
2,09,389 14 6				
	4,40,662 6 0			
.....	16,171 14 9			
.....	24,127 10 8			
1,25,119 12 5				
9,824 6 3				
1,23,165 11 6				
	2,58,109 14 2			
4,046 8 5				
2,836 4 10				
1,916 5 9				
	8,799 3 6			
.....	.....			
.....	.....			
.....				
52,083 10 5				
31,204 9 0				
	83,288 3 5			
.....	10,75,796 15 11			
17,209 10 3				
7,134 11 10				
	.....			
.....	24,344 6 1			
	10,51,452 9 10			

	Amount.		Amount.
	Rs. a. p.		Rs. a. p.
1st.—*General Superintendence*—			
(1)—Salaries of Superintendents and Assistants.	17,315 12 2		
(2)—Allowances of ditto, including travelling ...	750 12 1		
(3)—Subordinate Superintendents	27,923 3 11		
(4)—Allowances of ditto, including travelling ...	1,979 11 0		
(5)—Overtime allowances	...		
(6)—Office expenses	18,372 2 0		
			66,341 9 2
2nd.—*Running Expenses (Wages connected with the working of Locomotive Engines)*—			
(1)—Wages of Drivers and Firemen	1,08,533 1 6		
(2)—Overtime allowances	39,842 15 1		
(3)—All labour connected with fuelling, cleaning and looking after engines in yards ...	31,148 4 3		
(4)—Contingent expenses, including clothing and travelling expenses	350 2 6		
			1,79,874 7 4
3rd.—*Fuel*—	1896.	1897.	
(1) Coal	Tons 16,514 $\frac{473}{1448}$	... Tons 18,410 $\frac{2156}{2240}$	2,53,709 0 2
(2) Coke	do. ...	... do.	...
(3) Patent Fuel	do. 243 $\frac{413}{1448}$	... do. 17 $\frac{784}{2240}$	364 8 7
(4) Wood	do. 41,545 $\frac{1448}{1448}$	... do. 44,924 $\frac{1990}{2240}$	2,13,842 7 6
			4,67,916 0 3
4th.—*Water (including Wages and Stores)*			... 17,142 13 9
5th.—*Oil, Tallow and other Stores (expended on Engines in work)*			... 26,318 13 5
6th.—*Maintenance and Renewals of Locomotive Engines*			
(1)—Wages			1,27,115 8 3
(2)—Overtime allowances			5,998 9 10
(3)—Materials			*1,25,404 1 4
			2,58,518 3 5
6th (a)—*Maintenance and Renewals of Machinery, Tools and Plant*—			
(1)—Wages			3,667 5 8
(2)—Overtime allowances			1,253 14 1
(3)—Materials			3,141 14 9
			8,063 2 6
7th.—*New Minor Works*			... ...
8th.—*Payments to other Lines*—			
(1)—For haulage of Trains			... ...
9th.—*Unclassified Expenditure*—			
(1)—Loss on Stores, &c.			...
(2)—Loss by Exchange			44,486 7 3
(3)—Carriage of Revenue Stores			37,956 6 7
			82,442 13 10
Total ...			... 11,06,617 15 8
Deduct cost of working Kolar Gold Fields Railway ...			21,953 5 3
Do. do. Madras-Ennore line ...			5,580 11 4
			27,534 0 7
Total ...			... 10,79,083 15 1

Value of stores credited to sub-head 4th ... ... Rs. 16 6 6
Do. do. 6th ... ... „ 48,175 10 2
Do. do. 6th *a* ... ... „ 313 3 6
*Expenditure included on account of two new engines ... ... „ 54,243 12 8

ABSTRACT C.

Carriage and Wagon Expenses.

DECEMBER, 1896.

Amount.			Amount.		
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
4,290 10 0				
194 11 2				
9,055 12 10				
546 4 3				
...				
5,602 13 11				
	19,690 4 2			
63,944 12 0				
1,83,039 15 8				
	2,26,984 11 8			
2,888 1 2				
1,971 7 11				
1,618 8 9				
	6,478 1 10			
20,067 15 9				
11,632 5 7				
...	31,700 5 4			
...	...			
26,072 1 2				
2,096 1 0				
	28,168 2 2			
...	3,13,021 9 2			
...	428 6 0			
	3,12,593 3 2			
4,979 2 7				
2,075 15 8	7,055 2 3			
	3,05,538 0 11			

	Amount.		Amount.
	Rs. a. p.		Rs. a. p.
1st.—*General Superintendence*—			
(1)—Salaries of Superintendents and Assistants.	5,172 3 10		
(2)—Allowances of ditto, including travelling...	224 3 11		
(3)—Subordinate Superintendents	8,340 11 9		
(4)—Allowances of ditto, including travelling...	591 5 4		
(5)—Overtime allowances	...		
(6)—Office expenses	5,487 12 9		
			19,816 5 7
2nd.—*Repairs and Renewals of Vehicles*—			
Coaching Vehicles.			
(1)—Wages ...	40,966 4 9		
(2)—Overtime ...	418 15 2		
(3)—Materials ...	30,367 6 7		
		71,752 10 6	
Goods Vehicles—			
(1)—Wages ...	51,962 2 1		
(2)—Overtime ...	889 8 6		
(3)—Materials ...	1,04,914 1 3		
		1,57,765 11 10	
			2,29,518 6 4
2nd (*a*)—*Repairs and Renewals of Machinery, Tools and Plant*—			
(1)—Wages	2,590 1 5		
(2)—Overtime	889 2 7		
(3)—Materials	3,018 6 10		
			6,497 10 10
3rd.—*Cleaning Carriages and Wagons and Oiling*—			
(1)—Labour, including wages of Oilers, Carriage Cleaners and Examiners	20,102 0 5		
(2)—Stores, including oil, grease, and other stores for consumption on running vehicles ...	17,885 10 3		
			37,987 10 8
4th.—*New Minor Works*	...		...
5th.—*Unclassified Expenditure*—			
(1)—Loss on Stores, &c....	...		
(2)—Loss by Exchange	23,686 7 8		
(3)—Carriage of Revenue Stores	1,942 1 0		
			25,628 8 8
Total ...	...		3,19,448 10 1
Deduct sum chargeable to Fire Insurance Fund ...	...		...
			3,19,448 10 1
Do. cost of working Kolar Gold Fields Railway..	6,450 3 10		
Do. do. Madras-Ennore line ...	1,610 15 9		8,061 3 7
Total ...	.....		3,11,387 6 6

Value of stores credited to sub-head 2nd Coaching Vehicles (3) ... ... Rs. 4,971 7 0
Do. do. 2nd Goods „ (3) ... ... „ 14,625 2 8
Do. do. 2nd (*a*) ... ... „ 319 13 8

ABSTRACT D.

Traffic Expenses.

DECEMBER, 1896. Amount.			DECEMBER, 1897. Amount.		
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.
		1st.—*Salaries, Wages, &c.*—			
		(a)—General Superintendence—			
		(1)—Traffic Manager, Asst. do. District Supts. and Traffic Canvassers ...	44,652 8 9	44,354 11 3	
		(2)—Office Establishment ...	23,722 9 9	23,749 4 0	
		(3)—Travelling Allowances ...	3,635 9 11	3,660 4 9	
		(4)—Contingencies	509 15 3	437 13 3	
72,520 11 8		(b)—Station Staff—			
		(1)—Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of Level-crossings, Signalmen, Station Servants, &c	...	.....	72,202 1 3
1,92,069 11 4		(c)—Train Staff—			
		(1)—Guards and Assistant Guards	52,252 12 11	61,957 3 3	1,98,523 13 2
		(2)—Overtime Allowances ...	156 0 2	14 7 0	
52,408 13 1	3,16,999 4 1				61,971 10 3
					3,32,697 8 8
		2nd.—*Fuel, Lighting, Water and General Stores*—			
41,273 10 9		(1)—Fires, lights, water and general stores for Carriages, Stations, Offices, &c.			36,913 5 4
3,326 13 4		(2)—Wagon covers, ropes, &c.			2,448 6 0
1,826 5 3		(3)—Office and Station fittings and furniture ...			1,514 3 6
	46,426 13 4				
...	5,757 8 4	3rd.—*Clothing*			...
					40,875 14 10
					5,950 13 7
...	34,779 11 0	4th.—*Printing, Stationery and Tickets*			...
					36,731 11 1
...	1,208 15 9	5th.—*Charges for delivery and collection of Goods, &c.*			...
					943 5 3
...	1,739 0 8	6th.—*Miscellaneous Expenses*			...
					2,727 15 3
		7th.—*Payments to other Lines*—			
...	10,818 15 3	(1)—Traffic expenses at joint stations			...
					7,684 0 11
		8th.—*Unclassified Expenditure*—			
...		(1)—Loss on Stores, &c.			...
6,788 1 8		(2)—Loss by Exchange			2,153 12 8
1,371 15 0	8,160 0 8	(3)—Carriage of Revenue Stores			1,765 2 0
					3,918 14 8
...	4,25,890 5 1	Total ...			...
					4,31,530 4 3
...	53 13 2	Deduct sum chargeable to Fire Insurance Fund ...			...
	4,25,836 7 11				
					4,31,530 4 3
6,557 9 9		Do. cost of working Kolar Gold Fields Railway.			8,199 9 2
2,824 8 4	9,382 2 1	Do. do. Madras-Ennore line ...			2,176 3 6
					10,375 12 8
	4,16,454 5 10	Total ...			...
					4,21,154 7 7

ABSTRACT E.

General Charges.

DECEMBER, 1896. Amount.			DECEMBER, 1897. Amount.	
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
		1st.—*Home Expenditure*—		
29,543 8 9		(1)—Directors and Secretary, or Managing Director	28,482 13 11	
		(2)—Auditors and Accountants		
		(3)—Consulting Engineer and Inspecting Officers' fees and travelling allowances ...	7,930 12 3	
7,193 1 5	36,736 10 2	(4)—Office expenses	...	36,413 10 2
		2nd.—*Salaries of Indian Management, including Offices.*		

	Salaries.	Travelling Allowances.	Contingencies.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
(1)—Agent's Office.	29,727 10 6	491 0 0	183 13 11	30,402 8 5
(2)—Auditor's ,, (3)—Accounts' ,, (4)—Cash ,,	71,814 9 9	2,758 1 1	476 14 6	75,049 9 4
(5)—Stores Dept...	10,811 13 8	138 11 0	...	10,950 8 8
(6)—Medical ,, ...	14,471 4 1	208 1 8	480 0 0	15,159 5 9

31,894 1 3	(7)—Rents of buildings and lands	...
74,211 15 6	(8)—Furniture, fittings, and other miscellaneous expenses	3,656 6 11
11,155 9 4	(9)—Printing and Stationery	3,929 6 0
15,150 8 11	(10)—Medicine and contributions to Hospitals ...	1,890 8 3 1,41,033 5 4
...	3rd.—*Police*—	
3,512 8 6	(1)—Supervision	6,157 12 8
4,551 5 11	(2)—Constables	10,466 2 7
935 12 0 1,40,811 13 5	(3)—Contingencies	2,576 4 10 19,200 4 1
6,242 15 8	4th.—*Advertising (All Advertisements of all Departments).*	... 3,259 7 3
10,807 9 8	5th.—*Electric Telegraph*—	
2,728 8 11 19,779 2 3	(1)—Salaries of Superintendents and Assistants	10,211 15 9
... 2,947 8 8	(2)—Signallers	35,740 8 8
	(3)—Travelling expenses	1,051 8 0
10,377 12 1	(4)—Office expenses, contingencies, &c. ...	1,596 12 0
35,491 0 7	(5)—Maintenance, wages and stores	21,093 0 3
1,080 8 0	(6)—Government Telegraph Department for rent, maintenance and inspection ...	894 11 10 70,588 8 6
1,310 4 7	6th.—*Clearing accounts with other lines*	... ...
21,507 12 3	7th.—*Unclassified Expenditure*—	
1,010 1 2 70,777 6 8	(1)—Loss on Stores, &c.	...
... ...	(2)—Expenses connected with Fire-engines ...	4,823 8 1
...	(3)—Loss by exchange	18,492 1 4
3,475 14 6	(4)—Carriage of Revenue Stores	935 14 5 24,256 7 10
21,026 8 6		
1,281 5 9 25,783 12 9	Total ...	... 2,94,756 11 2
... 2,96,886 5 11	Deduct sum chargeable to Fire Insurance Fund ...	... 4,828 8 1
... 3,475 14 6		2,89,928 3 1
2,93,360 7 5		
4,570 8 0	Do. cost of working Kolar Gold Fields Railway.	5,600 11 8
1,968 10 1 6,539 2 1	Do. do. Madras-Ennore Line ...	1,486 7 6 7,087 3 2
... 2,86,821 5 4	Total ...	... 2,82,840 15 11

ABSTRACT G.

Special and Miscellaneous Expenditure.

DECEMBER, 1897.

DECEMBER, 1896.

Amount.			Amount.	
Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
...	Cr. 64 14 11	1st.—*Law Charges*	...	869 5 10
		2nd.—*Compensation*—		
1,543 13 0		(1)—For goods lost or damaged	1,599 0 10	
...		(2)—For personal injury	...	
...	1,543 13 0	(3)—For other claims	...	1,599 0 10
		3rd.—*Rates and Taxes* (including Muncipal Water Rates)	...	11,919 14 7
...	15,726 1 8	4th.—*Payments to other lines*—		
		1896. Rs. A. P. / 1897. Rs. A. P. — (1)—Hire of Locomotives: Gross Charges ... ... / „ Receipts	...	
...		(2)—Hire of Vehicles: Gross Charges 937 10 0 / „ Receipts 899 3 9	38 6 3	
...		(3)—Mileage & Demurrage of Foreign Stock: Gross Charges ... ... / „ Receipts	...	
...		(4)—Rent of Stations, &c., jointly occupied: Gross Charges ... ... / „ Receipts	...	
...		(5)—Shunting at joint stations: Gross Charges ... ... / „ Receipts	...	
...	462 12 2			38 6 3
		5th.—*Prizes for Station Gardens, &c.*	...	...
		6th.—*Contributions to*—		
...	21,166 0 9	(1)—Railway Provident Institution	...	*20,837 15 1
		7th.—*Miscellaneous*—		
...		(1)—Loss on light coins	...	
...		(2)—Bridge Toll Collection Establishment, &c...	...	
1,295 8 11		(3)—Conservancy...	1,941 11 10	
69 14 4		(4)—Loss by Exchange	52 8 0	
6,272 6 1		(5)—Railway Schools	5,291 1 10	
...		(6)—Locomotive School	...	
...	7,637 13 4	(7)—Commission and Stamp duty on Debentures.	4 14 7	7,290 4 3
...	46,471 10 0	Total ...	...	42,554 14 10
...	341 8 0	Deduct sum chargeable to Fire Insurance Fund ...	...	302 6 6
	46,130 2 0			
715 8 10		Do. cost of working Kolar Gold Fields Railway..	808 9 3	42,252 8 4
308 3 3	1,023 12 1	Do. do Madras-Ennore line ...	214 9 9	1,023 3 0
...	45,106 5 11	Total ...	...	41,229 5 4

*Madras Railway Share ... ... Rs. 20,333 5 4
Kolar Gold Fields Railway Share ... „ 398 12 4
Madras Ennur Railway do. ... „ 105 13 5
20,837 15 1

No. X.

ABSTRACT H.

Coaching Traffic.

DECEMBER 1897.

DECEMBER 1896.

Tariff Mileage Fares.	First Class. Rs. 0 1 0		Second Class. Rs. 0 0 6		Third Class. Day Rs. 0 0 2 / Mail „ 0 0 2½		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1st—*Passengers*—								
Single journeys..	8,633	77,714 15 8	31,210	91,466 10 6	4,596,385	16,47,941 13 10	4,636,228	18,17,123 8 0
Excess fares ...	*Nil.*	2,072 2 10	*Nil.*	1,056 9 6	*Nil.*	3,790 1 5	*Nil.*	6,918 13 9
Return journeys.	116	1,099 15 0	233	1,175 8 0	22,648	5,361 10 0	22,997	7,637 1 0
Troops and Police	594	5,458 2 0	6,102½	28,215 10 0	33,988	44,548 9 9	40,684½	78,222 5 9
Total...	9,343	86,345 3 6	37,545½	1,21,914 6 0	4,653,021	17,01,642 3 0	4,699,909½	19,09,901 12 6
Corresponding Period of 1896 ...	10,300	95,121 14 11	37,828½	1,16,814 3 7	4,571,709	17,32,688 1 1	4,619,837½	...
Season Tickets *...	26	2,684 3 3	161	4,966 5 1	1,650	6,128 1 1	1,837	13,778 9 5
Corresponding Period of 1896 ...	24	2,114 3 3	119	2,313 8 1	1,536	2,445 0 7	1,679	...
Passenger Miles ...	1,816,234		5,903,900		156,641,512		164,361,696	
2nd.—*Passengers' Luggage*						Ton-miles....	205,533	62,788 6 4
3rd.—*Military Baggage*						„	167,275	24,207 5 3
4th.—*Carriages, Horses, Dogs, &c.*—								
(1)—Carriages						No.	234	7,784 2 9
(2)—Horses						„	1,434	22,964 6 1
(3)—Dogs, &c.						„	2,518	2,718 5 11
5th.—*Military Carriages, Horses, &c.*—								
(1)—Carriages						„	...	...
(2)—Horses						„	194	4,389 14 0
(3)—Dogs, &c.						„	53	44 4 0
6th.—*Parcels*—								
(1)—For the Public						Ton-miles.	1,243,143	1,69,622 9 9
(2)—For Revenue						„	38,905	3,369 13 4
7th.—*Special Trains*						Train-miles.	122	366 0 0
8th.—*Miscellaneous*...							...	970 8 6
9th.—*Post Office*—								
(1)—Haulage and hire of Post Office Vehicles: Number of Vehicles ... ... / Mileage of „							...	24,916 8 7
(2)—Special Trains						Train-miles ..	...	...
(3)—Parcels						Ton-miles ...	...	...
						Total ...	...	22,47,822 10 5
						Less outstandings irrecoverable		...
						Total ...	...	22,47,822 10 5

* Season Tickets, 1st Class (reckoned at the rate of 40 Single Journey Passengers per month) 26 Tickets equal 2,440.
Do. 2nd Class (do. do. do.) 161 do. 13,960.
Do. 3rd Class (do. do. do.) 1,650 do. 202,560.

ABSTRACT I.

Goods' Traffic.

DECEMBER 1896. DECEMBER 1897.

Amount.		Number of tons lifted.	Average Rate per ton per mile.	Ton-miles.	Amount.
Rs. a. p.			*Pies.*		*Rs. a. p.*
27,18,848 10 5	1st.—*Merchandise, General*	442,393	8·99	62,142,492	29,10,463 14 0
43,474 14 0	2nd.—*Military Stores*	878	27·68	244,414	35,235 9 0
1,610 5 11	3rd.—*Railway Materials for Construction*...	294	5·82	28,739	870 11 0
27,58,933 14 4	Total....	443,565	9·06	62,415,645	29,46,570 2 0
	4th.—*Coal*—				
2,09,683 2 0	(1)—For the Public	66,015	4·36	11,069,606	2,51,280 7 0
...	(2)—For the Company (Construction only)	...	...	...	...
16,370 15 0	(3)—For Locomotive Department (Revenue only)	17,361	3·98	1,128,555	23,373 0 0
39 15 0	(4)—For other Departments	43	4·34	1,665	37 10 0
2,26,094 0 0	Total Coal...	83,419	4·32	12,199,826	2,74,691 1 0
	5th.—*Revenue Stores*—				
34,207 7 1	(1)—For all Departments excepting Coal and Locomotive Fuel ...	62,610	4·09	1,414,784	30,133 14 5
12,043 11 0	(2)—Wood and patent fuel for Locomotive Department	23,956	4·05	539,688	11,384 9 0
46,251 2 1	Total...	86,566	4·08	1,954,472	41,518 7 5
30,31,279 0 5	Total Goods...	613,550	8·18	76,569,943	32,62,779 10 5
				No.	
	6th.—*Live Stock*—				
5,473 2 0	(1)—Horses			852	3,358 11 0
4,199 7 0	(2)—Cattle			1,832	4,192 8 6
2,698 0 0	(3)—Sheep, &c.			7,686	2,351 3 3
12,370 9 0				Total... 10,370	9,902 6 9
	7th.—*Military Live Stock*—				
2,412 10 6	(1)—Horses			843	9,686 6 6
...	(2)—Cattle			...	...
...	(3)—Sheep, &c.			...	...
2,412 10 6				Total... 843	9,686 6 6
9,899 10 0	8th.—*Rents and Demurrage, Wharfage, Storage, &c.*			...	7,024 8 9
...	9th.—*Interest on outstanding Bills*			...	...
4,259 15 9	10th.—*Miscellaneous*			...	4,043 10 4
30,60,221 13 8				Total... ...	32,93,436 10 9
...	Less outstandings irrecoverable			...	...
30,60,221 13 8				Total... ...	32,93,436 10 9

Coal Tons 66,015, Rs. 2,51,280-7-0.—*Vide* Consulting Engineer's letter, No. 942, dated 30th September 1891.
Coke „ *Nil.* „ *Nil.* „ „ „ „ „

ABSTRACT K.

Sundries.

DECEMBER 1896. DECEMBER 1897.

Amount.		Amount.
Rs. a. p.		*Rs. a. p.*
1896. Rs. A. P. 210 0 0	Hire of Locomotives... 1897. Gross Receipts Rs. A. P. 1,704 1 4; „ Charges ...	1,704 1 4
210 0 0	.... Hire of Vehicles ... Gross Receipts ...; „ Charges ...	.....
.....	40,389 0 0 / 23,911 4 0 Mileage and Demurrage of Vehicles over Foreign lines Gross Receipts 51,700 13 0; „ Charges 24,340 5 0	27,360 8 0
16,477 12 0	19,985 3 4 / 2,973 8 7 Rent of Stations, &c., jointly occupied. Gross Receipts 24,337 11 0; „ Charges 6,617 1 6	17,720 9 6
17,011 10 9	.... Shunting at joint stations Gross Receipts ...; „ Charges ...	.....
.....	Clearing accounts with other Lines...	.....
.....	Tolls on Bridges	28,750 8 10
28,902 1 10	Rents of Dwelling-houses	12,693 15 11
17,397 9 7	Rents of Refreshment-rooms	1,976 9 5
1,891 13 10	Fees on Share transfers, &c.	13,915 2 10
1,601 0 9	Profits of Workshops for work done for State Railways, &c...	1,405 4 6
1,503 11 4	Sale of unclaimed and damaged goods...	896 1 4
917 2 11	Unpaid or unclaimed salaries	
	1896. Rs. A. P. / 1897. Rs. A. P. — Sale of Revenue Stores—	
	362 7 0 — 1.—Maintenance 826 4 5	
	4,682 2 10 — 2.—Locomotive 5,285 14 2	
	..... — 3.—Carriage and Wagon	
	184 13 3 — 4.—Traffic 202 1 3	
	795 2 8 — 5.—General 626 10 6	6,940 14 4
6,024 9 9	Miscellaneous Receipts	4,394 12 6
5,803 8 9	From K. G. F. Railway for use of Rolling Stock	5,499 15 8
4,255 2 10	„ Madras-Ennore line do	1,464 8 8
1,833 0 0	Total ...	1,24,723 0 10
1,03,829 4 4	Less outstandings irrecoverable	.....
.....	Total ...	1,24,723 0 10
1,03,829 4 4		

No. XI.

FIRE INSURANCE FUND.

	Rs. a. p.		*Rs. a. p.*
To Amount paid for loss by fire, &c., as per Revenue Account, Abstracts A., E. and G., *viz.*:— *Rs. a. p.*		By Balance in hand at 1st July 1897 ...	3,55,929 9 0
Roof shed at Salt Cotaurs ... 7 0 0			
Equipment of Fire Engines... 4,828 8 1			
Sundry claims 302 6 6	5,137 14 7	„ Interest on Government Paper less debits for commission, &c. ...	5,761 9 3
To Balance on 31st December 1897, *viz.*, invested in the purchase of Rs. 3,39,000 Government Paper... ...3,55,278 8 2			
Cash 3,214 14 4	3,58,493 6 6		
	3,63,631 5 1		
Deduct amount charged above but unpaid at 31st December 1897	1,940 2 10		
Total...	3,61,691 2 3	Total...	3,61,691 2 3

No. XII.

STATEMENT OF ROLLING-STOCK FOR HALF-YEAR ENDING 31st DECEMBER 1897.

	DESCRIPTION.	1 Total stock authorized.	2 Total stock constructed against authorization up to the last day of the previous half-year.	3 Additions to stock during the half-year.	4 Reduction of stock.	5 Total stock on the list at end of the half-year.	6 Actual stock in running order on the last day of the half-year.	7 Repairs and Renewals. Number of vehicles repaired during the half-year.	8 Number of vehicles renewed during the half-year.	9 Number of vehicles undergoing or awaiting repairs on the last day of the half-year.	10 Number of vehicles undergoing or awaiting renewals on the last day of the half-year.	11 Average number undergoing repairs and renewals at any one time.	12 Stock condemned in this and previous half-years, awaiting replacement.	13 Average carrying capacity of each description of vehicles.
Engines.	Passenger and Mail	168	41	...	...	41	129	...	...	...	...	6	...	...
	Mixed		40	...	...	40		...	...	37	...	12	...	...
	Goods		69	...	...	69		...	...	...	...	15	...	...
	Tank		16	...	...	16		...	...	...	...	4	...	...
	Total...	168	166	...	...	166	129	31	...	37	...	37	...	...
Coaching Vehicles.	Saloon State	2	2	...	...	*f* 2	2	2	...	...	...	...	...	4·00
	Saloons, ordinary (1st Class Night Carriages)	26	26	...	...	26	23	81	...	3	...	5	...	8·00
	Reserved Carriages	7	9	...	...	*g* 9 *h*	9	7	...	...	...	1	...	3·00
	Composites 1st and 2nd Class Carriages.	39	39	...	...	39	41	60	...	3	...	6	...	14·00
	Ordinary, Sleeping	5	5	...	...	5								26·00
	Do. do. do. Day	* 8	...	...	...	...	...	...	...	...	...	...	...	...
	Composite 1st, 2nd and 3rd Class Bogie	70	70	...	...	70	60	104	...	9	1	7	...	22·50
	2nd Class Carriages, ordinary		351	*d* 7	...	*i* 358	367	491	...	14	5	21	...	51·72
	3rd Class Carriages without brakes, ordinary		28	...	...	28								55·00
	Do. do. do. Ambulance													30·00
	Do. and Postal Vans, ordinary	*a* 422	7	...	...	7	6	...	...	1	...	1	...	3·50
	Do. Carriages with brakes, ordinary		8	...	...	8	4	7	...	1	3	...	...	42·50
	Do. „ long bogie	* 5	...	...	...	...	...	...	...	...	...	...	...	...
	Postal Vans	9	9	...	...	9	9	21	...	...	...	1	...	3·25
	Carriage Trucks	21	21	...	...	21	20	20	2	1	...	1	...	6·00
	Horse Boxes	46	46	...	...	46	45	74	...	1	...	4	...	3·00
	Luggage Vans (Baggage Vans)	24	24	...	...	24	24	22	...	...	...	2	...	6·00
	Total...	684	645	7	...	652	610	889	2	33	9	49	...	...
Goods Vehicles.	Covered Goods Wagons, ordinary, Iron	400	395	...	...	395	363	230	...	32	...	...	5	11·75
	Do. do. do. Wooden	1,086	996	*e* 40	..	1,036	967	671	...	47	22	58	...	12·00
	High Sided Wagons, ordinary, Iron 16 Tons	50	50	...	...	*f* 50	45	2	...	5	...	5	...	6·00
	Do. do. do. Wooden, 10 Tons	800	800	...	...	800	734	641	1	63	3	53	...	18·50
	Do. do. do. do. 8 Tons	...	32	...	*e* 23⅓	8⅔	...	...	...	...	...	...	...	12·00
	Low Sided do. do. do.	*b* 193	213	...	*b* 19	*b* 194	194	51	...	...	...	2	...	10·00
	Coal or Coke do.	130	60	...	...	60	99	52	...	...	31	2	...	12·00
	Fuel Trucks		70	...	...	70								6·00
	Cattle Wagons	50	50	...	...	50	46	50	...	1	3	3	...	7·00
	Platform Wagons	3	3	...	...	*j* 3	3	3	...	...	...	...	...	6·33
	Powder Vans	4	4	...	...	4	4	5	...	...	...	...	...	20·00
	Tool or Accident Vans	10	10	...	...	10	8	3	...	...	2	...	...	12·00
	Timber Trucks, Wooden, double bolster	175	60	...	...	60	60	102	2	...	...	2	...	7·50
	Do. do. do. single do.		115	...	...	115	110		...	4	1	3	...	6·50
	Rail Trucks	50	50	...	...	*f* 50	48	41	...	2	...	3	...	12·00
	Do. 12 Tons	*b* 20	...	*b* 19	...	19	...	...	...	...	19	...	...	10·00
	Travelling Oil Tanks	12	12	...	...	*f* 12	11	23	...	1	...	1	...	10·00
	Do. Water do.	4	4	...	..	4	3	...	1	...	1	...	...	18·00
	Do. Cranes	7	7	...	...	*k* 7	7	1	...	...	...	4	...	12·00
	Brake Vans	178	178	...	...	*l* 178 *m*	165	251	...	13	...	15	...	11·50
	Trucks to carry gas holders	*c* 5	2	*c* 1	...	3	3	2	...	...	...	...	...	5·75
	Support Wagon for 15 Ton Travelling Crane	1	1	...	...	1	1	...	...	...	...	...	...	15·00
	Total...	3,178	3,112	60	42½	3,129½	2,879½	2,128	4	168	82	151	5	10·00
														3·00
														8·00
														4·70
														...
														...

The particulars of Composite Carriages are as follows :—

	1st Class.	2nd Class.	3rd Class.
44 Carriages...	½	½	0

The following Carriages have been fitted up for the accommodation of the Post Office :—

9 Post Office-vans, 27 feet long.
7 Third-class Composites, each ½ of a Carriage.

a. *Vide* G.O., No. 751 R., dated 30th September 1897.
b. *Vide* Consulting Engineer's letter, No. 2838, of 2nd September 1897: one low-sided wagon will as condemned, be renewed as a Rail Truck, 12 tons.
c. *Vide* G.O., No. 102 R., dated 13th February 1897.
d. G.O., No. 135 R., dated 18th February 1896, and Consulting Engineer's No. 3346, dated 23rd October 1896.
e. All 8 ton wagons are renewed as 10-ton covered goods wagons, G.O., No. 561 R., dated 17th May 1889. The figures are given in terms of 10-ton wagons.
f. These are six-wheeled vehicles.
g. Two of these are six-wheeled.
h. Two of these are a temporary addition to stock.
i. Twenty-five of these are converted Second class Carriages of an obsolete type and are only a temporary addition to stock.—Consulting Engineer's letter, No. 60, dated 29th January 1886.
j. One of these is eight-wheeled.
k. Three of these are six-wheeled.
l. Twenty of these are six-wheeled.
m. Four of these are a temporary addition to stock.—G.O , No. 461 R., dated 12th July 1895.
* *Vide* G. O. No. 814 R., dated 13th October 1897. Rs. 83,690 being a portion of the cost of Rs. 1,50,000 will be borne by the G. I. P. Railway.

STATEMENT SHEWING THE ROLLING-STOCK INCLUDED IN COLUMN 5 ABOVE WHICH IS ADAPTED FOR MILITARY PURPOSES.

Number of Coaching Vehicles fitted for Ambulance.									Number of Horse Boxes.						Number of covered Goods wagons adapted for the carriage of horses.			Number of open Goods wagons suitable for the carriage of artillery guns.		
First class.	Upper class.	Second class.	Intermediate class.	Lower class.	Third class.	Total.	Percentage of column 7 on entire stock of First, Upper, Second, Intermediate, Lower and Third class carriages on the Line included in column 5 of above statement.		Capable of carrying 12 Horses.	Capable of carrying 8 Horses.	Capable of carrying 6 Horses.	Capable of carrying 4 Horses.	Capable of carrying 3 Horses.	Capable of carrying 2 Horses.	Wooden.	Iron.	Total.	Medium or high sided.	Ballast or low sided.	Total.
1	2	3	4	5	6	7	8		17	18	19	20	21	22	23	24	25	27	28	29
...	...	...	...	...	28	28	5·63		...	...	2	...	44	...	1,010	395	1,414 *a*	133	133	266
9	10	11	12	13	14	15	16		18	19	20	21	22	23	24	25	26	27	28	29
...	...	70	...	...	322	392	78·87		...	...	...	...	...	...	...	...	98·81	...	...	12·07

Percentage of column 25 on entire stock of covered Wooden and Iron Goods wagons on the Line included in column 5 of above statement.

Percentage of column 29 on entire stock of medium or high sided and ballast or low sided Goods wagons on the Line included in column 5 of above statement.

(*a*) Fitted for carriages of 8 horses each.

E

No. XIII.
MILEAGE STATEMENT.

	Double Line.			Single Line.			Total.			Sidings.		
	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.	Ms.	Chs.	Ft.
Lines owned by Company, sanctioned, not commenced	...			...			...			...		
,, ,, ,, under construction	...			...			...			...		
,, ,, ,, constructed, but not worked	...			...			...			...		
,, ,, ,, ,, and worked by Company ...	42	32	34½	796	65	30½	839	17	65	*141	75	34
,, ,, ,, ,, ,, by others ...	...			...			...			...		
Total ...	42	32	34½	796	65	30½	839	17	65	141	75	34
Lines worked by Company—												
Its own	42	32	34½	796	65	30½	839	17	65	141	75	34
Foreign—												
Kolar Gold Fields Railway	...			10	0	0	10	0	0	3	41	37
Madras-Ennore line	...			8	36	8	8	36	8	[illegible]	9	20
Total ...	42	32	34½	815	21	38½	857	54	7	147	46	25
Foreign Lines worked over by Company...	...			...			...			...		
Total mean mileage worked (including mileage worked over) during the half-year	42	32	34½	815	21	38½	857	54	7	147	46	25

	Miles.
* Increased Mileage of sidings—	
1st District	·0887
2nd do.	·1449
Total ...	·2336
Less sidings removed from 3rd District	·0024
Total ...	·2312

No. XIV.
STATEMENT OF TRAIN MILEAGE FOR THE HALF-YEAR ENDING 31ST DECEMBER 1897.

		Railways.				
		Madras.	Kolar Gold Fields.	Madras-Ennore.	Total.	Total estimated Locomotive expenses.
		Miles.	Miles.	Miles.	Miles.	Rs.
(1). Train miles run for Public Traffic.	Passengers	457,186	...	8	457,194	3,12,908
	Goods	138,010	4,214	1,607	143,831	98,440
	Mixed (*a*)	661,175	14,750	11,992	687,917	4,70,818
	Light (*b*)	36,795	360	76	37,231	25,481
(2). ,, ,, for Locomotive Department		16,495	...	...	16,495	11,289
(3). ,, ,, for Maintenance		8,991	...	974	9,965	6,820
Total Train-mileage...		1,318,652	19,324	14,657	1,352,633	9,25,756
(4). Miles of assisting engines (actual distance)		376	6	8	390	267
(5). ,, of engines shunting and standing in steam for traffic purposes, calculated at five miles an hour		240,115	360	425	240,900	1,64,875
(6). ,, run for miscellaneous services (actual distance)		22,913	16	40	22,969	15,720
Total Miscellaneous Engine-mileage...		263,404	382	473	264,259	1,80,862
Total Engine-mileage...		1,582,056	19,706	15,130	1,616,892	11,06,618
(*a*)	Coaching	168,328	7,412	7,712	183,452	
	Goods	492,847	7,338	4,280	504,465	
Total...		661,175	14,750	11,992	687,917	
(*b*)	Coaching	7,559	15	...	7,574	
	Goods	29,236	345	76	29,657	
Total...		36,795	360	76	37,231	

No. XV.
DISTRIBUTION STATEMENT OF AUDITED SALARIES, INCLUDING ALLOWANCES AND OFFICE EXPENSES.

Department.	Capital.	Revenue.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Home Expenditure	...	36,413 10 2	36,413 10 2
Engineering	...	1,20,364 9 7	1,20,364 9 7
Locomotive	...	86,157 14 9	86,157 14 9
Carriage and Wagon	...	72,202 1 3	72,202 1 3
Traffic	...	30,402 8 5	30,402 8 5
Agency	...	75,049 9 4	75,049 9 4
Audit, Account and Cash	...	10,950 8 8	10,950 8 8
Stores	...	15,159 5 9	15,159 5 9
Medical	...	6,157 12 8	6,157 12 8
Police	...	12,860 3 9	12,860 3 9
Electric Telegraph	...		
Total ...	...	4,65,718 4 4	4,65,718 4 4

No. XVI.—STATEMENT OF SURPLUS PROFITS FOR THE HALF-YEAR ENDING 31ST DECEMBER 1897.

	Rs. A. P.	Rs. A. P.
Net earnings as per Form VIII	...	29,12,551 4 5
Add— Outstandings of previous half-year written off in Decr. 1897 half-year ...	...	17,200 15 1
		29,29,752 3 6
Deduct—	29,04,866 7 3	
Guaranteed interest	5,037 14 6	
Interest on overdrawn Capital	9,399 0 4	29,19,303 6 1
*Contribution to Provident Institution		10,448 13 5
	3,200 13 5	
	16 2 9	3,217 0 2
Deduct Outstandings at Stations	Surplus profits ...	7,231 13 3
Do. do. by Government		3,615 14 7
		3,615 14 8
Moiety due to Government		Rs. 29,265 5 8
Do. the Company		,, 20,333 5 4
		† ,, 8,932 0 4
Add balance due for half-year to 30th June 1897		,, 467 0 0
		Rs. 9,399 0 4

Note—* One per cent. Net Revenue receipts ... ... Rs. 29,265 5 8
Less Contribution, *vide* Abstract G, being 50 per cent. of obligatory subscriptions. ,, 20,333 5 4

MADRAS, 18*th March* 1898.

F. DUNSTERVILLE,
Chief Auditor.

LOUIS S. MOSS,
Agent and Manager.

‡ See note below.

E. A. WALLER, MAJOR, R.E.,
Examiner of Railway Accounts.

FRANCIS J. E. SPRING,
Consulting Engineer.

No. XVII.—NET REVENUE ACCOUNT.

DR. CR.

	Rs. A. P.		Rs. A. P.
To Guaranteed interest repayable to Secretary of State for the half-year as under :—		By net profits of the half-year as per Form No. XVI.	29,12,551 4 5
On Subscribed Capital.		,, balance	6,285 1 8
£ 8,757,670 at 5 per cent. Stock ... £ 218,941 15 0			
£ 999,960 at 4¼ ,, ,, ... ,, 23,749 1 0			
£ 500,000 at 4½ ,, ,, ... ,, 11,250 0 0			
253,940 16 0			
On Debentures.			
*£ 100,000 at 2½ per cent. £ 698 12 6			
£ 203,100 at 2½ ,, ... ,, 2,538 15 0			
£ 60,000 at 2¾ ,, ... ,, 825 0 0			
£ 332,700 at 3 ,, ... ,, 4,990 10 0			
£ 202,200 at 3¼ ,, ... ,, 3,285 15 0			
12,338 12 6			
£ 266,279 8 6	29,04,866 7 3		
Interest on over-drafts of Capital Account	5,037 14 6		
Contribution to Provident Institution...	†8,932 0 4		
TOTAL Rs.	29,18,836 6 1	TOTAL Rs.	29,18,836 6 1

* 21*st September to* 31*st December* 1897.

No. XVIIa.—NET REVENUE ACCOUNT.

DR. CR.

	£ s. d.		£ s. d.
To Guaranteed interest (Gross) due and payable, but not received in respect of.		By balance	335 12 4
CALICUT-CANNANORE EXTENSION.†			
On Debentures.			
*£ 100,000 at 2½ per cent	335 12 4		
Total £	335 12 4	Total £	335 12 4

* 30*th November to* 31*st December* 1897.

† Interest payable 1st May and 1st November in each year.

‡ The statement of surplus profits is passed subject to a decision of Government as to whether a sum of Rs. 5,403-11-8 being interest due for the half year ended 31st December 1897 on debentures raised for the Calicut-Cannanore Extension, is chargeable against surplus profits of the Madras Railway.

No. XVIII.—CAPITAL BALANCE SHEET.

Dr. Cr.

	Rs. A. P.		Rs A. P.	Rs. A. P.
To Govt. of India Capital Account ...	4,35,19,246 15 3	**Construction Accounts.**		
,, London Office Home Payments Account	56,17,616 15 1	By Line open for Traffic...	...	10,35,80,984 6 3
,, London Office Store Account	7,23,80,267 13 5	Preliminary Expenses	1,03,912 11 7	
,, Stores Purchase Account...	70,708 2 0	Construction of Line	1,93,32,177 13 0	
,, Traffic Store Account	44 5 9	Brickwork and Masonry	1,82,05,715 12 2	
,, London Office Home Payments Account Calicut-Cannanore Extension ...	12,253 5 2	Additional Works...	11,90,265 4 9	
,, Govt. of India Capital Account Calicut-Cannanore Extension	38,374 0 10	Ballast and Permanent Way	3,94,43,446 2 11	
		Stations and Buildings	99,84,901 3 11	
Suspense Accounts.		Electric Telegraph	11,62,153 7 8	
To Refunds to Government ... 61,392 15 7		Plant	11,97,476 5 11	
,, Cheques Payable Capital... 29,305 6 6		Maintenance	4,92,039 4 1	
	90,698 6 1	Establishment	78,47,908 9 9	
		Contingencies	46,20,987 10 6	
		,, Line in Course of Construction Calicut-Cannanore Extension	...	50,627 6 0
		,, Rolling Stock	...	1,55,83,461 8 5
		Store Accounts.		
		By General Store Account	2,46,597 10 10	
		,, Locomotive Store and Workshop Account	13,19,772 0 6	
		,, Engineering Store and Workshop Account	6,43,748 14 9	
		,, Telegraph Store and Workshop Account	1,12,911 2 1	
		,, Stores in Transitu	78,871 3 3	
		,, Stores Sales Account	18,519 0 9	
		,, Materials Lost Account	57 10 0	24,20,477 10 2
		Suspense Accounts.		
		By Cashier	41,534 2 0	
		,, Advance Account...	6,655 0 0	
		,, Institute at Bangalore City	20,506 0 0	
		,, Government of India Capital Advance Account	24,614 4 8	
		,, Calicut-Cannanore Extension ...	349 10 1	93,659 0 9
Total ...	12,17,29,209 15 7	Total ...		12,17,29,209 15 7

REVENUE BALANCE SHEET.

Dr. Cr.

	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
To Cheques Payable Revenue	9,138 13 2		By Traffic Cash Account	1,35,997 14 2	
,, Revenue Establishment	2,82,814 11 11		,, Refreshment Rooms Account ..	12,042 1 6	
,, Income Tax	2,665 7 7		,, Cashier	2,48,036 1 6	
,, Unpaid Salaries and Wages... ..	5,577 7 2		,, Foreign Railways Account	16,876 13 5	
,, Municipal Tolls collected by the Company	2,447 13 0		,, General Suspense Account	2,164 9 0	
,, Railway Schools Account	1,308 1 8		,, Home Payments Suspense Account.	68 12 8	4,15,186 4 3
,, Government of India Revenue Advance Account	19,461 11 5				
,, Kolar Gold Fields Railway... ...	46,386 13 2		**Special Funds.**		
,, Government of India Revenue Account	46,816 2 2	4,16,617 1 3	By Government of India Special Funds Account	3,62,396 5 5	
			,, Government and other Securities, Madras Railway Provident Institution...	8,03,822 12 0	
Special Funds.			,, Bank of Madras, Madras Railway Fire Insurance Funds	3,214 14 4	
To Madras Railway Employés Guarantee Fund...	6,41,289 2 10		,, Government Securities, Madras Railway Fire Insurance Funds ..	3,55,278 8 2	
,, Madras Railway Contractors Security Fund	73,471 4 8		,, Cashier	2,915 8 1	
,, Madras Railway Provident Institution	8,08,641 1 8		,, Government Securities, Employés Guarantee Fund	3,33,000 0 0	
,, Buildings Plant and Stores Fire Insurance Fund	3,21,568 11 6		,, Government Securities, Contractors Security Fund	22,700 0 0	18,83,328 0 0
,, Goods Traffic Fire Insurance Fund..	36,926 14 4	18,81,897 3 0			
			Private Funds.		
Private Funds.			By Government Securities, Sick and Allowance Fund	85,706 0 0	
To Madras Railway Sick and Allowance Fund	87,433 0 4		,, Government Securities, Madras Railway Library Association ...	9,450 0 0	
,, Madras Railway Library Association	10,550 11 1	97,983 11 5	,, Bank of Madras General Account...	2,801 12 6	
			,, Cashier...	25 14 11	97,983 11 5
		23,96,497 15 8			23,96,497 15 8

ABSTRACT OF RETURNED STORES.

	Amount.	Remarks.
	Rs. A. P.	
Balance in hand at the end of the previous half-year	3,05,277 2 0	
Add—Value of stores returned to stock during the half-year	2,21,446 9 0	
Total...	5,26,723 11 0	
Deduct—Value of stores issued or otherwise disposed of during the half-year	2,32,245 13 11	
Balance...	2,94,477 13 1	

ABSTRACT OF PRINCIPAL COMMODITIES.

Description of Commodity.	Quantity. Second Half of 1896.	Quantity. Second Half of 1897.	Receipts. Second Half of 1896.	Receipts. Second Half of 1897.	Quantity. Increase.	Quantity. Decrease.	Receipts. Increase.	Receipts. Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I. Coal & Coke carried for the Public and Foreign Railways ...	53,768	66,015	2,09,683	2,51,280	12,247	...	41,597	...
II. Cotton—								
1. Raw	10,232	3,913	1,37,714	59,092	...	6,319	...	78,622
III. Cotton, Manufactured—								
1. Twist and Yarn, European ...	2,113	2,479	28,155	36,384	366	...	8,229	...
2. Do. Indian ...	3,018	2,997	33,951	32,378	...	21	...	1,573
3. Piece Goods, European ...	802	1,120	14,678	20,133	318	...	5,455	...
4. Do. Indian	3,189	3,088	40,978	39,810	...	101	...	1,168
IV. Drugs and Chemicals—								
1. Intoxicating other than Opium	162	13	1,921	98	...	149	...	1,823
2. Non-intoxicating—								
(*a*) Cinchona Bark ...	236	374	1,921	3,424	138	...	1,503	...
(*b*) Others	1,276	1,416	11,353	13,243	140	...	1,890	...
V. Dyes and Tans—								
1. Indigo	333	352	4,978	4,888	19	...	...	90
2. Myrabolams	968	1,310	6,183	8,665	342	...	2,482	...
3. Cutch	...	1	4	4	1	...	...	...
4. Turmeric	682	893	5,274	6,716	211	...	1,442	...
5. Aniline Dyes	5	...	18	3	...	5	...	15
6. Others	8,206	10,031	79,993	84,348	1,825	...	4,355	...
VI. Grain and Pulse—								
1. Wheat	1,822	864	13,971	6,556	...	958	...	7,415
2. Rice in the husk	11,930	10,021	59,908	41,434	...	1,909	...	18,474
3. Rice not in the husk	32,199	41,402	1,72,711	2,44,652	9,203	...	71,941	...
4. Jawar and Bajra	23,068	22,442	1,32,957	1,42,323	...	626	9,366	...
5. Gram and Pulse	14,015	20,519	83,067	1,35,214	6,504	...	52,147	...
6. Others	25,518	31,286	1,73,919	1,88,407	5,768	...	14,483	...
VII. Hides and Skins—								
1. Hides of Cattle—								
(*a*) Dressed or Tanned ...	1,413	1,185	15,255	12,607	...	228	...	2,648
(*b*) Raw	3,079	4,890	41,821	61,378	1,811	...	19,557	...
2. Skins of Sheep, &c.—								
(*a*) Dressed or Tanned ...	3,469	4,074	55,239	59,654	605	...	4,415	...
(*b*) Raw	8,373	9,626	1,05,046	1,02,330	1,253	...	...	2,716
VIII. Horns	60	63	573	615	3	...	42	...
IX. Jute—								
1. Raw	25	30	223	223	5	...	...	...
2. Gunny Bags and Cloth ...	3,360	3,478	30,348	32,817	118	...	2,469	...
Carried forward ...	213,321	243,882	14,61,842	15,88,676	40,877	10,316	2,41,378	1,14,544

DESCRIPTION OF COMMODITY.	Quantity. Second Half of 1896.	Quantity. Second Half of 1897.	Receipts. Second Half of 1896.	Receipts. Second Half of 1897.	Quantity. Increase.	Quantity. Decrease	Receipts. Increase.	Receipts. Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward ...	213,321	243,882	14,61,842	15,88,676	40,877	10,316	2,41,378	1,14,544
X. Lac—								
1. Stick	40	57	414	608	17	...	194	...
2. Shell	19	23	213	189	4	...	...	24
XI. Leather, Manufactured	123	123	3,154	2,968	...	...	...	186
XII. Liquors—								
1. Beer	1,977	1,620	29,278	22,778	...	357	...	6,500
2. Spirits	2,939	3,241	20,799	24,077	302	...	3,278	...
3. Wines	121	72	2,320	1,382	...	49	...	938
XIII. Metals—								
1. Copper, Unwrought	72	79	593	767	7	...	174	...
2. Brass, „	170	311	1,586	2,966	141	...	1,380	...
3. Copper, Wrought	45	48	415	514	3	...	99	...
4. Brass, „	223	177	3,146	2,377	...	46	...	769
5. Iron	7,335	8,707	65,184	87,530	1,372	...	22,346	...
6. Others	394	302	5,111	4,144	...	92	...	967
XIV. Oils—								
1. Kerosine	4,611	6,170	55,982	70,099	1,559	...	14,117	...
2. Castor	1,286	1,099	5,528	4,007	...	187	...	1,521
3. Cocoanut	541	682	4,487	6,470	141	...	1,983	...
4. Others	2,378	1,897	15,316	14,266	...	481	...	1,050
XV. Oil Seeds—								
1. Linseed	30	9	314	49	...	21	...	265
2. Rape and Mustard	33	29	220	255	...	4	35	...
3. Til or Jinjili	7,541	7,344	52,121	42,185	...	197	...	9,936
4. Poppy	38	59	369	738	21	...	369	...
5. Earthnuts	2,401	2,184	6,418	7,915	...	217	1,497	...
6. Castor	2,926	3,375	17,742	24,831	449	...	7,089	...
7. Others	5,617	4,722	33,552	27,490	...	895	...	6,062
XVI. Opium	...	...	...	...	...	...	...	...
XVII. Paper and Paste Board	239	308	4,337	5,665	69	...	1,328	...
XVIII. Provisions—								
1. Ghee	1,177	1,176	15,451	15,908	...	1	457	...
2. Dried Fruits and Nuts ...	725	1,036	5,134	8,653	311	...	3,519	...
3. Others	26,377	28,437	1,92,821	2,12,315	2,060	...	19,494	...
XIX. Railway Plant and Rolling Stock *carried for the Public and Foreign Railways*—								
1. Loco. Engines and Tenders and parts thereof	...	23	2	91	23	...	89	...
2. Carriages and Trucks do.	43	...	503	...	...	43	...	503
3. Materials—								
(*a*) Steel Rails and Fish Plates	14,170	7,275	29,927	1,522	...	6,895	...	28,405
(*b*) Sleepers and Keys of steel and cast iron ...	6	...	12	...	...	6	...	12
(*c*) Other sorts	17	105	168	411	88	...	243	...
Carried forward ...	296,935	324,572	20,34,459	21,81,846	47,444	19,807	3,19,069	1,71,682

DESCRIPTION OF COMMODITY.	Quantity. Second Half of 1896.	Quantity. Second Half of 1897.	Receipts. Second Half of 1896.	Receipts. Second Half of 1897.	Quantity. Increase.	Quantity. Decrease.	Receipts. Increase.	Receipts. Decrease.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
Brought forward...	296,935	324,572	20,34,459	21,81,846	47,444	19,807	3,19,069	1,71,682
XX. Salt	24,131	28,162	1,38,787	1,50,549	4,031	...	11,762	...
XXI. Saltpetre, &c.—								
1. Saltpetre	111	77	863	824	...	34	...	39
2. Other Saline substances...	2	7	30	127	5	...	97	...
XXII. Silk, Raw—								
1. Foreign	17	...	462	...	...	17	...	462
2. Indian	69	65	1,521	1,350	...	4	...	171
XXIII. Silk Piece Goods—								
1. Foreign	13	9	406	334	...	4	...	72
2. Indian	28	29	693	673	1	...	...	20
XXIV. Spices—								
1. Betel nuts	4,078	5,242	42,431	48,804	1,164	...	6,373	...
2. Pepper	601	542	7,782	6,534	...	59	...	1,248
3. Ginger	233	261	1,805	1,826	28	...	21	...
4. Chillies	2,443	2,331	26,697	25,419	...	112	...	1,278
5. Cardamoms	1	2	12	17	1	..	5	...
6. Others	1,480	1,068	8,114	6,700	...	412	...	1,414
XXV. Stone and Lime	21,833	27,379	41,908	40,274	5,546	...	...	1,634
XXVI. Sugar—								
1. Refined or crystalized including Sugarcandy ...	2,327	4,769	20,987	31,425	2,442	...	10,438	...
2. Unrefined, *viz.*, Molasses & Jaggery or Gur & other Saccharine produce ...	10,182	11,754	59,452	56,740	1,572	...	...	2,712
XXVII. Tea—								
1. Foreign	2	4	30	90	2	...	60	...
2. Indian	205	225	4,606	5,261	20	...	655	...
XXVIII. Timber	50,920	58,493	1,62,763	2,20,353	7,573	...	57,590	...
XXIX. Tobacco—								
1. Unmanufactured... ...	6,323	5,528	45,522	39,918	...	795	...	5,604
2. Manufactured—								
(*a*) Cigars	460	445	7,078	6,198	...	15	...	880
(*b*) Other sorts ...	333	494	4,032	6,214	161	...	2,182	...
XXX. Wool, Raw	167	262	2,407	2,694	95	...	287	...
XXXI. Wool, Manufactured—								
1. Piece Goods, European ...	40	40	923	986	...	...	63	...
2. Do. Indian ...	292	321	3,887	4,456	29	...	569	...
3. Shawls	...	1	7	4	1	...	...	3
XXXII. All other Articles of Merchandise	33,698	37,204	3,49,343	3,57,364	3,506	...	8,021	...
		a		b				
TOTAL...	456,924	509,286	29,67,007	31,96,980	73,621	21,259	4,17,192	1,87,219

ABSTRACT I.—	Tons.	Rs.
1st Merchandise, General ...	442,393	29,10,464
2nd Military Stores ...	878	35,236
4th Coal. (1).—For the Public ...	66,015	2,51,280
	a 509,286	b 31,96,980

CERTIFICATES.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

We hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Telegraph, Fencing, &c., have, during the past half-year, been maintained in good working condition and repair.

21*st January* 1898. HENRY C. WEST,
Chief Engineer.

26*th January* 1898. JOHN B. DUNCAN,
Ag. Telegraph Engineer.

CERTIFICATE RESPECTING THE ROLLING-STOCK.

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

29*th January* 1898. C. E. PHIPPS,
Locomotive Superintendent.

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

2*nd February* 1898. FRANCIS J. E. SPRING,
Senior Government Inspector of Railways and Consulting Engineer to the Government of Madras for Railways.

MADRAS RAILWAY.

Analysis of the working results for the Half-year ending 31st December, 1897.

A.—PASSENGER TRAFFIC.

Average length open	Miles.	839·22
1.—Receipts from Coaching Traffic	Rs.	22,47,823
2.—Passenger Train miles run	No.	633,073
3.—Average Passenger Train mile receipts	Rs.	3·55
4.—Number of Passengers carried one mile	No.	192,056,794
5.—Average sum received for carrying a Passenger one mile	Ans.	·19
6.—Average number of Passengers in a train at any one time	No.	303
7.—Average number of Passenger trains per diem each way, supposing each train to traverse the whole line open	,,	2·05
8.—Average number of Passengers passing over each mile of line daily (both ways)	,,	1,244
9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on goods	Rs.	26,21,684
10.—Average cost of running a train mile: Passenger and Goods miles assumed to cost the same	,,	1·99
11.—Average cost of carrying a Passenger one mile	Ans.	·07

B.—GOODS TRAFFIC.

Average length open	Miles.	839·22
1.—Receipts from Goods Traffic, exclusive of demurrage on Goods	Rs.	32,86,412
2.—Goods Train miles ran	No.	685,579
3.—Average Goods Train mile receipts	Rs.	4·79
4.—Tons of Goods carried one mile	Tons.	77,029,648
5.—Average sum received for carrying one ton one mile	Ans.	·68
6.—Average number of tons in a Goods train at any one time	Tons.	112
7.—Average number of Goods trains per diem each way, supposing each train to run over the whole line open	No.	2·22
8.—Average number of tons of Goods passing over each mile of line daily (both ways)	Tons.	499
9.—Total working expenses for both Goods and Passengers, deducting from them telegraph, special and miscellaneous receipts and demurrage on Goods	Rs.	26,21,684
10.—Average cost per train mile: Goods and Passenger miles assumed to cost the same	,,	1·99
11.—Average cost of carrying a ton of goods one mile	Ans.	·36

Extract from the Agent & Manager's letter to the Board, m Ry. No: 2350 dy 24.2.98

SERIAL No. 68

Interest on debentures, Calicut-Cannanore Extension

16. On the 17th instant, I forwarded for the instructions of the Board, a Copy of a letter from the Chief Auditor, No: A.3 $\frac{138}{152}$ dated the 10th idem, in which you will have observed the question is raised whether, under the terms upon which the Company has agreed to Construct and work the Calicut. Cannanore Extension, interest on the sum of £100,000, which ha been raised by the issue of debentures for the Construction of the line, will be chargeable against the Surplus profits of the Madras Railway during the period the extension is under Construction, or from the date the line is Opened for traffic. Mr. Dunsterville has expressed the opinion that under the terms given in the Board's letter, No 8028, dated the 9th April 1897, to the under Secretary of State for India, there must be net Earnings of the extension before the Surplus profits of the Company can be affected, and in this Opinion I concur.

S 66
Enclosed
GO 984 R 15/11/97

Calicut Cannanore Interest

SERIAL No. 70

Extract from Aus letter to Board No 2352 dated 10th March 1898.

Interest on debentures Calicut-Cannanore extension

In continuation of para 16 of letter No 2350 regarding the interest on the debentures issued for the Calicut-Cannanore extension, I forwarded to you on the 3d instant copy of a letter from the Accountant General, P.W.D, Calcutta, in reply to a reference made to him by the Examiner of Railway Accounts, Madras, also a copy of the Chief Auditor's letter of the 2nd instant. The decision on the point at issue should, it seems to me, be arrived at by the Secretary of State and the Board and not the Government of India.

X 585A.

SERIAL No. 73

1,000—5-3-96.

FORM No. 20.

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

FROM E.R. To Works Simla

17 Bx Should interest on Cannanore debentures be charged against Madras Ry surplus profits prior to opining extension for traffic or not Company's auditor's action in ~~extending~~ this interest from last half-year's surplus profit statement objected to by Examiner but Agent referred Matter to Board by wire and they upheld Auditor but neither Examiner nor I can read that meaning in despatches forwarded with your W746 Rc 19th June 97 though possibly Board's reading was intended.

(Sd) F.J.E.S.

R

Enclosing 7/11

very intelligent letter 7/11

× Submitted in 28/3/98. 80984 R 15/11/97

S.66

SERIAL No. 74

Public Works (1898) Department.

Railway

CURRENT No. 435

3 Currents.

Order

From

The Examiner of Ry: Accts
Madras

No. 162

Dated 28th March 1898

Received 28. 3. 98

Enclosures 2

Spare copies

SUBJECT.

In enclosing correspondence between Examiner's office & the Chief auditor's office requesting the favour of a ruling of the G.G. being obtained on the question whether the interest on the debentures raised for C.C. Extension should be charged against Surplus profits of the Railway

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Urgent

FORM No. 2.

[250—19-10-97.]

GOVERNMENT OF INDIA. P. W. DEPARTMENT.

RAILWAY BRANCH.

No. 162

Madras, 28th March 1898.

From Major E. A. Waller, R.E.

~~The~~ EXAMINER GUARANTEED RAILWAY ACCOUNTS,

Madras,

To

The Joint Secretary to Government,
Public Works Department,
Railway Branch
Madras.

Vide Serials 85 A
86 "
93.

SIR,

I have the honor to submit herewith copies of the marginally noted correspondence which has taken place between this office and the Chief Auditor, Madras Railway Company, and to request the favor of a ruling of the Government of India being obtained on the question therein raised, viz whether interest on the debentures raised for the Calicut Cannanore Extension of the Madras Railway should be charged against Surplus Profits of the Madras Railway Company prior to the opening of the Extension to traffic.

Examiner Guaranteed Ry Accts. No. 155. Dated 22.3.98.

Chief Auditor, Madras Ry Coy No. A/3 138/1239 dated 23.3.98.

I have the honor to be,

Sir,

Your most obedient Servant

E. Waller Major R.E

Examiner Railway Accounts
Madras

From

THE EXAMINER,

GUARANTEED RAILWAY ACCOUNTS,

Madras,

To

No._____

Dated_____189 .

No of Enclosures_____

SUBJECT.

Copy of letter No. 155 dated 22nd March 1898, from the Examiner Guaranteed Railway Accounts, Madras, to the Chief Auditor, Madras Railway.

I have the honor to request that the interest paid by the Secretary of State on the Capital raised for the Calicut-Cannanore Extension, for the half-year ending 31st December last viz £ 335-12-4 (Rs 5,403-11-8 at 14.906 d the rupee) may be included in the Surplus Profits Statement Form No. XVI of the Accounts of the Madras Railway for the half year ending 31st December 1897, in accordance with the 6th Condition accepted in Madras Railway Board's letter No. 8028 (page 1) dated 9th April 1897 to the Secretary of State (Mn. G.O. No. 984 R, dated 15th November 1897).

(True Copy).

P. M. Smith

off. Chief Accountant.

Extract of letter No. A3/138/1239 dated 23rd March 1898, from the Chief Auditor, Madras Railway, to the Examiner, Guaranteed Railway Accounts, Madras.

In reply to your letter No. 155 of the 22nd March 1898, I have the honor to inform you that in our opinion the 6th clause of the Conditions referred to cannot be read as entitling Government to charge interest on the Calicut-Cannanore Extension Capital against Surplus Profits until after the Extension is open for traffic and is capable of owning "net earnings".

I have received orders from our Agent and Manager not to include in our accounts any charge for interest on the Calicut-Cannanore Extension Capital- the question having been referred to the Board.

× × × × × ×

(True Extract)

P. M. Chetty

off: Chief Accountant.

E1
P.W. Ry C No 430/98

75

Public Works (1898) Department.

Railway

CURRENT No. 463

CR
31/3

Order

From The Govt of India

Telegram No. 170 R.

Dated 30th March 1898

Received 31. 3. 98

Registered

Enclosures

Spare copies

SUBJECT.

Surplus profits Mky

Requesting to wire the amount of interest on the Cannanore debentures for the last half year. + also the amount of —. as shewn in the Auditors statement

E2
P.W. Ry C No 435/98

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

S No 93

Class. Ltd | INDIAN TELEGRAPH. | Monthly Local No. 672

To Station WS Inspector Sindu | From Station

Words.	Day.	Hour.	Minute.	Official Instruction.
30/5	30	16	34	Urgt

To (Person) | From (Person) Works

Works Railway Railway

1
2 170 R Apple (1)
3 17 B Antelucan (2)
4 please wire amount
5 of interest last-
6 half year Cannanore
7 debentures also
8 amount surplus
9 profits madras railway
10 as shewn in ~~the~~
11 Auditors Statement-
12 (1) your telegram numbered & dated as follows
13 (2) 28 ~~Urgent~~ Instant- debentures
14

TRIPLICATE 31 MA. M 95

Recd. from L. N. | Sent to L. N.

At Hrs. Mts. By | At Hrs. Mts. By

Date

Postmaster.

76

Form No. 33.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 31st March 1898.

EXAMINER, RAILWAY ACCOUNTS, MADRAS. Regn. No. 175. 31 MAR. 1898. Enclosures.

No. 922

OFFICE NOTE.

Telegram ~~Letter~~ from the ~~Agent~~, Govt of India Railway, ~~No.~~ No. 170 R dated 30th March 1898, forwarded to the Examiner of Railway Accounts. for favour of remarks.

F.W.

for E. R.

EXAMINER'S REPLY.

E R

The amount of interest due last half year on Calicut-Cannanore debentures is Rupees 5403 ✓

The amount of Madras Railway Surplus profits for last half year as shown in Auditor's Statement (that is exclusive of deduction for Calicut Cannanore interest) is Rupees ~~7199~~ 7231

Work to be done in 1/4/98

31.3.98

Edwallen

C R 31/3/98

R. Form No. 7.

SERIAL No. 77

TELEGRAM ~~Urgent~~ ~~Ordinary~~ Deferred

From R.

To Ecoh/Co

18B x Apple (your telegram Numbered and dated as follows) 170 R annotate (30th ultimo) amount of interest apothegm (for the past ~~ay~~ half year) Callinus (Calcut Co...ranee railway ~~branch~~) debentures is Rs 5,403 x Surplus profits Quatrornes (M.R) apothegm (for the past half years) shewn in auditors statement exclusive of deductions for Callinus (Calcut Pernanor railway ~~branch~~) interest is Rs ~~7,99~~ 7231

7 Pt. 1/4/98

7 Pt
1/4/98

Drop
1/4/98.

SERIAL No. 78

Public Works (1898) Department.

Railways

CURRENT No. 486.

SERIAL No.

Cable sent 8.005–
Copy of over 170 pm to Sec

Seen by Sec to Govt
JWC 6/4

From The Govt. of India

Order

Telegram No. 267. A R.

Dated 5th April 1898.
Received
Registered 6. 4. 98
Enclosures
Spare copies

SUBJECT.

Interest on Cannanore Debentures

—.

Passing orders in connection with the charging of —.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Code (Words) 65. INDIAN TELEGRAPHS. Monthly Number.

To (Office) M & S Tripliçane | From (Office) Simla

Words	Day.	Hour.	Minute.	Official Instructions
63.5	5	16	58	Dfd.

To (Person) Madras works Railway

From (Person) works

RECEIVED AT THE ENGINEERING REPORT OFFICE 6 APR. 1898

2115

2by a. a. apple (1)

5N493

1y B annihilate (2) view taken by examiner is considered correct but accounts for last half year as prepared by companys auditor may be passed by examiner and consulting engineer with remark reserving point raised for orders of Secretary of State to whom point should be referred for decision when forwarding accounts

(1) your telegram numbered + dated as follows

Recd. from LN. (2) 28th ultimo

At Hrs. Mts. by

Sent to LN.

At Hrs. Mts. by

Telegraph Master.

84 Word Form. F.C.2.

O G P—No. 382 T—13 9 97—6000000.

RAILWAY

Government {1898} of Madras.

PUBLIC WORKS.

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

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

APRIL.

Capital and Revenue Accounts, Madras Railway

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

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

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

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 employés' Provident Fund.

Madras,
31st March 1898.

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

TABLE A.

Madras Railway.

Statistics.		1893.		1894.		1895.		1896.		1897.	
		First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
Mean mileage worked	No.	839	839	839	839	839	839	839	839	839	839
Train miles	,,	1,300,838	1,342,258	1,286,953	1,251,910	1,258,565	1,278,459	1,237,502	1,243,216	1,262,217	1,318,652
Gross earnings	Rs.	52,86,714	52,18,323	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752
Working expenses	,,	24,45,705	26,37,589	26,91,594	26,81,555	26,82,135	26,47,541	27,44,045	27,50,916	26,99,926	27,63,201
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	46·63	48·68
Gross earnings per train mile ..	Rs.	4·064	3·888	4·020	4·111	4·534	4·303	4·419	4·353	4·587	4·304
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	Rs.	78,941	77,065	77,940	84,450	93,811	1,05,752	96,859	90,149	1,01,256	80,887
Second ,, ...	,,	86,911	80,626	83,883	92,411	98,963	1,02,809	1,06,259	99,622	1,03,789	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	19,87,324	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	No.	7,216	7,800	7,356	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	48,92,548	4,313,190	4,166,214	4,630,391	4,542,739	4,867,497	4,619,033
Total	,,	4,900,020	45,15,586	4,803,064	4,929,761	4,352,005	4,208,425	4,673,395	4,584,602	4,911,490	4,659,225
Tons lifted	,,	420,537	388,592	372,563	369,677	385,556	378,532	383,126	402,156	440,528	442,893
Ton mileage	,,	66,502,538	62,048,273	57,589,123	56,992,122	62,626,323	58,665,368	58,708,672	57,638,656	65,738,805	62,142,492
Capital expenditure	Rs.	12,03,04,799	12,03,61,825	12,04,14,553	12,05,29,868	12,07,42,408	12,09,29,619	12,06,52,495	12,11,22,620	12,14,48,020	12,15,14,171
Dividend, per cent. per annum ..	,,	4·72	4·28	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.

Heads 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.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Passengers (excluding troops and police and season tickets) ..	17,01,627	16,13,492	16,69,002	17,53,198	20,19,850	19,43,002	19,87,324	18,87,277	19,20,848	18,31,679
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	3,82,973
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	52,18,323	51,73,932	51,47,080	57,07,036	55,01,371	54,68,400	54,11,851	57,89,562	56,75,752

Details of Working Expenses.

Maintenance	Rs. 4,07,981	Rs. 6,07,835	Rs. 5,80,000	Rs. 5,89,190	Rs. 5,99,458	Rs. 5,83,099	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	9,68,520	10,22,264	10,29,076	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	3,01,883	2,91,120	3,10,430	3,05,538	2,89,436	3,11,388
Traffic	4,42,083	4,57,902	4,46,487	4,23,468	4,22,115	4,09,760	4,45,373	4,16,455	4,04,684	4,21,155
General charges	2,86,717	2,75,387	2,86,094	2,79,363	2,88,154	2,85,229	2,88,769	2,86,821	2,84,635	2,82,841
Special and miscellaneous	44,645	39,950	53,214	89,938	48,261	49,257	39,564	45,106	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

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.

Exd. W. D'Mota.

Sanctd. 79

Government of Madras.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{4}{545 \text{ Ry.}}$, dated 8th April 1898.

Forwarding Proceedings embodying the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 31st December 1897, together with a brief note thereon by the Consulting Engineer for Railways.

No. $\frac{4}{545\ \text{Ry.}}$, 8th April 1898.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honourable the SECRETARY of STATE for INDIA.

My Lord,

We have the honour to forward, herewith, a copy of our Proceedings, No. 545 Ry., dated the 8th April 1898, embodying the Capital and Revenue Accounts of the Madras Railway, for the half-year ended the 31st December 1897, together with a brief note thereon by the Consulting Engineer for Railways.

2. We request the favour of Your Lordship's orders on the question as to whether a sum of Rs. 5,403-11-8, being interest due for the half year on debentures raised for the Calicut-Cannanore extension, should be charged against surplus profits. The statement of surplus profit as embodied in the accounts has been passed pending Your Lordship's decision in the matter.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.

(„) H. W. BLISS.

(„) J. GROSE.

Fort St. George,
8th April 1898.

Exd. T. K. Narayana Aiyangar.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

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

G.O., No. 808 Ry., 14th June 1898.

JUNE.

Surplus Profits, Madras Railway

Authorizing the Accountant-General, Madras, to pay to Agent and Manager the sum of Rs. 890–3–11, being the — due to the Company for the half-year ended the 31st December 1897 ; also Rs. 9,399–0–4 which represents the additional contribution to the Provident Institution for the same period together with arrears for the previous half-year.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Telegram from—The Right Honorable the Secretary of State for India.
To—His Excellency the Governor of Madras, Ootacamund.
Dated—London, 4th June 1898.

Pay Agent Madras Railway rupees 914 less income-tax Railway Company's share of surplus profits for half-year ending 31st December last. A despatch on the subject will follow.

Order—No. 808 Ry., dated 14th June 1898.

The Accountant-General is authorized to pay to the Agent and Manager, Madras Railway, the sum of Rs. 890–3–11 being the surplus profits, viz., Rs. 914–0–9 less income-tax at 5 pies per rupee, due to the Company for the half-year ended the 31st December 1897.

2. The Secretary of State having accepted the accounts of the Madras Railway for the period referred to above, the Accountant-General is further authorized to pay the Agent and Manager Rs. 9,399–0–4, which represents the additional contribution to the Provident Institution for the same period together with arrears for the previous half-year.

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

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

Exd. T. K. Narayana Aiyangar.

P.W.Ry C No. 795
Recd 30.6.98

635.

INDIA OFFICE,
LONDON. 9th JUNE 1898.

RAILWAY,
No. 1.

TO HIS EXCELLENCY THE HONOURABLE THE GOVERNOR
IN COUNCIL FORT ST. GEORGE.

Sir,

In the letter from Your Excellency's Government, No. 4, Railway, dated 8th April 1898, enclosing the accounts of the Madras Railway for the 2nd half of last year, you ask whether the interest due for the half-year on debentures issued for the Calicut-Cannanore Extension should be charged against surplus profits. The answer to this enquiry is in the affirmative, as will probably have been understood from my telegram of the 4th June, quoted in the margin[x].

2. I transmit for the information of Your Excellency's Government a copy of correspondence that has passed between the Company and this Office on the subject.

I have the honour to be,

Sir,

Your most obedient humble Servant,

George Hamilton

[x] Telegram from Secretary of State to Governor of Madras, dated 4th June 1898. Pay Agent Madras Railway Company, Rs.914, less income tax, Company's share of surplus profits for half year ending 31st December last, Despatch follows.

Letter from Madras Railway Company, dated 29th March 1898.
Letter to Madras Railway Company, dated 3rd May 1898.

No 9.

Railway.

9th June 1898.

The Letter to Fort St. George

No 1.

635. (P.W.D. (Ry))

INDIA OFFICE,

LONDON, 9th JUNE 1898.

RAILWAY.

NO.1.

TO HIS EXCELLENCY THE HONOURABLE THE GOVERNOR IN COUNCIL, FORT ST. GEORGE.

Sir,

In the letter from Your Excellency's Government No.4, Railway, dated 3th April 1898, enclosing the accounts of the Madras Railway for the 2nd half of last year, you ask whether the interest due for the half-year on debentures issued for the Calicut-Cannanore Extension should be charged against surplus profits. The answer to this enquiry is in the affirmative, as will probably have been understood from my telegram of the 4th June, quoted in the margin.

2. I transmit for the information of Your Excellency's Government a copy of correspondence that has passed between the Company and this Office on the subject.

I have &c.,

(Sd) George Hamilton.

Telegram from Secretary of State to Governor of Madras, dated 4th June 1898.

Pay Agent, Madras Railway Company, Rs.9lk, less income tax, Company's share of surplus profits for half year ending 31st December last. Despatch follows.

Letter from Madras Railway Company, dated 24th March 1898.

Letter to Madras Railway Company, dated 3rd May 1898.

No. 2.

Railway,

9th June 1898.

Copy Letter to Fort St. George,

No. 1.

No. 9,133.

MADRAS RAILWAY COMPANY,
61, NEW BROAD STREET,
LONDON, E.C.
29th March, 1898.

Sir,

CALICUT-CANNANORE EXTENSION.

Adverting to Sir Horace Walpole's letter P.W.134, dated 17th March, 1897, and to paragraph 6 of the Board's reply of the 9th April, 1897, I am directed to inform you that a letter has recently been received from the Agent and Manager at Madras, stating that the Government Examiner has expressed the opinion to Mr. Dunsterville, the Company's Chief Auditor, that interest on the sum of £100,000, raised by the issue of Debentures, for the construction of the Calicut-Cannanore Extension, will be chargeable against any surplus profits that may accrue from the working of the Madras Railway for the half-year ending 31st December last.

The view of the Chief Auditor, in which the Agent and Manager concurs, is that the sixth paragraph of the terms of agreement, as cited in the Board's letter of the 9th April, 1897, accepting the terms proposed, shows that there must be net earnings of the Extension before the Company's surplus profits can be affected, and that these will only be chargeable when the Extension is in a position to earn Revenue, i.e., when the line is opened for traffic.

The interpretation put upon the paragraph in question by the Agent and Manager, and Chief Auditor, is entirely

The Under Secretary of State for India,
India Office,
S.W.

entirely in accordance with the understanding arrived at by the Board at the time the proposals of the Secretary of State were under discussion.

The Madras Railway Company, after many years of progressive development of its revenue, and improvement of its administration, has brought the net revenue of the Railway up to the point where, by a continuance of careful management, the Shareholders may expect to receive some small share of surplus profits.

The Board would point out that the removal of this stimulus to good management, just as the Shareholders begin to reap the fruit of their labours, could scarcely have been intended by his Lordship, and they venture to submit for his Lordship's consideration that, having regard to all the circumstances of the case, he will agree to special arrangements which will have the effect of throwing upon Capital the charge for interest on the cost of this addition to the Company's system, an addition which they would point out has been already surrounded by stringent protective provisions.

I am to add that on the 23rd inst. a telegram was received from our Agent and Manager as follows:-

"Letter two three fifty- paragraph sixteen- telegraph instructions- accounts delayed".

On the 25th inst. the Board wired the following reply:-

"Calicut-Cannanore- Board support Dunsterville".

I have, &c.,
(Sd.) Julian Byrne,
Secretary.

P.W. 1878

Print

3 May 1878.

Sir,

I am directed by the Secretary of State for India in Council to acknowledge receipt of your letter dated 29th March, submitting that interest on the £100,000 Debentures issued on account of the Calicut Cannanore Extension should not, during construction, be chargeable against the surplus profits of the Madras Railway.

In reply I am to express to you Lord G. Hamilton's regret that the request of your Board cannot be complied with. The arrangement in question is clearly provided for in the agreement between the Secretary of State and your Company, while further, the Secretary of State is legally precluded from sanctioning any charge to Capital on account of the Debenture interest.

I am, Sir,

Your obedient Servant,

(Sd) HORACE WALPOLE

The Secretary,
Madras Railway Company.

No 10.

Copy correspondence
with the Madras Ry Co.

Referred to in Madras
Railway despatch No 1
dated 9th June 1898.
para 2.

903 R

R.

Action has I think already been taken on the original telegram from the Secy of State referred to in the margin of this despatch. It was sent to Madras for C.R's personal & disposal. Orders are reported if these papers may also be sent to Madras.

28/6/98

Jr 7/7

28/6/98

AR.

Please see P. No. 808 Ry & 14.6.98 5.7.5 post-copy of telegram from Secy of State dated 9th instant. 28/6/98

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

1 in Proceedings:—

189 , No.

189 , No

0-6-98 , from Secy of State

, ,,

, ,,

DER. No 903 Ry 8/9-7-98.

Communicated to the Agent & Manager M Ry for information in continuation of G.O No. 808 Rlys of 14-6-98

SP

JH

30-6-98

To

Visit to A.M.

The Agent & Manager M Ry

" Examiner of Accts Rlys

" Com: Engr for Rys.

Despatched on 21/7/98

Encl 5/7/98. VL. 30/6/98

3 Copies to A.C.

RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*

Regd. *Spare copies*

G.O., No. 903 Ry., 9th July 1898.

JULY.

Interest due on Debentures issued for the Calicut-Cannanore Railway

Letter from the Secretary of State for India stating that the — for the second-half of 1897 should be charged against surplus profits, Madras Railway, communicated to the Agent and Manager.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From—The Right Honourable the Secretary of State for India.
To—His Excellency the Honourable the Governor in Council, Fort St. George.
Dated—India Office, London, 9th June 1898, No. 1, Railway.

In the letter from your Excellency's Government, No. 4, Railway, dated 8th April 1898, enclosing the accounts of the Madras Railway for the second-half of last year, you ask whether the interest due for the half-year on debentures issued for the Calicut-Cannanore extension should be charged against surplus profits. The answer to this enquiry is in the affirmative, as will probably have been understood from my telegram * of the 4th June, quoted in the margin.

2. I transmit, for the information of your Excellency's Government, a copy of correspondence † that has passed between the Company and this office on the subject.

* Telegram from Secretary of State, to Governor of Madras, dated 4th June 1898.
Pay Agent, Madras Railway Company, Rs. 914, less income-tax, Company's share of surplus profits for half-year ending 31st December last. Despatch follows.

† Letter from Madras Railway Company, dated 29th March 1898.
Letter to Madras Railway Company, dated 3rd May 1898.

ENCLOSURES.

From—The Secretary, Madras Railway.
To—The Under Secretary of State for India, India Office, S.W.
Dated—61, New Broad Street, London, E.C., 29th March 1898, No. 9133.

Calicut-Cannanore Extension.

Adverting to Sir Horace Walpole's letter, P.W. 134, dated 17th March 1897, and to paragraph 6 of the Board's reply of the 9th April 1897, I am directed to inform you that a letter has recently been received from the Agent and Manager at Madras, stating that the Government Examiner has expressed the opinion to Mr. Dunsterville, the Company's Chief Auditor, that interest on the sum of £100,000, raised by the issue of debentures, for the construction of the Calicut-Cannanore extension, will be chargeable against any surplus profits that may accrue from the working of the Madras Railway for the half-year ending 31st December last.

The view of the Chief Auditor, in which the Agent and Manager concurs, is that the sixth paragraph of the terms of agreement, as cited in the Board's letter of the 9th April 1897, accepting the terms proposed, shows that there must be net earnings of the extension before the Company's surplus profits can be affected, and that these will only be chargeable when the extension is in a position to earn revenue, *i.e.*, when the line is opened for traffic.

The interpretation put upon the paragraph in question by the Agent and Manager and Chief Auditor, is entirely in accordance with the understanding arrived at by the Board at the time the proposals of the Secretary of State were under discussion.

The Madras Railway Company, after many years of progressive development of its revenue and improvement of its administration, has brought the net revenue of the railway up to the point where, by a continuance of careful management, the shareholders may expect to receive some small share of surplus profits.

The Board would point out that the removal of this stimulus to good management, just as the shareholders begin to reap the fruit of their labours, could scarcely have been intended by his Lordship, and they venture to submit for his Lordship's consideration that, having regard to all the circumstances of the case, he will agree to special arrangements which will have the effect of throwing upon capital the charge for interest on the cost of this addition to the Company's system—an addition which they would point out has been already surrounded by stringent protective provisions.

I am to add that on the 23rd instant a telegram was received from our Agent and Manager as follows :—

"Letter two three fifty, paragraph sixteen. Telegraph instructions. Accounts delayed."

On the 25th instant the Board wired the following reply :—

"Calicut-Cannanore. Board support Dunsterville."

From—Sir HORACE WALPOLE.
To—The Secretary, Madras Railway.
Dated—3rd May 1898, P.W. 653.

I am directed by the Secretary of State for India in Council to acknowledge receipt of your letter, dated 29th March, submitting that interest on the £100,000 debentures issued on account of the Calicut-Cannanore extension should not, during construction, be chargeable against the surplus profits of the Madras Railway.

In reply I am to express to you Lord G. Hamilton's regret that the request of your Board cannot be complied with. The arrangement in question is clearly provided for in the agreement between the Secretary of State and your Company, while further, the Secretary of State is legally precluded from sanctioning any charge to Capital on account of the debenture interest.

ORDER—No. 903 Ry., dated 9th July 1898.

Communicated to the Agent and Manager, Madras Railway, for information in continuation of G.O., No. 808 Ry., dated 14th June 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. T. K. Narayana Aiyangar.

Extract from Board's letter to A.M.
No 986 dated 2nd December 1898.

Final decision of Secretary of State re:
Interest on Salient - Lamaroa Debentures.

On the 25th ultimo, I forwarded for your information copy of a communication from the Indian Office dated 22nd November, acknowledging the receipt of the Board's letter of the 7th October 1898, referred to in para 12 of 982, and stating that the Secretary of State is unable to find sufficient ground for modifying the decision at which he had previously arrived with regard to interest on the Debentures raised for the Salient - Lamaroa Extension. The Board, therefore, accept the Secretary of State's ruling.

Extract from Board's letter to the agent and Manager, Madras Railway
Rec. 9829 21.10.98.

Interest on Debentures for Calicut-Cannanore extension.

12. On the 15th April I forwarded to you copy of the Board's letter No. 9,133, dated 29th March last, addressed to the Secretary of State on the subject of interest on the £100,000 Debentures raised for the Calicut-Cannanore Extension, and on the 22nd July I sent you copy of Sir H. Walpole's reply, dated 3rd May.

This was referred to the Company's Solicitors, who with their letter of the 3rd June enclosed two prints of the Draft Contract which they had received from the Legal Adviser to the India Office, and they suggested, having regard to the importance of the matter, that it should be laid before Counsel to settle.

Before doing this the Board desired Messrs. Freshfields and Williams to state what modification they would suggest in Clause 14, Sub-clause 4 of the Draft Contract, a print of which was forwarded to you on the 22nd July, together with copies of Messrs. Freshfields' reply, and of a further letter, No. 9,167, dated 21st July, addressed by the Board to the Secretary of State.

On the 7th instant I sent for your information copy of Sir Horace Walpole's letter of the 25th August, acknowledging the Board's No. 9,167 above referred to, also copy of their reply thereto, No. 9,181, dated 7th inst. You will be duly informed when a further communication from the India Office on this subject is received. You refer to this subject in para. 18 of No. 2,371.