

Public Works (189) Department.

RAILWAY BRANCH.

G.O., No. / 2 2 2 - 23 Ry

DATED 27th Oct - 1899

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[Despatch Abstract.]

Capital and Revenue Accounts
Madras Railway

Ordered that the note by the Chief Auditor on the ——— for the half year ended the 30th June 1899, be forwarded to the Govt of India and to the Secretary of State

Forwarding copy of proceedings embodying the note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway, for the half year ended the 30th June 1899.

Government {1899} of Madras.
PUBLIC WORKS.

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OCTOBER.

Forwarding copy of Proceedings embodying the Note by the Chief Auditor on the — for the half-year ended the 30th June 1899.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Ry., for the half-year ended the 30th June 1899.

CAPITAL.

Statement No. V.—The capital expenditure for the half-year after crediting a sum of Rs. 55,923-0-8, amounted to Rs. 2,94,879-10-5, and was incurred chiefly on permanent-way, stations and buildings, locomotive plant and rolling stock. The credit of Rs. 55,923-0-8 is for the amount transferred from a deposit made by the Great Indian Peninsula Railway for proportion of expenditure during the half-year on the construction of joint bogie stock for Madras-Bombay through traffic.

2. Statement No. VI.—The total capital outlay on open line account, including suspense, from the commencement of operations to the end of the half-year under review, was Rs. 12,21,32,690, and the expenditure, excluding suspense, Rupees 11,98,57,555, which gives an average of Rs. 1,42,819 per mile open exclusive of Arcot-Ranipet branch.

3. Arcot-Ranipet Branch Line.—The capital expenditure during the half-year amounted to Rs. 50,588, making the total expenditure to 30th June 1899 Rs. 2,52,073. The branch was opened for traffic on 17th April 1899, but the construction account is not yet closed.

4. Calicut-Cannanore Extension.—The amount expended during the half-year on the construction of this line was Rs. 2,80,596, making the total expenditure to 30th June 1899 Rs. 4,18,145.

REVENUE.

General Results.

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

	Half-year ending June 1898.	Half-year ending June 1899.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839-22	840-95	+ 1-73	+ .21
Train mileage	1,265,284	1,259,337	- 5,947	- .47
Average number of trains over the whole line daily in both directions	NO. 8-33	NO. 8-27	NO. - 0-06	..
Gross earnings	RS. 56,34,736	RS. 48,13,508	RS. - 8,21,228	- 14-57
Working expenses	24,77,847	24,85,368	+ 7,521	+ .30
Net earnings	31,56,889	23,28,140	- 8,28,749	- 26-25
Percentage of working expenses to gross earnings	43-97	51-63	+ 7-66	..
Do. of net earnings to capital outlay, including suspense	2-58	1-91	- .67	..

6. The gross earnings per mean mile worked per week averaged Rs. 220 against Rs. 258 and were realized at a cost of 51-63 per cent. against 43-97 per cent. in the corresponding half of the previous year.

GROSS EARNINGS.

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

	Half-year ending June 1898.	Half-year ending June 1899.	Difference.	
	RS.	RS.	RS.	RS.
Coaching	22,46,066	16,53,090	- 5,92,976	- 26-40
Goods	32,72,465	30,57,954	- 2,14,511	- 6-56
Electric Telegraph	8,508	8,515	+ 7	+ .08
Steam-boat	1,07,697	93,949	- 13,748	- 12-77
Sundries				
Total	56,34,736	48,13,508	- 8,21,228	- 14-57

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

	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		RS.		RS.		RS.		RS.
First half of 1898	11,137½	1,04,889	54,089	1,38,820	4,630,348½	16,80,191	4,695,575	19,23,900
First half of 1899	10,562	1,00,878	52,734½	1,33,974	3,322,039½	11,18,078	3,385,336	13,52,930
Increase								
Decrease	575½	4,011	1,354½	4,846	1,308,309	5,62,113	1,310,239	5,70,970

9. The increases and decreases in the various descriptions of passenger traffic are shown in the detail statement of Abstract H—*vide* paragraph 110.

10. The first-class traffic shows a decrease of 575½ and Rs. 4,011.

11. The second-class traffic shows a decrease of 1,354½ and Rs. 4,846—Rs. 3,854 of this decrease is in respect of troops and police.

12. The third-class traffic shows a decrease of 1,308,309 and Rs. 5,62,113. The principal portion of this decrease is in third-class traffic mail and day attributable to a large falling off in the number travelling owing to plague restrictions and partly due to the opening of the East Coast Railway. Troops and police shows a decrease of Rs. 17,164.

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

Mail.		Ordinary.	
Number.	Unit Mileage.	Number.	Unit Mileage.
646,018	35,358,693	2,436,358½	60,245,541.

14. In passengers' luggage a decrease of Rs. 10,844 is recorded.

15. The receipts from horse, carriage and dog traffic both ordinary and Military show decreases in the former to the extent of Rs. 3,398, and in the latter to the extent of Rs. 2,013.

16. Military baggage shows a decrease of Rs. 7,607.

17. Parcels for the public show a decrease of Rs. 4,041.

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No. 1222 Ry., 27TH OCTOBER 1899.

18. *Abstract I.—Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the corresponding period of 1898:—

	Half-year ending June 1898.		Half-year ending June 1899.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, general	409,569	28,67,463	392,688	26,84,043
Military stores	978	37,851	783	22,971
Railway materials for construction	1,109	3,904	1,958	6,101
Coal (including locomotive revenue)	79,145	2,86,114	92,288	2,57,398
Revenue stores (excluding locomotive coal)	94,803	50,284	123,125	52,650
Other goods traffic	..	26,850	..	34,791
	585,104	32,72,466	610,842	30,57,954
Less—Outstanding irrecoverable or not recovered	..	..	..	..
Total	585,104	32,72,466	610,842	30,57,954

19. *Merchandise, General.*—The decrease tons 16,881 and Rs. 1,83,420 in this commodity is principally attributable to a falling off in grain, spices, metals, provisions and dyes and tans.

20. *Coal.*—Increase tons 13,143 and decrease Rs. 28,716. Nearly the whole of this decrease in money is attributable to less coal being sent *via* Bowringpet for the Kolar Gold Fields. The increased weight is due to large consignments of coal from Yellandu to Madras *via* Ennur, the Madras Railway proportion being so small as not to affect the gross earnings to any extent.

21. *Locomotive Coal* shows a small increase.

22. *Other Goods traffic* reveals an increase of Rs. 7,941.

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

	Half-year ending June 1898.		Half-year ending June 1899.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Cotton—	8,679	1,21,281	15,467	1,82,681
Raw	..	..	..	..
Dyes and Tans—	8,188	80,984	6,843	47,316
Others	..	..	..	..
Grain and Pulse—	9,118	55,424	9,840	59,266
Rice in the husk	24,969	1,48,404	33,648	1,96,737
Rice not in the husk	12,231	82,798	5,073	39,134
Jawar and bajra	14,979	88,253	13,254	74,952
Grain and pulse	31,465	2,13,732	18,974	1,16,633
Others	..	..	..	..
Hides and skins—	..	..	..	..
Skins of sheep, &c.—	7,328	83,598	8,828	87,060
Raw	..	..	..	..
Metals—	7,553	85,458	1,223	12,755
Iron and steel—	..	..	..	..
Manufactures of iron and steel	6,049	71,048	7,619	64,239
Oils—	..	..	..	..
Kerosine	10,095	76,979	8,813	63,451
Oil-seeds—	..	..	..	..
Others	37,663	2,87,958	34,281	2,57,817
Provisions—	28,362	1,50,634	32,324	1,89,575
Others	..	..	..	..
Salt	4,795	56,353	6,057	48,949
Spices—	..	..	..	..
Chillies	..	..	..	..
Sugar—	18,147	94,556	15,416	86,145
Unrefined, <i>viz.</i> , molasses and jaggery or gur and other	62,401	2,06,305	55,806	2,02,800
saccharine produce	..	..	..	..
Timber	6,745	59,554	6,417	53,774
Tobacco—	34,111	3,29,734	34,083	3,20,589
Unmanufactured	..	..	..	..
All other articles of merchandise	..	..	..	..

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

24. *Cotton—Raw.*—Increase tons 6,788 and Rs. 61,400, almost the whole of this increase appears in Local traffic principally in consignments from Adoni, Raichur and Yerraguntla. The through traffic accounts for Rs. 2,000 only.

25. *Dyes and tans—Others.*—Decrease tons 1,345 and Rs. 33,668 made up of Rs. 10,000 in Local traffic and Rs. 23,000 in through. The Local traffic shows a large falling off from Bangalore Cantonment, whilst the decrease in Foreign appears chiefly in consignments received from Southern Mahratta Railway *via* Guntakal.

26. *Grain and pulse—Rice in the husk.*—Increase tons 722 and Rs. 3,842.

27. *Grain and pulse—Rice not in the husk.*—Increase tons 8,679 and Rs. 48,333 made up of an increase in Local traffic of some Rs. 45,000 and a through increase of Rs. 3,000. The increase in Local is observed in consignments from Arcot and Katpadi. Rayapuram station shows a considerable falling off. Ranipet station, opened in April last, shows traffic to the extent of Rs. 13,000 in this commodity.

28. *Grain and pulse—Jawar and bajra.*—Decrease tons 7,158 and Rs. 43,664. The local portion of this decrease is observed chiefly in bookings from Bangalore City and Molagavalli; the decrease in through appears mainly in traffic received from Southern Mahratta Railway *via* Bangalore City and Guntakal; an increase is noticed in traffic received from the Great Indian Peninsula Railway and beyond *via* Raichur.

29. *Grain and pulse—Gram and pulse.*—Decrease tons 1,725 and Rs. 13,301.

30. *Grain and pulse—Others.*—Decrease tons 12,491 and Rs. 97,099. The Local traffic here shows an increase chiefly in consignments from Bangalore City and Raichur. The large through decrease is almost entirely due to a falling off in traffic received from Southern Mahratta Railway *via* Bangalore City.

31. *Hides and skins—Skins of sheep, raw.*—Increase tons 1,500 and Rs. 3,462.

32. *Metals—Iron and steel—Manufactures of iron and steel.*—Decrease tons 6,330 and Rs. 72,703. In the corresponding half-year's figures iron and steel whether raw or manufactured is shown under one heading as "iron", a correct comparison cannot therefore be made of the traffic for the two periods as at present defined.

33. *Oils—Kerosine.*—Increase tons 1,570 and decrease Rs. 6,809.

34. *Oil-seeds—Others.*—Decrease tons 1,282 and Rs. 13,528.

35. *Provisions—Others.*—Decrease tons 3,382 and Rs. 30,141.

36. *Salt.*—Increase tons 3,962 and Rs. 38,941. The local portion of this increase is shown to be principally in traffic from Salt Cotours whilst the through increase appears mainly in traffic from Great Indian Peninsula Railway and beyond received *via* Raichur.

37. *Spices—Chillies.*—Increase tons 1,262 and decrease Rs. 7,404.

38. *Sugar—Unrefined, viz., molasses and jaggery or gur and other saccharine produce.*—Decrease tons 2,731 and Rs. 8,411. Local traffic here shows a slight increase, the decrease in Foreign is in traffic to Great Indian Peninsula Railway and beyond *via* Raichur and in received consignments from Southern Mahratta Railway *via* Guntakal.

39. *Timber.*—Decrease tons 7,095 and Rs. 3,505.

40. *Tobacco—Unmanufactured.*—Decrease tons 328 and Rs. 5,780.

41. *All other articles of Merchandise.*—Decrease tons 28 and Rs. 9,145.

42. *Working expenses.*—The working expenses compare as follows with those of June 1898 half-year:—

	First half of 1898.		First half of 1899.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	RS.		RS.		RS.	
Maintenance	5,41,515	9.61	5,35,018	11.11	— 6,497	— 1.20
Locomotive	9,57,248	16.99	10,08,925	20.96	+ 51,677	+ 5.40
Carriage and Wagon	2,30,042	4.08	1,93,544	4.02	— 36,498	— 15.87
Traffic	4,19,982	7.45	4,19,329	8.71	— 653	— .16
General	2,86,478	5.08	2,78,082	5.78	— 8,396	— .29
Steam-boat	..	..	..	..	..	..
Special and miscellaneous	42,582	..76	50,470	1.05	+ 7,888	+ 18.52
Total	24,77,847	43.97	24,85,368	51.63	+ 7,521	+ .30

43. *Abstract A.*—A net decrease of Rs. 6,497 occurs under maintenance charges.

44. Under "General Superintendence" there is an increase of Rs. 15,961, which is more than accounted for by the gratuity of Rs. 19,800, which was paid to Mr. West, late Chief Engineer.

45. *Maintenance and renewal of permanent-way.*—There is a decrease of Rs. 24,715 due to larger credits for "returned stores" owing to realizations at higher rates than those at which they were taken into stock. There was an increase of Rs. 17,100 in the value of new materials issued, but this was accompanied by a reduction of Rs. 6,191 under wages.

46. *Repairs of bridges.*—Decrease Rs. 14,392.

47. *Repairs of stations and buildings.*—Increase Rs. 1,282.

48. *Unclassified expenditure.*—Increase Rs. 13,940, of which Rs. 10,934 is for "Loss on Stores" partly due to losses on sales of surplus stores and partly to an adjustment of the timber account of the Engineering Workshops. There is a credit of Rs. 5,952 for survey expenses of the Arcot-Ranipet branch which has been transferred to the construction account. A decrease of Rs. 5,283 occurs in "Loss by Exchange."

49. There is a credit to Abstract A of Rs. 9,617 for working the Kolar Gold Fields Railway.

50. The number of miles of rails removed during the half-year was 42·0946 against 37·9848 in the first half of 1898.

51. The cost of maintaining a mile of single track including sidings was Rs. 524·01 against Rs. 532·62. The figures in this and preceding paragraphs include the mileage maintained for the Kolar Gold Fields Railway.

52. *Abstract B.—Locomotive expenses.*—Increase Rs. 51,677.

53. Under "General Superintendence" of Abstracts B and C there is a decrease of Rs. 2,161, chiefly due to the absence on furlough of Mr. H. J. Stanley, Assistant Locomotive Superintendent.

54. *Running expenses.*—An increase of Rs. 2,143, there having been an increase of 11,971 in the engine mileage.

55. *Fuel.*—An increase of Rs. 31,416, which will no doubt be explained by the Locomotive Superintendent.

56. *Maintenance and Renewal of Locomotive Engines.*—There is an increase of Rs. 24,772 entirely for ordinary repairs, as no new engines were received and no new boilers fitted to existing stock during the half-year.

57. There is a decrease of Rs. 2,768 in the expenditure on "Maintenance and Renewals of Machinery, Tools and Plant."

58. *Unclassified Expenditure* shows an increase of Rs. 3,946 chiefly for carriage of revenue stores.

59. There are credits to Abstract B of Rs. 18,366 for working the Kolar Gold Fields Railway and of Rs. 10,545 for working the Madras-Ennur line.

60. There is also a credit of Rs. 2,247 for working the Nilgiri Railway, the actual cost having been Rs. 5,409.

61. The cost of the department per train-mile was As. 12·87 against As. 12·08 and per engine-mile As. 10·64 against As. 10·10 in the first half of 1898.

62. *Abstract C.—Carriage and Wagon Expenses.*—A decrease of Rs. 36,498.

63. *Repairs and Renewals of Vehicles.*—There is a decrease of Rs. 24,725 corresponding with a decrease in the number of vehicles passing through the workshop.

64. *Repairs and Renewals of Machinery, &c.*—Decrease Rs. 2,494.

65. There is a decrease of Rs. 3,983 in the cost of cleaning and oiling vehicles.

66. There are credits to Abstract C of Rs. 3,540 for working the Kolar Gold Fields Railway and of Rs. 2,036 for working the Madras-Ennur line.

67. There is also a credit of Rs. 163 for working the Nilgiri Railway, the actual cost having been Rs. 391.

68. The Carriage and Wagon Expenses per train-mile were As. 2·47 against As. 2·90 and per 1,000 vehicle miles run by home vehicles Rs. 7·51 against Rs. 8·48 in the corresponding half of 1898.

69. *Abstract D.—Traffic Expenses.*—A net decrease of Rs. 653.

70. *Salaries, Wages, &c.*—A net increase of Rs. 1,682. There is a decrease of Rs. 604 in the salaries of officers, &c., an increase of Rs. 4,272 in the cost of office establishment, of which Rs. 3,300 consists of a gratuity paid to the retired office manager, and a decrease of Rs. 2,029 in the cost of train staff.

71. *Fuel, Lighting, &c.*—Decrease Rs. 4,244.

72. *Printing, Stationery and Tickets.*—Increase Rs. 1,648.

73. *Payments to other Lines.*—Increase Rs. 1,710.

74. There are credits to this abstract of Rs. 7,641 for working the Kolar Gold Fields Railway and of Rs. 4,385 for working the Madras-Ennur line.

75. There is also a credit of Rs. 606 for working the Nilgiri Railway, the actual cost having been Rs. 1,460.

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

				First half of 1898.	First half of 1899.	Difference.	
				TONS.	TONS.	TONS.	PER. CENT.
Tonnage of goods	..	..	..	585,104	610,842	+ 25,738	+ 4·40
				TON MILES.	TON MILES.	TON MILES.	
Ton-mileage of goods	..	..	..	75,816,632	71,025,710	— 4,790,922	— 6·32
				RS.	RS.	RS.	
Station staff	..	..	..	1,96,829	1,97,068	+ 239	+ ·12
Train staff	..	..	..	62,094	60,065	— 2,029	— 3·27

77. The total cost of the department averaged As. 5·35 against As. 5·30 per train-mile in the first half of 1898.

78. *Abstract E.—General charges* show a decrease of Rs. 8,396.

79. There is a decrease of Rs. 1,103 in home expenditure.

80. *Electric telegraph* shows a decrease of Rs. 3,492, of which Rs. 2,018 is in maintenance. Mr. Pigott returned from furlough and took up his duty as Telegraph Engineer on 18th June.

81. *Unclassified Expenditure.*—There is a decrease of Rs. 3,344 in the expenses connected with fire-engines and of Rs. 2,452 under the head of loss by exchange.

82. There are credits to this abstract of Rs. 5,103 for working the Kolar Gold Fields Railway and of Rs. 2,935 for working the Madras-Ennur line.

83. There is also a credit of Rs. 78 for working the Nilgiri Railway, the actual cost having been Rs. 188.

84. *Abstract G.—Special and miscellaneous expenditure* shows an increase of Rs. 7,888.

85. *Compensation.*—Increase Rs. 1,805 chiefly due to a payment of Rs. 1,595 for value of houses, trees and wells situated on land at Jalarpet transferred to the Company.

86. *Payments to other Lines.*—Increase of Rs. 5,502 in the net charges for mileage and demurrage of rolling stock.

87. There are credits to this abstract of Rs. 920 for working the Kolar Gold Fields Railway and of Rs. 530 for working the Madras-Ennur line.

88. *Kolar Gold Fields Railway.*—A sum of Rs. 45,188 being the cost of working this line for the half-year to 30th June 1899 (exclusive of Rs. 3,645 for hire of rolling stock and of Rs. 1,666 proportion of rent of Bowringpet joint station) has been recovered and distributed over the several abstracts of the Madras Railway Revenue accounts as shown against each.

89. *Madras-Ennur Section of the Bezwada-Madras Railway.*—A sum of Rs. 24,826 being the cost of working this line for the first half of 1899 (exclusive of Rs. 2,512 for hire of rolling stock and of Rs. 683 for share of Ennur joint station expenses) has been recovered. Of this sum Rs. 4,396 represents the actual cost of engineering maintenance, and the balance has been distributed over the other abstracts of expenditure in the Madras Railway Revenue accounts as credits.

90. *Nilgiri Railway.*—This line was opened for traffic on the 15th June 1899, and it is being worked by the Madras Railway on terms which are embodied in a working agreement. The actual cost of engineering maintenance was Rs. 1,153 and the remuneration to the Madras Railway for working the line under all other heads of expenditure is Rs. 3,094, the actual cost to us having been Rs. 7,448. A sum of Rs. 30 is charged to the Nilgiri Railway for their proportion of the rent of Mettupalaiyam joint station.

91. *Statement of train-mileage No. XIV.*—As compared with the first half of 1898, there was a decrease in the train-mileage of 4,920 or about 0.38 per cent.; the miscellaneous engine-mileage was 20.96 per cent. of train-mileage against 19.57 per cent. in the corresponding half of the previous year.

ORDER—No. 1222 Ry., dated 27th October 1899.

Ordered that the Note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 30th June 1899, be forwarded to the Government of India and to the Secretary of State in continuation of G.O., No. 1082 Ry., dated 2nd October 1899.

[Here enter No. 1223 Ry., dated 27th October 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

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

ENDORSEMENT—No. 1223 Ry., dated 27th October 1899.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Secretary.

Exd. A. Rangasawmy Aiyangar,

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. ²³/_{1222 Ry.}, dated 27th October 1899.

FORWARDING copy of Proceedings embodying the Note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 30th June 1899.

No. $\frac{23}{1222 \text{ Ry.}}$, 27TH OCTOBER 1899.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

In continuation of our despatch No. $\frac{15}{1082}$ Ry., dated 5th October 1899, we have the honour to forward, herewith, a copy of our Proceedings No. 1222 Ry., dated 27th October 1899, embodying a Note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the half-year ended the 30th June 1899.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.

(") A. T. ARUNDEL.

(") H. M. WINTERBOTHAM.

FORT ST. GEORGE,
27th October 1899.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

1222-23 R.
DESPATCH

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR

AND

MEMBERS OF GOVERNMENT.

(With Original).

MADRAS RAILWAY COMPANY,
CHIEF AUDITOR'S OFFICE,
MADRAS, 7th September 1899.

To
THE AGENT AND MANAGER,
Madras Railway Company.

DEAR SIR,

I beg to forward herewith the usual statements of the Company's accounts for the half-year ending 30th June 1899.

CAPITAL.

1. *Statement No. V.*—The capital expenditure for the half-year, after crediting a sum of Rs. 55,923-0-8 amounted to Rs. 2,94,879-10-5, and was incurred chiefly on Permanent Way, Stations and Buildings, Locomotive Plant and Rolling Stock. The credit of Rs. 55,923-0-8 is for the amount transferred from a deposit made by the Great Indian Peninsula Railway for proportion of expenditure during the half-year on the construction of joint Bogie stock for Madras-Bombay through traffic.

2. *Statement No. VI.*—The total capital outlay on open line account, including suspense from the commencement of operations to the end of the half-year under review, was Rs. 12,21,32,690 and the expenditure, excluding suspense, Rs. 11,98,57,555, which gives an average of Rs. 1,42,819 per mile open exclusive of Arcot-Ranipet Branch.

3. *Arcot-Ranipet Branch Line.*—The capital expenditure during the half-year amounted to Rs. 50,588, making the total expenditure to 30th June 1899 Rs. 2,52,073. The branch was opened for traffic on 17th April 1899, but the construction account is not yet closed.

4. *Calicut-Cannanore Extension.*—The amount expended during the half-year on the construction of this line was Rs. 2,80,596, making the total expenditure to 30th June 1899 Rs. 4,18,145.

REVENUE.

General Results.

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

	Half-year ending June 1898.	Half-year ending June 1899.	Difference.	
Mean mileage worked	Miles. 839·22	Miles. 840·95	Miles. + 1·73	Per cent. + ·21
Train mileage	1,265,284	1,259,337	— 5,947	— ·47
Average number of trains over the whole line daily in both directions	No. 8·33	No. 8·27	No. — ·06	...
Gross earnings	Rs. 56,34,736	Rs. 48,13,508	Rs. — 8,21,228	— 14·57
Working expenses	24,77,847	24,85,368	+ 7,521	+ ·30
Net earnings	31,56,889	23,28,140	— 8,28,749	— 26·25
Percentage of working expenses to gross earnings	43·97	51·63	+ 7·66	...
Percentage of net earnings to capital outlay including suspense	2·58	1·91	— ·67	...

6. The gross earnings per mean mile worked per week averaged Rs. 220 against Rs. 258 and were realized at a cost of 51.63 per cent. against 43.97 per cent. in the corresponding half of the previous year.

Gross Earnings.

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

				Half-year ending June 1898.	Half-year ending June 1899.	Difference.	
						Amount.	Per cent.
				Rs.	Rs.	Rs.	Rs.
Coaching	...	...	...	22,46,066	16,53,090	- 5,92,976	- 26.40
Goods	...	...	...	32,72,465	30,57,954	- 2,14,511	- 6.56
Electric Telegraph	...	...	...	8,508	8,515	+ 7	+ .08
Steam-boat	...	...	...	...	...	...	...
Sundries	...	...	...	1,07,697	93,949	- 13,748	- 12.77
Total				56,34,736	48,13,508	- 8,21,228	- 14.57

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

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		Rs.		Rs.		Rs.		Rs.
First half of 1898	11,137½	1,04,889	54,089	1,38,820	4,630,348½	16,80,191	4,695,575	19,23,900
First half of 1899	10,562	1,00,878	52,734½	1,33,974	3,322,039½	11,18,078	3,385,336	13,52,930
Increase	...	...	...	...	...	...	...	...
Decrease	575½	4,011	1,354½	4,846	1,308,309	5,62,113	1,310,239	5,70,970

9. The increases and decreases in the various descriptions of passenger traffic are shewn in the detail statement of Abstract H, *vide* para. 110.

10. The first-class traffic shews a decrease of 575½ and Rs. 4,011.

11. The second-class traffic shews a decrease of 1,354½ and Rs. 4,846—Rs. 3,854 of this decrease is in respect of troops and police.

12. The third-class traffic shews a decrease of 1,308,309 and Rs. 5,62,113. The principal portion of this decrease is in 3rd class Traffic Mail and Day attributable to a large falling off in the number travelling owing to plague restrictions and partly due to the opening of the East Coast Railway. Troops and Police shews a decrease of Rs. 17,164.

13. The number of third-class passengers and unit mileage by Mail and Ordinary trains respectively excluding excess, return, troops and police and season tickets traffic are as follows :—

Mail.		Ordinary.	
Number.	Unit Mileage.	Number.	Unit Mileage.
646,018	35,358,693	2,436,358½	60,245,541.

14. In passengers' luggage a decrease of Rs. 10,844 is recorded.

15. The receipts from horse, carriage and dog traffic both ordinary and Military shew decreases in the former to the extent of Rs. 3,398 and in the latter to the extent of Rs. 2,013.

16. Military baggage shews a decrease of Rs. 7,607.

17. Parcels for the Public shew a decrease of Rs. 4,041.

18. **Abstract I.—Goods Traffic.**—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the corresponding period of 1898.

				Half-year ending June 1898.		Half-year ending June 1899.	
				Quantity.	Earnings.	Quantity.	Earnings.
				Tons.	Rs.	Tons.	Rs.
Merchandise, General	...	...	...	409,569	28,67,463	392,688	26,84,043
Military Stores	...	...	...	978	37,851	783	22,971
Railway Materials for construction	...	...	...	1,109	3,904	1,958	6,101
Coal (including Locomotive Revenue)	...	...	...	79,145	2,86,114	92,288	257,398
Revenue Stores (excluding Locomotive Coal)	...	...	...	94,303	50,284	123,125	52,650
Other Goods Traffic	...	...	...	...	26,850	...	34,791
				585,104	32,72,466	610,842	30,57,954
Less—Outstanding irrecoverable or not recovered				...	...	...	...
Total				585,104	32,72,466	610,842	30,57,954

19. **Merchandise, General.**—The decrease Tons 16,881 and Rs. 1,83,420 in this commodity is principally attributable to a falling off in grain, spices, metals, provisions and dyes and tans.

20. **Coal.**—Increase tons 13,143 and decrease Rs. 28,716. Nearly the whole of this decrease in money is attributable to less coal being sent *via* Bowringpet for the Kolar Gold Fields. The increased weight is due to large consignments of coal from Yellandu to Madras *via* Ennur, the Madras Railway proportion being so small as not to affect the gross earnings to any extent.

21. **Locomotive Coal** shews a small increase.

22. **Other Goods Traffic** reveals an increase of Rs. 7,941.

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

	Half-year ending June 1898.		Half-year ending June 1899.	
	Quantity.	Earnings.	Quantity.	Earnings.
COTTON—	Tons.	Rs.	Tons.	Rs.
Raw	8,679	1,21,281	15,467	1,82,681
DYES AND TANS—				
Others	8,188	80,984	6,843	47,316
GRAIN AND PULSE—				
Rice in the husk	9,118	55,424	9,840	59,266
Rice not in the husk	24,969	1,48,404	33,648	1,96,737
Jawar and Bajra	12,231	82,798	5,073	39,134
Grain and Pulse	14,979	88,253	13,254	74,952
Others	31,465	2,13,732	18,974	1,16,633
HIDES AND SKINS—				
SKINS OF SHEEP, &c.—				
Raw	7,328	83,598	8,828	87,060
METALS—				
IRON AND STEEL—				
Manufactures of Iron and Steel	7,553	85,458	1,223	12,755
OILS—				
Kerosine	6,049	71,048	7,619	64,239
OIL SEEDS—				
Others	10,095	76,979	8,813	63,451
PROVISIONS—				
Others	37,663	2,87,958	34,281	2,57,817
SALT	28,362	1,50,634	32,324	1,89,575
SPICES—				
Chillies	4,795	56,353	6,057	48,949
SUGAR—				
Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce	18,147	94,556	15,416	86,145
TIMBER	62,401	2,06,305	55,306	2,02,800
TOBACCO—				
Unmanufactured	6,745	59,554	6,417	53,774
ALL OTHER ARTICLES OF MERCHANDISE	34,111	3,29,734	34,083	3,20,589

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

24. **Cotton.—Raw.**—Increase Tons 6,788 and Rs. 61,400, almost the whole of this increase appears in Local Traffic principally in consignments from Adoni, Raichur and Yerraguntla. The Through Traffic accounts for Rs. 2,000 only.

25. **Dyes and Tans.—Others.**—Decrease Tons 1,345 and Rs. 33,663 made up of Rs. 10,000 in Local Traffic and Rs. 23,000 in Through. The Local Traffic shews a large falling off from Bangalore Cantonment whilst the decrease in Foreign appears chiefly in consignments received from Southern Mahratta Railway via Guntakal.

26. **Grain and Pulse.—Rice in the husk.**—Increase Tons 722 and Rs. 3,842.

27. **Grain and Pulse.—Rice not in the husk.**—Increase Tons 8,679 and Rs. 48,333 made up of an increase in Local Traffic of some Rs. 45,000 and a Through increase of Rs. 3,000. The increase in Local is observed in consignments from Arcot and Katpadi. Rayapuram station shews a considerable falling off. Ranipet station, opened in April last, shews traffic to the extent of Rs. 13,000 in this commodity.

28. **Grain and Pulse.—Jawar and Bajra.**—Decrease Tons 7,158 and Rs. 43,664. The Local portion of this decrease is observed chiefly in bookings from Bangalore City and Molagavalli; the decrease in Through appears mainly in traffic received from Southern Mahratta Railway via Bangalore City and Guntakal; an increase is noticed in traffic received from the Great Indian Peninsula Railway and beyond via Raichur.

29. **Grain and Pulse.—Gram and Pulse.**—Decrease Tons 1,725 and Rs. 13,301.

30. **Grain and Pulse.—Others.**—Decrease Tons 12,491 and Rs. 97,099. The local traffic here shews an increase chiefly in consignments from Bangalore City and Raichur. The large Through decrease is almost entirely due to a falling off in traffic received from Southern Mahratta Railway via Bangalore City.

31. **Hides and Skins.—Skins of Sheep, Raw.**—Increase Tons 1,500 and Rs. 3,462.

32. **Metals.—Iron and Steel.—Manufactures of Iron and Steel.**—Decrease Tons 6,330 and Rs. 72,703. In the corresponding half-year's figures Iron and Steel whether raw or manufactured is shewn under one heading as "Iron" a correct comparison cannot therefore be made of the traffic for the two periods as at present defined.

33. **Oils.—Kerosine.**—Increase Tons 1,570 and Decrease Rs. 6,809.

34. **Oil Seeds.—Others.**—Decrease Tons 1,282 and Rs. 13,528.

35. **Provisions.—Others.**—Decrease Tons 3,382 and Rs. 30,141.

36. **Salt.**—Increase Tons 3,962 and Rs. 38,941. The Local portion of this increase is shewn to be principally in traffic from Salt Cotours whilst the Through increase appears mainly in traffic from Great Indian Peninsula Railway and beyond received via Raichur.

37. **Spices.—Chillies.**—Increase Tons 1,262 and decrease Rs. 7,404.

38. **Sugar.—Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine Produce.**—Decrease Tons 2,731 and Rs. 8,411. Local Traffic here shews a slight increase, the decrease in Foreign is in Traffic to Great Indian Peninsula Railway and beyond via Raichur and in received consignments from Southern Mahratta Railway via Guntakal.

39. **Timber.**—Decrease Tons 7,095 and Rs. 3,505.

40. **Tobacco.—Unmanufactured.**—Decrease Tons 328 and Rs. 5,780.

41. **All other articles of Merchandise.**—Decrease Tons 28 and Rs. 9,145.

Working Expenses.

42. The working expenses compare as follows with those of June 1898 half-year :—

	FIRST HALF OF 1898.		FIRST HALF OF 1899.		DIFFERENCE.	
	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent. on Gross Earnings.	Amount.	Per cent.
Maintenance	Rs. 5,41,515	9.61	Rs. 5,35,018	11.11	Rs. - 6,497	- 1.20
Locomotive	9,57,248	16.99	10,08,925	20.96	+ 51,677	+ 5.40
Carriage and Wagon	2,30,042	4.08	1,93,544	4.02	- 36,498	- 15.87
Traffic	4,19,982	7.45	4,19,329	8.71	- 653	- .16
General	2,86,478	5.08	2,78,082	5.78	- 8,396	- .29
Steam-boat	...	...	...	...	...	...
Special and Miscellaneous	42,582	.76	50,470	1.05	+ 7,888	+ .18.52
Total	24,77,847	43.97	24,85,368	51.63	+ 7,521	+ .30

43. **Abstract A.**—A net decrease of Rs. 6,497 occurs under Maintenance charges.

44. Under "General Superintendence" there is an increase of Rs. 15,961, which is more than accounted for by the gratuity of Rs. 19,800, which was paid to Mr. West, late Chief Engineer.

45. "Maintenance and Renewal of Permanent Way."—There is a decrease Rs. 24,715 due to larger credits for "returned stores" owing to realizations at higher rates than those at which they were taken into stock. There was an increase of Rs. 17,100 in the value of new materials issued, but this was accompanied by a reduction of Rs. 6,191 under wages.

46. "Repairs of Bridges."—Decrease Rs. 14,392.

47. "Repairs of Stations and Buildings."—Increase Rs. 1,282.

48. "Unclassified Expenditure."—Increase Rs. 13,940 of which Rs. 10,984 is for "Loss on Stores" partly due to losses on sales of surplus stores and partly to an adjustment of the Timber account of the Engineering Workshops. There is a credit of Rs. 5,952 for survey expenses of the Arcot-Ranipet branch which has been transferred to the construction account. A decrease of Rs. 5,283 occurs in "Loss by Exchange."

49. There is a credit to Abstract A of Rs. 9,617 for working the Kolar Gold Fields Railway.

50. The number of miles of rails removed during the half-year was 42,094½ against 37,984½ in the first half of 1898.

51. The cost of maintaining a mile of single track including sidings was Rs. 524.01 against Rs. 532.62. The figures in this and preceding paragraphs include the mileage maintained for the Kolar Gold Fields Railway.

52. **Abstract B.**—*Locomotive Expenses.*—Increase Rs. 51,677.

53. Under "General Superintendence" of Abstracts B and C there is a decrease of Rs. 2,161, chiefly due to the absence on furlough of Mr. H. J. Stanley, Assistant Locomotive Superintendent.

54. "Running Expenses."—An increase of Rs. 2,143, there having been an increase of 11,971 in the engine mileage.

55. "Fuel."—An increase of Rs. 31,416 which will no doubt be explained by the Locomotive Superintendent.

56. "Maintenance and Renewal of Locomotive Engines."—There is an increase of Rs. 24,772 entirely for ordinary repairs as no new engines were received and no new boilers fitted to existing stock during the half-year.

57. There is a decrease of Rs. 2,768 in the expenditure on "Maintenance and Renewals of Machinery, Tools and Plant."

58. "Unclassified Expenditure" shows an increase of Rs. 3,946 chiefly for Carriage of Revenue Stores.

59. There are credits to Abstract B of Rs. 18,366 for working the Kolar Gold Fields Railway and of Rs. 10,545 for working the Madras-Ennur Line.

60. There is also a credit of Rs. 2,247 for working the Nilgiri Railway, the actual cost having been Rs. 5,409.

61. The cost of the department per train-mile was annas 12.87 against annas 12.08 and per engine-mile annas 10.64 against annas 10.10 in the first half of 1898.

62. **Abstract C.**—*Carriage and Wagon Expenses.*—A decrease of Rs. 36,498.

63. "Repairs and Renewals of Vehicles."—There is a decrease of Rs. 24,725, corresponding with a decrease in the number of vehicles passing through the Workshop.

64. "Repairs and Renewals of Machinery, &c."—Decrease Rs. 2,494.

65. There is a decrease of Rs. 3,983 in the cost of cleaning and oiling vehicles.

66. There are credits to Abstract C of Rs. 3,540 for working the Kolar Gold Fields Railway and of Rs. 2,036 for working the Madras-Ennur Line.

67. There is also a credit of Rs. 163 for working the Nilgiri Railway, the actual cost having been Rs. 391.

68. The Carriage and Wagon Expenses per train-mile were annas 2.47 against annas 2.90 and per 1,000 vehicle miles run by home vehicles Rs. 7.51 against Rs. 8.48 in the corresponding half of 1898.

69. **Abstract D.**—*Traffic Expenses.*—A net decrease of Rs. 653.

70. "Salaries, Wages, &c."—A net increase of Rs. 1,682. There is a decrease of Rs. 604 in the salaries of Officers, &c., an increase of Rs. 4,272 in the cost of Office Establishment, of which Rs. 3,300 consists of a gratuity paid to the retired Office Manager, and a decrease of Rs. 2,029 in the cost of Train Staff.

71. "Fuel, Lighting, &c."—Decrease Rs. 4,244.

72. "Printing, Stationery and Tickets."—Increase Rs. 1,648.

73. "Payments to other Lines."—Increase Rs. 1,710.

74. There are credits to this abstract of Rs. 7,641 for working the Kolar Gold Fields Railway and of Rs. 4,385 for working the Madras-Ennur Line.

75. There is also a credit of Rs. 606 for working the Nilgiri Railway, the actual cost having been Rs. 1,460.

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

			First half of 1898.	First half of 1899.	Difference.	
			Tons.	Tons.	Tons.	Per cent.
Tonnage of Goods ...	...	...	585,104	610,842	+ 25,738	+ 4.40
			Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of Goods ...	...	...	75,816,632	71,025,710	- 4,790,922	- 6.32
			Rs.	Rs.	Rs.	
Station Staff ...	...	...	1,96,829	1,97,068	+ 239	+ .12
Train Staff ...	...	...	62,094	60,065	- 2,029	- 3.27

77. The total cost of the department averaged annas 5.35 against annas 5.30 per train-mile in the first half of 1898.

78. **Abstract E.**—*General Charges* show a decrease of Rs. 8,396.

79. There is a decrease of Rs. 1,103 in Home expenditure.

80. "Electric Telegraph" shows a decrease of Rs. 3,492, of which Rs. 2,018 is in maintenance. Mr. Pigott returned from furlough and took up his duty as Telegraph Engineer on 18th June.

81. "Unclassified Expenditure."—There is a decrease of Rs. 3,344 in the expenses connected with fire-engines and of Rs. 2,452 under the head of Loss by Exchange.

82. There are credits to this Abstract of Rs. 5,103 for working the Kolar Gold Fields Railway and of Rs. 2,935 for working the Madras-Ennur Line.

83. There is also a credit of Rs. 78 for working the Nilgiri Railway, the actual cost having been Rs. 188.

84. **Abstract G.**—"Special and Miscellaneous Expenditure" shows an increase of Rs. 7,888.

85. "Compensation."—Increase Rs. 1,805 chiefly due to a payment of Rs. 1,595 for value of houses, trees and wells situated on land at Jalarpet transferred to the Company.

86. "Payments to other Lines."—Increase of Rs. 5,502 in the net charges for Mileage and Demurrage of rolling stock.

87. There are credits to this Abstract of Rs. 920 for working the Kolar Gold Fields Railway and of Rs. 530 for working the Madras-Ennur Line.

88. *Kolar Gold Fields Railway*.—A sum of Rs. 45,188 being the cost of working this line for the half-year to 30th June 1899 (exclusive of Rs. 3,645 for hire of rolling stock and of Rs. 1,666 proportion of rent of Bowringpet Joint Station) has been recovered and distributed over the several abstracts of the Madras Railway Revenue accounts as shown against each.

89. *Madras-Ennur Section of the Bezwada-Madras Railway.*—A sum of Rs. 24,826 being the cost of working this line for the first half of 1899 (exclusive of Rs. 2,512 for hire of rolling stock and of Rs. 683 for share of Ennur Joint Station expenses) has been recovered. Of this sum Rs. 4,396 represents the actual cost of engineering maintenance and the balance has been distributed over the other abstracts of expenditure in the Madras Railway Revenue accounts as credits.

90. *Nilgiri Railway*.—This line was opened for traffic on the 15th June 1899 and it is being worked by the Madras Railway on terms which are embodied in a working agreement. The actual cost of engineering maintenance was Rs. 1,153 and the remuneration to the Madras Railway for working the line, under all other heads of expenditure is Rs. 3,094 the actual cost to us having been Rs. 7,448. A sum of Rs. 30 is charged to the Nilgiri Railway for their proportion of the rent of Mettupalaiyam Joint Station.

91. Statement of train-mileage No. XIV. As compared with the first half of 1898, there was a decrease in the train-mileage of 4,920 or about 0·38 per cent.; the miscellaneous engine-mileage was 20·96 per cent. of train-mileage against 19·57 per cent. in the corresponding half of the previous year.

SUPPLEMENTARY.

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

Madras Railway—Line open for Traffic—

									Rs.	A.	P.
Cash	...	...	...	...	...	...	...	...	62,851	5	1
Stores	...	...	...	...	...	...	...	...	2,87,951	6	0
									Rs. 3,50,802	11	1

Less credit—

Amount transferred from the deposit made by the G. I. P. Railway for the proportion chargeable to that Company of expenditure incurred during the half-year upon the construction of Joint Bogie stock for Madras-Bombay through traffic	...	Rs. 55,928 0 8
--	-----	----------------

RБ. 2,94,879 10 5

Arcot-Ranipet Branch—

								Rs.	A.	P.
Cash	880	796	211	111	862	698	888	32,891	8	11
Stores	200	200	200	200	200	200	200	17,695	13	2
								Rs. 50,587	6	1

Papers to be read in Proceedings:—

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

ORDER.

Ordered that the note
by the Chief Auditor on the
Capital and Revenue Accounts
of the Madras Railway for
the half year ended the 30th
June 1899 be forwarded to
the Government of India
and to the Secretary of State

The Agent & Manager of Ry. & in continuation of Co. No. 1082
a Examiner St. Ry. Co. &
a Consulting Engineer of Ry. Co. 2 October 1899
H.E. 1276 1082-1098

Letter to
 The Rt Honble the Secretary of State
 For India

My Lord
In continuation of our

despatch No. 15 of 5th Oct/89
1082-2

We have the honour to forward
herewith a copy of ^{our} Proceedings
of this Government No. 1222 of
dated 27th October 1899, em-
bodying a note by the
Chief and Mr on the Capital
and Revenue Accounts of the
Madras Railway for the
half-year ended the 30 June,
1899.

We have the honour to be,
Sir,
Very truly,
Yours

Your Lordship's most obedient humble servant -

Despatched on 2/11/89

CR before issue

16
2.99

11/11/89

11 P