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Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 15-29 Ry

DATED 26th Oct. 1899

[Despatch Abstract.]

Requisition for the provision of special accomodation for the directors of Ry Traffic fund Construction —

Comntg to the Ry Admrs for informtn and guidance, a letter from the Govt of India forwdg for acceptance a form of —

Indexed.

[P. W. Ry. 760—25-9-99.]

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

NOTE by the Chief Auditor on the Capital and Revenue Accounts of the Kolar Gold Fields Railway for the half-year ended the 30th June 1899.

CAPITAL.

Statements Nos. V, VI and XVIII.—The capital expenditure amounted to Rupees 931 incurred on staff quarters. The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review, is Rs. 8,92,116, and the expenditure, excluding suspense, Rs. 7,41,114, which gives an average of Rs. 74,111 per mile open.

REVENUE.

General Results.

The following table shows the general results of working :—

—	Half-year ending June 1898.	Half-year ending June 1899.	Difference.	
			Amount.	Per cent.
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	10	10	..	..
Train mileage	18,646	16,298	— 2,348	— 12·59
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	10·30	9·00	— 1·30	..
	RS.	RS.	RS.	RS.
Gross earnings	1,06,037	72,907	— 33,130	— 31·24
Working expenses	52,117	50,499	— 1,618	— 3·10
Net earnings	53,920	22,408	— 31·512	— 58·44
Percentage of working expenses to gross earnings	49·15	69·26	+ 20·11	..
,, of net earnings to capital outlay, including suspense	6·66	2·51	— 4 15	..

The gross earnings per mean mile worked per week averaged Rs. 280 against Rs. 408 and were realized at a cost of 69·26 per cent. against 49·15 per cent. in the corresponding half of the previous year.

The net earnings amounted to Rs. 22,408–0–10, which gives a return at the rate of 5·02 per cent. per annum on the capital outlay, including suspense.

Gross Earnings.

The following table shows 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	28,107	15,121	— 12,986	— 46·20
Goods	77,584	57,443	— 20,141	— 25·96
Electric telegraph	104	130	+ 26	+ 25·00
Steam-boat	..	..	..	..
Sundries	242	213	— 29	— 11·98
Total	1,06,037	72,907	— 33,130	— 31·24

Abstract H.—Coaching Traffic.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, are 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	2,224½	874	7,591½	1,478	336,021½	24,246	345,837½	26,598
First half of 1899	1,877½	785	8,233	1,590	179,775½	11,258	189,886	13,633

The receipts from passengers' luggage amount to Rs. 772.

The earnings under horse, carriage and dog traffic are Rs. 119.

Parcels for the public show a receipt of Rs. 396.

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	23,462	22,284	31,408	22,918
Military stores	..	..	..	..
Railway materials for construction	263	68	29	8
Coal (including Locomotive Revenue)	64,654	55,027	58,907	33,938
Revenue Stores (excluding Locomotive coal)	717	89	1,288	209
Other goods traffic	..	116	..	370
	89,096	77,584	91,632	57,443
Less—Outstandings irrecoverable or not recovered	..	..	..	..
Total	89,096	77,584	91,632	57,443

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

—	Half-year ending June 1898.		Half-year ending June 1899.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS	TONS.	RS
Grain and pulse—				
Rice not in the husk	923	1,025	1,052	782
Metals—	..	..	..	..
Iron and steel	1,555	1,468	1,384	929
Manufactures of iron and steel	2,249	2,128	3,727	2,426
Stone and lime	13,685	12,380	20,143	14,774
Timber				

Working Expenses.

The Kolar Gold Fields Railway is worked by the Madras Railway Company, and the charge to the Mysore Darbar therefor is ascertained in the manner set forth in the footnote to statement No. 8 of the printed accounts.

Order—No. 1224 Ry., dated 27th October 1899.

Ordered that the note by the Chief Auditor on the Capital and Revenue Accounts of the Kolar Gold Fields 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. 1126 Ry., dated 9th October 1899.

[Here enter No. 1225 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. 1225 Ry., dated 27th October 1899.

Forwarded.

(By order.)

Francis J. E. Spring,
Secretary.

Exd. C. M. Thambusawmy.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{24}{1224\ \text{Ry.}}$, dated 27th October 1899.

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

No. $\frac{24}{1224\ \text{Ry.}}$, 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. $\frac{19}{1126}$ Ry., dated 9th October 1899, we have the honour to forward, herewith, a copy of our Proceedings, No. 1224 Ry., dated 27th October 1899, embodying a note by the Chief Auditor on the Capital and Revenue Accounts of the Kolar Gold Fields 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.

1224. 25R.

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 report as follows on the working of the Mysore State Kolar Gold Fields Railway for the half-year ending 30th June 1899 :—

CAPITAL.

Statements Nos. V, VI and XVIII.—The capital expenditure amounted to Rs. 931, incurred on staff quarters. The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review, is Rs. 8,92,116, and the expenditure, excluding suspense, Rs. 7,41,114, which gives an average of Rs. 74,111 per mile open.

REVENUE.

General Results.

The following table shews the general results of working :—

—	Half-year ending June 1898.	Half-year ending June 1899.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked	10	10	...	...
Train mileage	18,646	16,298	— 2,348	— 12·59
	No.	No.	No.	
Average number of trains over the whole line daily in both directions	10·30	9·00	— 1·30	...
	Rs.	Rs.	Rs.	Rs.
Gross earnings..	1,06,037	72,907	— 33,130	— 31·24
Working expenses	52,117	50,499	— 1,618	— 3·10
Net earnings	53,920	22,408	— 31,512	— 58·44
Percentage of working expenses to gross earnings	49·15	69·26	+ 20·11	...
Percentage of net earnings to capital outlay, including suspense	6·66	2·51	— 4·15	...

The gross earnings per mean mile worked per week averaged Rs. 280 against Rs. 408 and were realized at a cost of 69·26 per cent. against 49·15 per cent. in the corresponding half of the previous year.

The net earnings amounted to Rs. 22,408-0-10, which gives a return at the rate of 5·02 per cent. per annum on the capital outlay, including suspense.

Gross Earnings.

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	28,107	15,121	— 12,986	— 46·20
Goods	77,584	57,443	— 20,141	— 25·96
Electric Telegraph	104	130	+ 26	+ 25·00
Steam-boat	...	...	...	...
Sundries	242	213	— 29	— 11·98
Total ...	1,06,037	72,907	— 33,130	— 31·24

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
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8·33	8·27	— ·06	..
	RS.	RS.	RS.	
Gross earnings	56,34,736	48,13,508	— 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.	
			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.	
	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.

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)	94,303	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 *viâ* Bowringpet for the Kolar Gold Fields. The increased weight is due to large consignments of coal from Yellandu to Madras *viâ* 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—				
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
	62,401	2,06,305	55,306	2,02,800
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 *viâ* 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 *viâ* Bangalore City and Guntakal; an increase is noticed in traffic received from the Great Indian Peninsula Railway and beyond *viâ* 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 *viâ* 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 Cotaurs whilst the through increase appears mainly in traffic from Great Indian Peninsula Railway and beyond received *viâ* 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 *viâ* Raichur and in received consignments from Southern Mahratta Railway *viâ* 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 miscellneous 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. Rungasawmy Aiyangar,

d

Government of Madras.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{23}{1222 \text{ Ry.}}$, 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

A.G.G. 30.10.99

AND

MEMBERS OF GOVERNMENT.

(With Original).

P.W.D. Rlwy Branch 30/10/99

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.	
	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
	No.	No.	No.	
Average number of trains over the whole line daily in both directions	8·33	8·27	− ·06	...
	Rs.	Rs.	Rs.	
Gross earnings	56,34,736	48,13,508	− 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 *viâ* Bowringpet for the Kolar Gold Fields. The increased weight is due to large consignments of coal from Yellandu to Madras *viâ* 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 shews some of the principal commodities included above, under the head of "Merchandise, General" carried during the two half-years under comparison :—

	Half-year ending June 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	3,20,734	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. 33,668 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 *viâ* 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 *viâ* 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 Cotaurs 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.
	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

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 26th September 1899, No. 957.

Note by the Chief Auditor, South Indian Railway, on the Capital and Revenue Accounts for the half-year ending 30th June 1899.

CAPITAL.

Statement V.—The capital expenditure for the half-year amounted to Rupees 3,96,359, of which Rs. 1,46,652 was incurred on the purchase of land for the construction of a goods-yard at Madras beach, sanctioned by the Government of India in their No. 974 R.C. of 29th May 1899, Rs. 96,837 on account of the construction of the Negapatam-Nagore extension sanctioned in G.O. I. No. 1750 R.C., dated 11th November 1898, and Rs. 50,631 on "carriage and wagon" stock, due chiefly to the construction of third-class bogie carriages and tri-composite carriages sanctioned by G.O., No. 1052 Ry., dated 15th August 1898.

The outlay of Rs. 60,220 under stations and buildings was incurred on numerous works, the most important being the re-arrangement of Gudur station and an additional well and steam-pump at Negapatam.

2. *Statements VI and XVIII.*—The total capital outlay to the end of June 1899 including suspense accounts was Rs. 7,46,09,054 and excluding suspense accounts Rs. 7,25,83,329. The latter figures give on the total open mileage of 1,017·88, an average cost of Rs. 71,308 per mile.

REVENUE.

3. *General Results.*—The following table shows the general results of the working :—

—	First half of 1898.	First half of 1899.	Increase or Decrease.	Percentage of increase or decrease.
	MILES.	MILES.	MILES.	
Mean mileage worked	1,041·59	1,017·88	23·71	2·27
Train mileage	1,635,210	16,57,950	22,740	1·39
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8·67	9·00	0·33	..
	RS.	RS.	RS.	
Gross earnings	43,49,055	41,93,338	1,55,717	3·58
Working expenses	23,10,950	22,98,137	12,813	0·55
Net Earnings ..	20,38,105	18,95,201	1,42,904	7·01
Percentage of working expenses to gross earnings ..	53·14	54·80	1·66	..
Percentage of net earnings on capital outlay including suspense	2·66	2·54	0·12	..

4. The gross earnings per mean mile worked per week averaged Rs. 158·45 against Rs. 160·59 and were realized at a cost of 54·80 per cent. against 53·14 per cent. during the corresponding period of 1898.

5. The net earnings with the adjustments shown in statement XIX give after deducting interest charges and the additional contribution to Provident Fund, a surplus of Rs. 6,77,304, of which the Company's share was Rs. 1,27,076 and Government's Rs. 5,50,228.

6. The contribution to the Provident Institution during the half-year was Rs. 57,231 as under :—

	RS.
Fifty per cent. of compulsory deductions charged to working expenses	13,203
Additional contribution as per surplus profits, statement XIX ...	44,028
Total ...	57,231

The additional contribution of Rs. 44,028 referred to above includes a provisional adjustment of Rs. 24,942, being the arrears for the two half-years of 1898 under the rules contained in G.O. I. No. 09 R.E., dated 24th January 1899.

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

—	First half of 1898.	First half of 1899.	Increase or decrease in amount.	Percentage of increase or decrease.
	RS.	RS.	RS.	
Coaching	23,32,919	20,53,536	2,79,383	11·98
Goods	18,35,746	20,74,245	2,38,499	12·99
Electric telegraph	10,626	10,598	28	·26
Sundries	16,97,64	54,959	1,14,805	67·62
Total ..	43,49,055	41,93,338	1,55,717	3·58

8. *Abstract H—Coaching Traffic.*—The number of passengers carried in the various classes, including troops, police and season ticket holders 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 ..	10,504	41,484	59,607	82,312	5,965,254	20,78,886	60,35,365	2,202,682
First half of 1899 ..	11,594	39,854	48,256	75,601	5,437,888	18,02,746	54,97,738	1,918,201
Increase	1,090	..	..	..	..	..	..	..
Decrease	..	1,630	11,351	6,711	527,366	2,76,140	5,37,627	2,84,481

9. The above table shows a decrease in the earnings under all classes and also in the number of second and third class passengers, with a small increase in the number of first-class passengers.

The decrease is general throughout the line, and is attributable to the plague precautionary measures adopted by Government, on account of which local festivals were very poorly attended. The transfer of the Nellore-Gudur section to the Bezwada-Madras Railway also accounts for a part of the decrease.

10. *Other Coaching Traffic.*—The fluctuations in other coaching traffic are shown in the following table :—

Sub-head.	Increase. RS.	Decrease. RS.
II. Passengers' luggage	...	3,947
III. Military baggage	...	213
IV. Carriages, horses, dogs, etc.	1,407	...
V. Military carriages, horses, etc.	...	115
VI. Parcels	3,007	...
VII. Special trains	...	2,523
VIII. Miscellaneous	303	...
IX. Post office	7,179	...
Total ...	11,896	6,798

11. *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:—

—	First half of 1898.		First half of 1899.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Merchandise, general	364,813	17,36,263	398,240	19,89,481
Military stores	295	2,639	69	1,783
Railway materials for construction	52,438	8,621	30,233	9,821
Coal	20,381	24,639	30,032	32,933
Revenue stores	346,128	47,994	140,758	26,679
Other goods traffic	..	15,590	..	13,548
Total ..	784,055	18,35,746	599,332	20,74,245

12. *Merchandise, General.*—The traffic under this head shows the following results as compared with the corresponding period of 1898:—

	Increase.		Per cent.
Tonnage	33,427	or	9·16
Ton mileage	5,073,026	or	14·32
Earnings	253,218	or	14·58

13. The average rate charged per ton per mile was 9·43 pies against 9·41 pies in the corresponding period of 1898.

14. The increase was due chiefly to a larger volume of competitive traffic passing between the Southern Mahratta and South Indian Railways *viâ* Dharmavaram and to a great improvement in the receipts under rice and provisions.

15. *Railway materials for construction—Decrease of tons* 22,205 *and increase of Rs.* 1,200.—The increase in the amount earned was due to longer leads.

16. *Coal—Increase of tons* 9,651 *and Rs.* 8,294.—Under coal carried for the public there was a decrease of tons 643 and an increase of Rs. 3,938 and for the Locomotive Department, an increase of tons 10,346 and Rs. 4,405.

17. *Revenue stores—Decrease of tons* 205,370 *and Rs.* 21,315.—There was a large decrease in the quantity of ballast carried for the maintenance of the line and under "wood and patent fuel for the Locomotive Department."

18. 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:—

—	First half of 1898.		First half of 1899.	
	Quantity.	Amount.	Quantity.	Amount.
	TONS.	RS.	TONS.	RS.
Catton, raw	8,932	56,535	9,892	72,472
Cotton, manufactured	8,924	98,709	8,864	1,01,812
Dyes and tans	5,624	49,601	7,558	68,587
Grain and pulse	86,070	3,10,829	91,193	3,75,328
Hides and skins	4,815	47,300	5,215	51,754
Jute	3,099	20,467	3,483	21,270
Metals	7,389	71,184	6,834	71,666
Oils	9,425	66,672	10,953	79,447
Oils-seeds	12,614	60,501	14,030	63,365
Provisions	12,452	72,560	17,126	1,24,796
Salt	29,818	1,07,982	30,098	1,08,691
Spices	8,714	75,877	10,206	92,063
Stone and lime	42,040	55,930	42,108	57,296
Sugar	27,286	1,59,808	31,144	1,85,313
Timber	28,519	48,920	35,254	55,887
Tobacco	3,701	21,996	4,502	27,799
All other articles of merchandise	56,629	3,60,750	64,101	3,83,427

19. *Cotton, raw—Increase of tons* 960 *and Rs.* 15,937.—The increase was in pressed cotton from the Southern Mahratta Railway and Trichinopoly to Madras, the cotton crop in the latter district being above the average.

20. *Dyes and tans—Increase of tons* 1,934 *and Rs.* 18,986.—The increase was chiefly under (7) "others" due to large quantities of avaram bark sent from the Southern Mahratta Railway to Madras, *viâ* Dharmavaram.

21. *Grain and Pulse—Increase of tons* 5,123 *and Rs.* 64,499.—Large quantities of "rice not in the husk" were sent from the South Arcot, Madura and Tanjore districts to the Tinnevelly district, where the crops were a partial failure and to Negapatam and Tuticorin for shipment to Colombo where the demand was large owing to favorable market prices. Rangoon rice was however not imported in such quantities as in the previous year owing to the demands in Southern India having been met by local supplies.

The traffic under "grain and pulse" from the Southern Mahratta Railway to Madras, Kumbakonam, Trichinopoly and the Southern districts was abnormal.

The increase in the amount under "rice in the husk" was due to the long lead from the South Arcot and Tanjore districts and Trichinopoly to the Tinnevelly district.

22. *Oils—Increase of tons* 1,528 *and Rs.* 12,775.—The increase was chiefly in kerosine oil from Madras and Pondicherry to the South Arcot, Tanjore and Southern districts.

23. *Oil-seeds—Increase of tons* 1,416 *and Rs.* 2,864.—There was a marked falling off of traffic under "til or jinjili" from Vellore and stations on the Southern Mahratta Railway to the Tanjore, Trichinopoly and Southern districts and from Tuticorin to Madura and Tinnevelly, owing to demands having been met locally. This decrease was more than counterbalanced by an increase under castor-oil seeds from the Pakala-Dharmavaram section and the Southern Mahratta Railway to Madras. The crop of castor-oil seeds in the Cuddapah district was exceptionally good.

24. *Provisions—Increase of tons* 4,674 *and Rs.* 52,236.—Nearly the whole of this increase was under the head "others" chiefly in tamarinds from the Pakala-Dharmavaram section, Chittoor, Erode and the Southern Mahratta Railway to the Tanjore, Trichinopoly and Southern districts.

25. *Spices—Increase of tons* 1,492 *and Rs.* 16,186. About Rs. 11,000 of this increase was in "chillies" from Madras to Pondicherry and to the South Arcot and Tanjore districts, large quantities having been consigned to Madras from the Kistna and Godavari districts *viâ* the Buckingham canal and the East Coast Railway, thus creating new traffic. There was also an increase of Rs. 6,000 under betel-nuts from the Southern Mahratta Railway to Madras *viâ* Dharmavaram.

26. *Sugar—Increase of tons* 3,858 *and Rs.* 25,505. The increase was principally in sugar, unrefined, due to large despatches of sugarcane, jaggery from Panruti and the Southern Mahratta Railway to Madras for shipment to Europe. There was also a small increase under "sugar, refined" from Nellikuppam, Panruti and Tinnevelly to Madras and stations on foreign railways.

27. *Timber—Increase of tons* 6,735 *and Rs.* 6,967.—The increase was in timber from Madras to Madura for building purpose and firewood from Manaparai, Vaiyampati and Ayyalur to the Madura and Tinnevelly mills.

28. *All other articles of Merchandise—Increase of tons* 7,472 *and Rs.* 22,677.—The increase was chiefly under coffee seeds and cotton seeds from the Southern Mahratta Railway to Madras and the Tanjore district *viâ* Dharmavaram.

29. *Abstract K.*—In the corresponding period of 1898 there were extraordinary earnings on account of hire of ballast trains recovered from the Bezwada-Madras and Peralam-Karaikkal Railways. The adjustment of the amount held in stock adjustment account to end of December 1897 was also made in the first half of 1898.

30. *Working expenses.*—The working expenses of the two half-years compare as under:—

	First half of 1898.		First half of 1899.		Increase or decrease in amount.	Percentage of increase or decrease.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	Rs.		Rs.		Rs.	
Maintenance	4,63,737	10·66	4,23,633	10·10	40,104	8·65
Locomotive	8,43,098	19·39	9,10,167	21·71	67,069	7·96
Carriage and Wagon	2,56,346	5·89	2,28,568	5·45	27,818	10·85
Traffic	3,97,732	9·15	3,84,833	9·18	12,899	3·24
General Charges	3,10,841	7·15	2,99,583	7·14	11,258	3·62
Steam Boat Service	..	..	..	..	..	..
Special and Miscellaneous expenditure ..	39,156	0·90	51,353	1·22	12,197	31·15
Total ..	23,10,950	53·14	22,98,137	54·80	12,813	0·55

31. To admit of ready comparison being made, the proportionate expenditure under each minor head chargeable to the South Indian, Mayavaram-Mutupet, Pondicherry and the Peralam-Karaikkal Railways is shown in the annexed tables.

32. *Abstract A—Maintenance of way, works and stations.—Decrease Rs.* 40,104—

June 1898. Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.	—	June 1899. South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,13,703	174	405	3,134	1,09,990	I. General superintendence.	1,13,371	3,281	527	376	1,17,555
3,11,363	474	1,110	8,584	3,01,195	II. Maintenance and renewal of permanent-way.	2,63,847	7,636	1,225	876	2,73,584
38,147	57	136	1,052	36,902	III. Repairs of bridges, etc., wages and materials.	31,974	926	148	106	33,154
..	..	..	..	..	III-A Conservancy of rivers.	..	..	..	..	..
22,500	35	80	620	21,765	IV. Repairs of stations and buildings, wages and materials.	21,837	632	101	73	22,643
..	..	..	..	..	V. Maintenance by contract.	..	..	..	..	..
4,038	7	14	111	3,906	VI. New minor works.	5,297	153	25	17	5,492
30,862	47	110	851	29,854	VII. Unclassified expenditure.	23,979	694	111	80	24,864
5,20,613	794	1,855	14,352	5,03,612	Total ..	4,60,305	13,322	2,137	1,528	4,77,292
41,221	64	146	1,136	39,875	*Deduct*—Value of stores returned to stock.	36,672	1,061	170	122	38,025
4,79,392	730	1,709	13,216	4,63,737	Total ..	4,23,633	12,261	1,967	1,406	4,39,267

II. Maintenance and renewal of permanent-way.—Decrease Rs. 37,348.—The falling off in extraordinary and special outlay under "materials" is due to the greater portion of work on renewals with cast iron cushions and insertion of additional tiebars having been completed in the corresponding previous half-year. Ordinary renewals, however, showed an increase, chiefly due to the renewal of about 1½ miles of line with 40 lb. rails and 7½ miles with pyngadu sleepers.

III. Repairs of bridges, etc.—Decrease Rs. 4,928.—Ordinary expenditure under (1) "bridges and tunnels" was much less than in the corresponding period, while the extraordinary outlay an account of the cross-sleepering of 30 feet, 50 feet and 70 feet, etc., bridges was slightly in excess of that in the previous half-year.

VII. Unclassified expenditure—Decrease Rs. 5,875.—The decrease was chiefly under carriage of revenue stores and was due to the decreased transport of materials required for ordinary purposes.

33. The cost of maintaining a mile of single tract including sidings was Rs. 368·09 against Rs. 394·56 in the corresponding period of 1898.

34. *Abstract B.—Locomotive expenses—Increase Rs.* 67,069—

June 1898. Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.	—	June 1899. South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
64,921	99	231	1,790	62,801	I. General superintendence.	63,141	1,828	293	209	65,471
1,67,886	256	599	4,628	1,62,403	II. Running expenses.	1,59,238	4,609	739	528	1,65,114
3,54,772	538	1,265	9,780	3,43,189	III. Fuel	3,40,029	9,841	1,578	1,129	3,52,577
21,723	34	77	599	21,013	IV. Water	16,656	482	77	56	17,271
37,937	58	135	1,046	36,698	V. Oil, tallow and other stores.	30,035	869	140	100	31,144
2,06,820	316	737	5,701	2,00,066	VI. Maintenance and renewals of Locomotive engines.	2,75,149	7,963	1,277	914	2,85,303
4,713	7	17	130	4,559	VI-A. Maintenance and renewals of machinery, etc.	1,856	54	9	6	1,925
..	..	..	..	..	VII. New minor works..	..	..	..	..	..
27	..	..	1	26	VIII. Payments to other lines.	..	..	..	..	..
19,643	31	70	541	19,001	IX. Unclassified expenditure.	30,719	889	143	102	31,853
8,78,388	1,339	3,131	24,214	8,49,704	Total ..	9,16,823	26,535	4,256	3,044	9,50,658
6,829	11	24	188	6,606	*Deduct*—Value of stores returned to stock.	6,656	193	31	22	6,902
8,71,559	1,328	3,107	24,026	8,43,098	Total ..	9,10,167	26,342	4,225	3,022	9,43,756

III. Fuel—Decrease Rs. 3,160.—There was a decrease of about Rs. 26,000, under "wood," the consumption being less than the corresponding period, and an increase of nearly Rs. 23,000 under "coal" partly owing to the enhanced rate of Rs. 12–15–1 per ton at which coal was obtained against Rs. 12–10–3 in the corresponding half-year.

V. Oil, tallow and other stores—Decrease Rs. 6,663.—Due to reduction in the cost and consumption of stores during the half-year under review.

VI. Maintenance and Renewals of Locomotive Engines—Increase Rs. 75,083.—There was an increase of about Rs. 1,46,000 under (1) wages and a decrease of about Rs. 67,000 under (3) materials. The write-back during the half-year of Rs. 86,725 being the amount of labour from April to December 1898 wrongly included under materials accounts for the increase to that extent under the former head and the decrease under the latter. Five "F" class engines were also replaced during the half-year in lieu of two sold to the Madras Harbour Trust Board and three condemned.

IX. Unclassified expenditure—Increase Rs. 11,718.—In the corresponding previous half-year the write-back of a debit in December 1897 was included on account of loss on sale of engine tenders.

35. The locomotive expenses per train mile were annas 8·78 against annas 8·25 and per engine mile annas 7·57 against annas 6·96.

36. *Abstract C—Carriage and Wagon Expenses.—Decrease Rs.* 27,818—

June 1898. Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.	—	June 1899. South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs. 21,640	Rs. 33	Rs. 77	Rs. 597	Rs. 20,933	I. General superintendence.	Rs. 20,978	Rs. 607	Rs. 97	Rs. 70	Rs. 21,752
..	..	..	..	..	II. Repairs and renewals of vehicles.	..	..	..	..	..
1,43,699	219	512	3,961	1,39,007	Coaching vehicles.	97,357	2,817	452	324	1,00,950
76,890	117	274	2,120	74,379	Goods vehicles ..	88,413	2,559	411	293	91,676
..	..	..	..	..	II-A Repairs and renewals of machinery, tools and plant.	711	21	3	2	737
22,691	35	51	625	21,950	III. Cleaning carriages and wagons, and oiling.	25,172	729	117	83	26,101
..	..	..	..	..	IV. New Minor Works.	214	6	1	1	222
4,029	6	15	111	3,897	V. Unclassified expenditure.	1,051	30	5	4	1,090
2,68,949	410	959	7,414	2,60,166	Total ..	2,33,896	6,769	1,086	777	2,42,528
3,908	6	14	108	3,780	*Deduct*—Value of stores returned to stock.	5,328	154	25	18	5,525
2,65,041	404	945	7,306	2,56,386	Total ..	2,28,568	6,615	1,061	759	2,37,003

II. Repairs and renewals of Vehicles.—Decrease Rs. 27,616.—Ordinary repairs to coaching vehicles were less and repairs of goods vehicles more than in the corresponding period.

37. The carriage and wagon expenses per train mile amounted to annas 2·21 against annas 2·51 and Rs. 7·27 per 1,000 vehicle miles against Rs. 7·81.

38. *Abstract D—Traffic Expenses.—Decrease Rs.* 12,899—

June 1898. Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.	—	June 1899. South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	I. Salaries wages, &c.—	Rs.	Rs.	Rs.	Rs.	Rs.
52,925	80	189	1,459	51,197	(*a*) General superintendence.	54,710	1,583	254	182	56,729
1,83,048	279	653	5,046	1,77,070	(*b*) Station staff ..	1,75,029	5,066	812	581	1,81,488
43,412	66	155	1,197	41,994	(*c*) Train staff ..	41,743	1,208	194	139	43,284
55,674	85	198	1,535	53,856	II. Fuel, lighting, water and general stores.	45,789	1,325	213	152	47,479
2,957	3	11	82	2,861	III. Clothing ..	3,394	98	16	11	3,519
60,450	93	215	1,666	58,476	IV. Printing, stationery and tickets.	55,416	1,604	257	184	57,461
6	..	..	..	6	V. Charges for delivery and collection of goods	..	..	..	..	..
2,655	5	9	73	2,568	VI. Miscellaneous expenses.	1,366	40	6	5	1,417
7,770	12	28	214	7,516	VII Payments to other lines.	7,831	227	36	26	8,120
2,451	3	9	68	2,371	VIII. Unclassified expenditure.	2	..	..	..	2
4,11,348	626	1,467	11,340	3,97,915	Total ..	3,85,280	11,151	1,788	1,280	3,99,499
189	..	1	5	183	*Deduct*—Value of stores returned to stock.	447	13	2	2	464
4,11,159	626	1,466	11,335	3,97,732	Total ..	3,84,833	11,138	1,786	1,278	3,99,035

The only important variation in this abstract is a decrease of Rs. 8,067 under "II. Fuel, Lighting, Water and General Stores" chiefly due to the transfer of the Nellore-Gudur section to the Bezwada-Madras Railway, to a reduction of the train

mileage on the Pakala-Dharmavaram section and to the reduction in the cost and consumption of oil at several stations.

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

—	First half of 1898.	First half of 1899.	Increase or Decrease.	Percentage of increase or decrease.
	Tons.	Tons.	Tons.	
Tonage of goods	784,055	599,332	184,723	23·56
	Ton miles.	Ton miles.	Ton miles.	
Ton miles of goods	41,436,198	45,385,135	3,948,937	9·53
	Rs.	Rs.	Rs.	
Station staff	1,77,070	1,75,029	2,041	1·15
Train staff	41,994	41,743	251	0·60

40. The total cost of the department averaged annas 3·71 against annas 3·89 per train mile in the corresponding previous half-year.

41. *Abstract E—General Charges.—Decrease Rs.* 11,258—

June 1898. Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.	—	June 1899. South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs. 44,300	Rs. 68	Rs. 158	Rs. 1,221	Rs. 42,853	I. General Administration.	Rs. 40,876	Rs. 1,183	Rs. 190	Rs. 136	Rs. 42,385
42,011	64	150	1,158	40,639	I-A. Government Supervision, Audit and Control.	39,823	1,153	185	132	41,293
1,53,147	234	545	4,222	1,48,146	II. Salaries of Indian management including offices.	1,40,321	4,061	652	466	1,45,500
22,124	33	79	610	21,402	III. Police	20,668	598	96	69	21,431
749	1	3	20	725	IV. Advertising ..	948	28	4	3	983
59,701	90	213	1,646	57,752	V. Electric telegraph ..	56,725	1,641	263	189	58,818
..	..	..	..	..	VI. Clearing accounts with other lines.	..	..	..	..	..
18	..	..	1	17	VII. Unclassified expenditure.	321	9	2	1	333
3,22,050	490	1,148	8,878	3,11,534	Total ..	2,99,682	8,673	1,392	996	3,10,743
716	..	3	20	693	*Deduct*—Value of stores returned to stock.	99	2	1	1	103
3,21,334	490	1,145	8,858	3,10,841	Total ..	2,99,583	8,671	1,391	995	3,10,640

The differences in the several sub-heads are small and call for no remarks.

42. *Abstract G—Special and Miscellaneous Expenditure.—Increase Rs.* 12,197—

June 1898. Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.	—	June 1899. South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
205	..	1	6	198	I. Law charges ..	131	4	1	..	136
843	1	3	23	816	II. Compensation ..	808	25	4	3	840
12,020	19	43	331	11,627	III. Rates and taxes ..	15,038	459	73	53	15,623
66	..	..	2	64	IV. Payments to other lines.	20,017	611	98	70	20,796
..	..	..	..	..	V. Prizes for station gardens	..	..	..	..	..
12,252	19	43	338	11,852	VI. Contribution to Provident Institution.	12,708	388	62	45	13,203
15,092	23	54	416	14,599	VII. Miscellaneous ..	2,651	81	13	9	2,754
40,478	62	144	1,116	39,156	Total ..	51,353	1,568	251	180	53,352

IV. Payments to other lines—Increase Rs. 19,953.—The increase was principally in the mileage and demurrage paid to the Southern Mahratta Railway during the half-year under review.

Rent of stations jointly occupied.—The net result being a debit is a charge to working expenses, whereas in the corresponding period of 1898 the receipts exceeded the payments and were therefore shown as earnings under abstract K.

VII. Miscellaneous—Decrease Rs. 11,948.—Chiefly due to the temporary inclusion of about Rs. 11,000 on account of the Erode-Nanjangod Railway Survey in the corresponding half-year of 1898.

43. *Statement of train mileage, Form No. XIV.*—The miscellaneous engine mileage 265,142 was 15·99 per cent. of the total train mileage 1,657,950 against 18·54 per cent. in the corresponding period of 1898.

44. *Statement of outstanding earnings, Form No. XVI.*—The earnings outstanding on the date of the preparation of the statement were Rs. 13,320–14–9, of which Rs. 566 have since been recovered and steps have been taken for the recovery of the balance.

Order—No. 1229 Ry., dated 27th October 1899.

Ordered that the note by the Chief Auditor on the Capital and Revenue Accounts of the South Indian 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. 1120 Ry., dated 9th October 1899.

[Here enter No. 1230 Ry., dated 27th October 1899.]

(True Extract.)

Francis J. E. Spring,
Secretary.

To the Agent, South Indian Railway.
" Examiner, Guaranteed Railway Accounts, Madras.
" Consulting Engineer for Railways.

Endorsement—No. 1230 Ry., dated 27th October 1899.

Forwarded.

(By order.)

Francis J. E. Spring,
Secretary.

Exd. T. K. Narayana Aiyangar.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{21}{1229\ \text{Ry.}}$, dated 27th October 1899.

Forwarding a copy of Proceedings embodying the Chief Auditor's note on the Capital and Revenue Accounts, South Indian Railway, for the half-year ended the 30th June 1899.

No. $\frac{21}{1229\ \text{Ry.}}$, 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. $\frac{16}{1120}$ Ry., dated 9th October 1899, we have the honour to forward, herewith, a copy of our Proceedings, No. 1229 Ry., dated 27th October 1899, embodying a note by the Chief Auditor on the Capital and Revenue Accounts of the South Indian 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.

Print.

Note by the Chief Auditor South Indian Railway on the Capital and Revenue Accounts for the Half year ending 30th June 1899.

South Indian Railway.

Note by the Chief Auditor, South Indian Railway on the Capital and Revenue accounts for the half year ending 30th June 1899.

Capital

Statement V.

The Capital expenditure for the half year amounted to Rs 3.96.359 of which Rs 146652 was incurred on the purchase of land for the Construction of a goods yard at Madras Beach, sanctioned by the Government of India in their No. 974. R.C. of 29th May 1899. Rs 96.837 on account of the Construction of the Negapatam Nagore extension sanctioned in G.O.I. No. 1750. R.C. dated 11th November 1898 and Rs 50.631 on "Carriage and wagon" stock due chiefly to the Construction of 3rd class bogie Carriages and tricomposite carriages sanctioned by G.O. No. 1052. Rydated 15th August 1898.

The outlay of Rs 60.220 under Stations and Buildings was incurred on numerous works, the most important being the re-arrangement of Gudur station and an additional well and steam pump at Negapatam.

2/ Statements VI and XVIII.

The total Capital outlay to the end of June 1899 including suspense accounts was Rs 74.609.054 and excluding suspense accounts Rs 72.583.329. The latter figures give on the total open miles