

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1530 Ry

DATED 25th Oct^r 1899

[Despatch Abstract.]

Plague

Communicating to the Agent & Manager M Ry
and L & M. kept a notification of the Govt of I
prohibiting the Sale of Railway tickets within
certain — infected districts, to persons intending
to proceed on pilgrimage to the Dismal a
fair at Chitralot.

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.
Mean mileage worked	MILES. 1,041.59	MILES. 1,017.88	MILES. 23.71	2.27
Train mileage	1,635,210	16,57,950	22,740	1.39
Average number of trains over the whole line daily in both directions	NO. 8.67	NO. 9.00	NO. 0.33	..
Gross earnings	RS. 43,49,055	RS. 41,93,338	RS. 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.
Coaching	RS. 23,32,919	RS. 20,53,536	RS. 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	48,49,055	41,93,338	1,55,717	3.58

8. *Abstract II—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.
First half of 1898	10,504	RS. 41,484	59,607	RS. 82,312	5,965,254	RS. 20,78,886	60,35,365	RS. 2,202,682
1899	11,594	39,854	48,256	75,601	5,437,888	18,02,746	64,97,738	1,918,201
Increase	1,090	..	11,351	6,711	527,366	2,76,140	5,87,627	2,84,481
Decrease	..	1,630	..	..	..	..	..	..

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.	3,007	115
VI. Parcels	..	2,523
VII. Special trains	303	..
VIII. Miscellaneous	7,179	..
IX. Post office	..	..
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.
Merchandise, general	TONS.	RS.	TONS.	RS.
Military stores	264,813	17,36,263	398,240	19,89,481
Railway materials for construction	295	2,639	69	1,783
Coal	52,438	8,621	30,233	9,821
Revenue stores	20,381	24,639	30,032	32,933
Other goods traffic	346,128	47,994	140,758	26,679
Total	784,056	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:—

Tonnage	Increase.	Per cent.
Ton mileage	33,427 or 9.16	
Earnings	5,073,026 or 14.32	
	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 *via* 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.
Cotton, raw	TONS.	RS.	TONS.	RS.
Cotton, manufactured	8,932	56,535	9,892	72,472
Dyes and tans	8,924	98,709	8,864	1,01,812
Grain and pulse	5,624	49,601	7,558	68,587
Hides and skins	86,070	3,10,829	91,193	3,75,328
Jute	4,815	47,300	5,215	51,754
Metals	3,099	20,467	3,483	21,270
Oils	7,389	71,184	6,834	71,666
Oils-seeds	9,425	68,672	10,953	79,447
Provisions	12,614	60,501	14,030	63,365
Salt	12,462	72,560	17,126	1,24,796
Spices	29,818	1,07,982	30,098	1,08,691
Stone and lime	8,714	75,877	10,206	92,063
Sugar	42,040	55,930	42,108	57,296
Timber	27,286	1,59,808	31,144	1,85,313
Tobacco	28,519	48,820	35,254	55,887
All other articles of merchandise	3,701	21,996	4,502	27,799
	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, *via* 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 Tinnevely 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 Tinnevely 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 "oil or jinjili" from Vellore and stations on the Southern Mahratta Railway to the Tanjore, Trichinopoly and Southern districts and from Tuticorin to Madura and Tinnevely, 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 *via* 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 *via* 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 Tinnevely 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 Tinnevely 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 *via* Dharmavaram.

29. *Abstract K.*—In the corresponding period of 1898 there were extraordinary earnings on account of hire of ballast trains recovered from the Bezvada-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.		
Maintenance	Rs. 4,63,737	10.66	Rs. 4,23,633	10.10	Rs. 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.						June 1899.				
Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs. 1,13,703	Rs. 174	Rs. 405	Rs. 3,134	Rs. 1,09,990	I. General superintendence.	Rs. 1,13,371	Rs. 3,281	Rs. 527	Rs. 376	Rs. 1,17,555
3,11,363	474	1,110	8,534	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
80,862	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 $1\frac{1}{2}$ miles of line with 40 lb. rails and $7\frac{1}{2}$ 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 on account of the cross-sleeping 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.						June 1899.				
Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutupet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutupet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.	Total.
Rs. 64,921	Rs. 99	Rs. 231	Rs. 1,790	Rs. 62,801	I. General superintendence.	Rs. 63,141	Rs. 1,828	Rs. 293	Rs. 209	Rs. 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	66	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.					June 1899.				
Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.
Rs. 21,640	Rs. 33	Rs. 77	Rs. 597	Rs. 20,933	I. General superintendence.	Rs. 20,978	Rs. 607	Rs. 97	Rs. 70
.. ..	.. ..	.. ..	.. ..	.. ..	II. Repairs and renewals of vehicles.	.. ..	.. ..	.. ..	.. ..
1,43,699	219	512	8,961	1,39,007	Coaching vehicles.	97,357	2,817	452	324
76,890	117	274	2,120	74,379	Goods vehicles.	88,413	2,559	411	293
.. ..	.. ..	.. ..	.. ..	.. ..	II-A Repairs and renewals of machinery, tools and plant.	711	21	3	2
22,691	35	51	625	21,950	III. Cleaning carriages and wagons, and oiling.	25,172	729	117	83
4,029	6	15	111	3,897	IV. New Minor Works.	214	6	1	1
.. ..	.. ..	.. ..	.. ..	.. ..	V. Unclassified expenditure.	1,051	30	5	4
2,68,949	410	959	7,414	2,60,166	Total ..	2,33,896	6,769	1,086	777
8,908	6	14	108	3,780	Deduct—Value of stores returned to stock.	5,328	154	25	18
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.					June 1899.				
Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.
Rs. 52,925	Rs. 80	Rs. 189	Rs. 1,459	Rs. 51,197	I. Salaries wages, &c.—	Rs. 54,710	Rs. 1,583	Rs. 254	Rs. 162
1,83,048	279	653	5,046	1,77,070	(a) General superintendence.	.. ..	.. ..	.. ..	.. ..
43,412	68	155	1,197	41,994	(b) Station staff ..	1,75,029	5,066	812	581
55,674	85	198	1,535	53,856	(c) Train staff ..	41,743	1,208	194	139
.. ..	.. ..	.. ..	.. ..	.. ..	II. Fuel, lighting, water and general stores.	45,789	1,325	213	152
2,957	3	11	82	2,861	III. Clothing ..	3,394	98	16	11
60,450	93	215	1,666	58,476	IV. Printing, stationery and tickets.	55,416	1,604	257	184
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
7,770	12	28	214	7,516	VII. Payments to other lines.	7,831	227	36	26
2,451	8	9	68	2,371	VIII. Unclassified expenditure.	2	..	..	..
4,11,348	626	1,467	11,340	3,97,915	Total ..	3,85,280	11,151	1,788	1,280
189	..	1	5	183	Deduct—Value of stores returned to stock.	447	13	2	2
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 Bezvada-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.
Tonnage of goods	TONS. 784,055	TONS. 599,332	TONS. 184,723	23.56
Ton miles of goods	TON MILES. 41,436,198	TON MILES. 46,385,135	TON MILES. 3,948,937	9.53
Station staff	RS. 1,77,070	RS. 1,75,029	RS. 2,041	1.15
Train staff	RS. 41,994	RS. 41,743	RS. 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.					June 1899.				
Total.	Peralam-Karaikkal Railway.	Pondicherry Railway.	Mayavaram-Mutpet Railway.	South Indian Railway.		South Indian Railway.	Mayavaram-Mutpet Railway.	Pondicherry Railway.	Peralam-Karaikkal Railway.
Rs. 44,300	Rs. 68	Rs. 153	Rs. 1,221	Rs. 42,853	I. General Administration.	Rs. 40,876	Rs. 1,183	Rs. 190	Rs. 136
42,011	64	150	1,158	40,639	I-A. Government Supervision, Audit and Control.	39,823	1,153	185	132
1,53,147	234	545	4,222	1,48,146	II. Salaries of Indian management including offices.	1,40,321	4,061	652	466
22,124	33	79	610	21,402	III. Police ..	20,668	598	96	69
749	1	3	20	725	IV. Advertising ..	948	28	4	3
59,701	90	213	1,616	57,752	V. Electric telegraph ..	56,725	1,641	263	189
.. ..	.. ..	.. ..	.. ..	.. ..	VI. Clearing accounts with other lines.	.. ..	.. ..	.. ..	.. ..
18	..	..	1	17	VII. Unclassified expenditure.	321	9	2	1
3,22,050	490	1,148	8,878	3,11,534	Total ..	2,99,682	8,673	1,392	996
716	..	3	20	693	Deduct—Value of stores returned to stock.	99	2	1	1
3,21,334	490	1,145	8,858	3,10,841	Total ..	2,99,583	8,671	1,391	995

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

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.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. ²¹/_{1229 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. ²¹_{1229 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. ¹⁶₁₁₂₀ 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
for the Half year ending
— 30th June 1903 —

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 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 N^o. 974. R. C. of 29th May 1899, Rs 96,837 on account of the construction of the Negapattam Nagore extension sanctioned in G. O. I. N^o. 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. N^o. 1052. Rydaler 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 Negapattam.

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 7,26,83,329. The latter figures give on the total open miles