

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 352-53 Ry.

DATED 28th March 1899.

Proof

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[Despatch Abstract.]

Capital & Revenue Accts, S.C. Ry.

Ordered that Copies of the — ~~for the~~ half-year ended the 31/12/98, together with a brief note thereon by the Cons. Engg. for Ry. S. Madras, be forwarded to the Govt. of India & to the Govt. of Madras.

Forwarding copy of Prose embodying the — ~~for the~~ half-year ended the 31/12/98, together with a brief note thereon by the Cons. Engg. for Ry. S. Madras.

2d copy of Prose embodying the Capital & Revenue Accts, S.C. Ry. for the half-year ended the 31/12/98, together with a brief note thereon by the Cons. Engg. for Ry. S. Madras.

Indexed.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{3}{352}$ Ky., dated 28th March 1899.

FORWARDING copy of Proceedings embodying the Capital and Revenue Accounts, South Indian Railway, for the half-year ended the 31st December 1898, together with a brief note thereon by the Consulting Engineer for Railways, Madras.

RAILWAY.

Government {1899} of Madras.
PUBLIC WORKS.

Recd.

} 1899.

Enclosures

Regd.

Spare copies

G.O., No. 352 Ry., 28th March 1899.

MARCH.

Capital and Revenue Accounts, South Indian Railway

Ordered that copies of the — for the half-year ended the 31st December 1898, together with a brief note thereon by the Consulting Engineer for Railways, Madras, be forwarded to the Government of India and to the Secretary of State.

APPENDIX B.

STATEMENT showing the details of earnings on the South Indian Railway from the first-half of 1892.

Heads of earnings.	1892.		1893.		1894.		1895.		1896.		1897.		1898.	
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Passengers (excluding troops and police and season tickets)	Rs. 18,84,112	Rs. 19,43,084	Rs. 20,35,867	Rs. 18,26,965	Rs. 19,17,685	Rs. 20,79,307	Rs. 21,90,854	Rs. 21,63,095	Rs. 22,88,073	Rs. 21,41,872	Rs. 24,31,515	Rs. 22,11,712	Rs. 21,62,054	Rs. 18,95,861
Other items of coaching traffic	1,13,760	1,29,169	1,39,142	1,37,663	1,41,828	1,46,807	1,52,141	1,51,135	1,56,866	1,48,345	1,60,561	1,68,177	1,70,865	1,60,272
General merchandise	14,18,873	16,33,708	18,89,287	16,83,185	16,46,731	18,22,552	19,42,083	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17,36,263	18,82,179
Other items of goods traffic	1,76,878	39,782	99,200	87,860	77,834	84,823	1,02,719	1,30,856	1,26,402	98,198	89,247	92,365	99,484	97,390
Electric telegraph and sundries	69,149	98,042	87,388	1,05,858	83,225	45,668	43,662	55,551	64,818	61,562	1,01,702	1,98,492	1,80,389	82,824
Old Company's Fire Insurance Fund re-credited to Revenue	1,48,441	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	38,11,213	39,03,783	42,47,884	32,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055	41,18,526

APPENDIX C.

STATEMENT showing the details of working expenses on the South Indian Railway from the first-half of 1892.

Heads of expenditure.	1892.		1893.		1894.		1895.		1896.		1897.		1898.	
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Maintenance	Rs. 7,96,480	Rs. 5,58,190	Rs. 6,40,237	Rs. 6,28,526	Rs. 5,63,656	Rs. 4,85,343	Rs. 5,12,591	Rs. 6,07,377	Rs. 6,31,821	Rs. 4,43,012	Rs. 5,37,659	Rs. 5,91,171	Rs. 4,63,737	Rs. 4,30,640
Locomotive	8,61,479	9,48,182	9,59,994	8,49,385	8,33,168	9,03,526	8,85,166	9,77,192	9,40,207	8,53,477	8,42,171	8,73,705	8,43,098	8,60,121
Carriage and wagon	1,37,825	2,56,825	2,53,846	2,98,474	3,13,356	3,03,553	2,99,288	2,97,299	3,10,106	2,41,031	2,65,895	2,38,042	2,56,386	2,52,142
Traffic	3,25,066	3,33,604	3,35,559	3,35,284	3,51,075	3,47,075	3,59,211	3,68,938	3,66,013	4,10,939	4,04,249	4,18,876	3,97,732	4,01,136
General charges	2,74,863	3,15,551	2,96,050	2,94,110	2,83,491	2,95,576	2,98,484	3,37,023	3,19,639	3,16,291	3,10,981	3,09,023	3,10,841	3,06,570
Special and miscellaneous	21,587	31,553	30,103	34,982	28,971	34,407	27,437	33,766	26,789	50,883	55,797	39,121	39,156	59,573
Total	24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,533	23,96,752	24,69,938	23,10,950	23,04,282

No. ³/_{352 Rv.} 28TH MARCH 1899.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

We have the honour to forward, herewith, a copy of our Proceedings, No. 352 Ry., dated 28th March 1899, embodying the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 31st December 1898 together with a brief note thereon by the Consulting Engineer for Railways.

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,
28th March 1899.

RAILWAY.
Government {1899} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1899.

Enclosures

Spare copies

G.O., Nos. 352, 353 Ry., 28th March 1899.

MARCH.

Capital and Revenue Accounts, South Indian Railway

Forwarding copy of Proceedings embodying the — for the half-year ended the 31st December 1898, together with a brief note thereon by the Consulting Engineer for Railways, Madras.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

SOUTH INDIAN RAILWAY.

Gauge, Metre. Length, 1,018 Miles.

Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts for the half-year ending 31st December 1898.

The average mileage open during the half-year was 1,034, or 7 miles less than that of previous half-year. The decrease is accounted for by the transfer of the Gudur-Nellore section (23.71 miles) to the East Coast Railway on 1st November 1898.

Gross earnings are much below the average of the preceding eight half-years; working expenses are the lowest since the first-half of 1892.

Passenger traffic is much below the average both in numbers and receipts as compared with the nine previous half-years. A large falling off occurred in the number of second and third class passengers carried; this must be ascribed to the strong aversion of natives from travelling more than they can help while plague restrictions are in force. Both the tonnage and receipts from goods are up to the average of the eight previous half-years; but compared with the preceding half-year they show an increase, in consequence of improved traffic in "grains and pulse" and "stone and lime." The ton miles are much below the average of many half-years. The capital outlay to the end of December 1898 stood in the books at Rs. 7,45,26,344; this is Rs. 20,87,146 less than that of the preceding half-year and is due to the transfer of the Nellore-Gudur section to the East Coast Railway.

2. The details of the half-year's earnings were as follows:—

Passengers	...	...	...	...	Rs. 18,95,861
Other items of coaching traffic	...	...	...	...	" 1,60,272
General merchandise	...	...	...	...	" 18,82,179
Other items of goods traffic	...	...	...	...	" 97,390
Electric telegraph and sundries	...	...	...	...	" 82,824
Total Rs.					41,18,526

Both in the total numbers carried and in receipts the first item "Passengers" is below the average of all previous half-years since the first-half of 1892. The decrease in the numbers of the second and third class has been commented on above.

"Other items of coaching traffic" amount to Rs. 1,60,272, and are in excess of the average of the eleven previous half-years, but show a falling off compared with the next previous half-year. This is due to the decrease in "troops" and "passenger's luggage" carried.

"General merchandise" is the same as the goods traffic commented on above.

3. The details of the half-year's expenditure were as follows:—

Maintenance	...	...	...	...	...	Rs. 4,30,640
Locomotive	...	...	...	...	...	" 8,60,121
Carriage and wagon	...	...	...	...	...	" 2,53,142
Traffic	...	...	...	...	...	" 4,01,136
General charges	...	...	...	...	...	" 3,06,570
Special and miscellaneous	...	...	...	...	...	" 52,673

Total Rs. 23,04,282

"Maintenance" is a good deal below the average, being, in fact, the lowest on record. The principal saving appears to be in maintenance and renewal of permanent-way materials. "Locomotive Expenses" have been very steady for the last five half-years. Expenditure under "Carriage and Wagon," "Traffic" and "General Charges" has not fluctuated to any considerable extent. "Special and Miscellaneous expenditure" is above the average compared with previous half-years owing to the inclusion of Rs. 22,000 for the Erode-Nanjangod and Madura-Pamban Surveys.

4. After the adjustment of outstandings the amount of surplus profits earned during the half-year was Rs. 6,35,814-5-5, which, after deducting the Provident Institution contribution Rs. 5,648-8-8, leaves Rs. 6,30,165-12-9 to be divided between Government and the Company. Of this, the Company's share amounts to Rs. 1,18,351-4-7, and this, when added to the guaranteed interest, represents a dividend to share holders at the rate of a little over $4\frac{1}{2}$ per cent. per annum.

5. The results of the working of the line since June 1892 are given in detail in the accompanying statements.

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

18th March 1899.

ORDER—No. 352 Ry., dated 28th March 1899.

Ordered that four copies of the Capital and Revenue Accounts of the South Indian Railway for the half-year ended the 31st December 1898, with a brief note thereon by the Consulting Engineer for Railways, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 353 Ry., dated 28th March 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

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

ENDORSEMENT—No. 353 Ry., dated 28th March 1899.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

APPENDIX A.

STATEMENT showing the principal features of the working of the South Indian Railway from the first-half of 1892.

Statistics.	1892.		1893.		1894.		1895.		1896.		1897.		1898.	
	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.	First half.	Second half.
Average miles open ..	No. 1,012	1,105	1,042	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,041	1,034
Gross earnings ..	Rs. 38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,95,386	43,50,195	46,24,064	45,57,345	43,49,055	41,18,526
Working expenses ..	" 24,17,300	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,69,938	23,10,950	23,04,282
Net earnings ..	" 13,93,913	14,59,678	17,32,095	14,03,370	14,83,586	18,08,977	20,48,732	18,62,564	20,00,811	20,34,562	22,27,312	20,87,407	20,38,105	18,14,244
Gross earnings per mile per week ..	" 144.85	185.88	156.79	142.04	142.88	154.41	163.70	165.67	169.78	160.74	170.84	168.88	160.68	153.23
Percentage of expenses to receipts.	% 63.43	62.61	59.22	63.50	61.64	56.72	53.76	58.46	56.46	53.23	51.83	54.20	53.14	55.95
Train mileage ..	No. 1,581,403	1,696,217	1,637,671	1,562,305	1,528,283	1,623,924	1,620,825	1,704,379	1,668,826	1,692,835	1,744,051	1,757,473	1,635,210	1,709,237
Gross earnings per train mile ..	Rs. 2.410	2.301	2.594	2.461	2.530	2.573	2.734	2.630	2.754	2.570	2.651	2.593	2.660	2.409
Passenger traffic (exclusive of troops and police and season tickets)—														
{ First class ..	No. 7,196	7,808	7,530	7,560	6,593	7,139	7,444	7,751	7,438	7,279	8,236	7,266	7,453	7,797
{ Second " ..	" 68,442	71,466	76,994	71,947	74,338	76,979	87,795	80,145	88,114	79,900	88,495	50,804	47,680	41,624
{ Third " ..	" 5,083,700	5,174,676	5,420,081	4,936,499	5,347,316	5,801,966	6,008,713	5,841,259	6,280,133	5,941,444	6,351,842	6,044,931	5,850,666	5,275,526
{ Total ..	" 5,109,338	5,253,950	5,504,605	5,016,006	5,428,247	5,886,084	6,103,952	5,929,155	6,375,685	6,028,623	6,448,573	6,103,001	5,905,799	5,324,947
{ First class ..	Rs. 30,439	31,268	35,719	29,354	27,471	30,332	36,559	39,473	36,513	33,625	40,413	30,643	40,949	39,389
{ Second " ..	" 66,823	70,745	80,673	71,862	73,533	79,346	87,652	86,936	93,329	88,709	93,320	77,905	79,296	71,815
{ Third " ..	" 17,86,850	18,41,081	19,19,475	17,25,749	18,16,681	19,69,629	20,67,633	20,36,686	21,58,231	20,24,638	22,97,382	21,03,164	20,41,809	17,84,657
{ Total ..	" 18,84,112	19,43,084	20,35,867	18,26,965	19,17,685	20,79,307	21,90,854	21,63,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,054	18,95,861
Goods traffic (exclusive of railway materials, military stores, coal and revenue stores)—														
Tons lifted ..	No. 397,703	403,184	444,928	397,544	411,512	427,052	486,178	423,956	419,788	435,927	441,077	432,648	364,313	423,245
Ton mileage ..	" 34,248,342	38,105,862	43,805,887	38,190,666	38,229,090	42,069,340	40,795,665	42,921,440	42,633,298	40,879,934	37,489,689	40,027,374	35,418,665	37,620,448
Receipts ..	Rs. 14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,053	19,83,352	19,59,227	19,00,218	18,41,039	18,96,599	17,36,263	18,82,179
Capital expenditure ..	" 7,77,06,996	7,82,83,761	7,56,70,067	7,63,31,043	7,62,45,372	7,64,13,852	7,62,16,564	7,68,38,604	7,66,56,468	7,67,63,325	7,69,41,083	7,66,46,858	7,66,13,490	7,45,26,344
Dividend, per cent. per annum.	" 3.20	3.72	4.58	3.68	3.90	4.74	5.38	4.84	5.22	5.80	5.78	5.44	5.32	4.86

APPENDIX B.

STATEMENT showing the details of earnings on the South Indian Railway from the first-half of 1892.

Heads of earnings.	1892.		1893.		1894.		1895.		1896.		1897.		1898.	
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Passengers (excluding troops and police and season tickets)	18,84,112	19,43,084	20,35,897	18,26,905	19,17,685	20,79,307	21,90,854	21,69,095	22,88,073	21,41,872	24,31,515	22,11,712	21,62,064	18,95,861
Other items of coaching traffic	1,13,760	1,29,169	1,39,142	1,37,663	1,41,828	1,46,807	1,52,141	1,51,135	1,56,866	1,48,545	1,60,561	1,58,177	1,70,865	1,60,272
General merchandise	14,18,873	16,33,706	18,89,287	16,83,185	16,46,731	18,22,852	19,42,083	19,83,352	19,69,227	19,00,218	18,41,039	18,95,599	17,38,263	18,82,179
Other items of goods traffic	1,76,878	99,782	96,200	87,860	77,834	84,623	1,02,719	1,30,856	1,26,402	99,198	99,247	92,865	99,484	97,390
Electric telegraph and sundries	69,149	98,042	87,388	1,08,858	83,225	45,668	43,062	55,551	64,818	61,552	1,01,702	1,98,492	1,80,389	82,524
Old Company's Fire Insurance	1,48,441	..	..	..	..	..	..	..	..	..	..	..	..	..
credited to Revenue	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	38,11,213	39,03,783	42,47,884	38,44,531	38,67,303	41,79,257	44,30,859	44,84,089	45,96,386	43,50,195	46,24,064	45,57,345	43,49,055	41,18,526

APPENDIX C.

STATEMENT showing the details of working expenses on the South Indian Railway from the first-half of 1892.

Heads of expenditure.	1892.		1893.		1894.		1895.		1896.		1897.		1898.	
	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
Maintenance	7,96,480	5,55,190	6,40,237	6,38,595	5,63,656	4,85,343	5,12,591	6,07,377	6,31,821	4,43,012	5,37,659	5,91,171	4,63,737	4,30,640
Locomotive	8,61,479	9,48,182	9,99,994	8,49,385	8,38,168	9,03,526	8,85,166	9,77,192	9,40,207	8,63,477	8,42,171	8,73,705	8,43,098	8,60,121
Carriage and wagon	1,37,825	2,56,825	2,53,846	2,98,474	3,13,356	3,08,353	2,99,288	2,97,229	3,10,106	2,41,031	2,65,895	2,38,042	2,56,386	2,53,142
Traffic	3,25,066	3,33,604	3,35,559	3,35,284	3,51,075	3,47,075	3,59,211	3,68,938	3,66,013	4,10,939	4,04,249	4,18,876	3,97,732	4,01,136
General charges	2,74,863	3,15,651	2,95,050	2,94,10	2,83,491	2,96,576	2,98,434	3,37,023	3,19,639	3,16,291	3,10,981	3,09,023	3,10,841	3,06,570
Special and miscellaneous	21,587	31,633	30,103	34,982	28,971	34,407	27,437	33,766	26,789	50,883	35,797	39,121	39,156	52,673
Total	24,17,800	24,44,105	25,15,789	24,41,161	23,83,717	23,70,280	23,82,127	26,21,525	25,94,575	23,15,633	23,96,752	24,59,938	23,10,950	23,04,252

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

DESPATCH

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR

AND

MEMBERS OF GOVERNMENT.

(With Original).

Capital and Revenue Accounts, South Indian Railway

Ordered that copies of the — for the half-year ended the 30th June 1898, together with a brief note thereon by the Consulting Engineer for Railways, Madras, be forwarded to the Government of India and to the Secretary of State.

of Madras.
KS.

September 1898.

R.

352k

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A.H.
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Print early on 29/3/99
the 20th will without
fail.
14/3/99
for

31st Dec

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

SOUTH INDIAN RAILWAY.

GAUGE, METRE. LENGTH, 1,041 MILES.

Brief Note by the Consulting Engineer for Railways, Madras, on the Capital and Revenue Accounts for the half-year ending 30th June 1898. 31st December

Gross earnings are slightly below the average of the preceding six half-years, while working expenses are the lowest since the second half of 1891.

Gross earnings per train mile are Rs. 2.660 and are above the average, which shows that more use of the carrying capacity of trains was made, fewer unnecessary trains being run.

Passenger traffic is slightly below the average both in numbers and receipts compared with the previous three years. A noticeable point is the falling off in the numbers of second-class passengers carried which have dropped from an average of about 80,000 to 50,000 in the preceding and 47,000 in the present half-year. A falling off in the numbers of third-class passengers might, perhaps, be ascribable to plague restrictions, but the reason for so serious a falling off in second-class passengers must, presumably, be looked for elsewhere. The weight of goods lifted has fallen seriously, being 364,813 tons, or the lowest in any half-year since the line was leased to the present Company. The goods ton mileage is also much below the average, though it does not compare so unfavourably as the tons lifted. Goods receipts are the lowest since the second-half of 1894. The capital outlay to the end of the half-year stood in the books at Rs. 7,66,13,490.

2. The details of the half-year's earnings were as follows:—

Passengers	...	...	...	...	Rs.	21,62,054
Other items of coaching traffic	...	...	...	...	"	1,70,865
General merchandise	...	...	...	...	"	17,36,263
Other items of goods traffic	...	...	...	...	"	99,484
Electric Telegraph and sundries	...	...	...	...	"	1,80,389
Total	...	...	...	...	Rs.	43,49,055

The first item "Passengers" in both the total numbers carried and the receipts is up to the average compared with all previous half-years during which the line was worked by the Company, but compared with previous half-years shows a falling off. These figures reached a maximum in the first half of 1897, and in the last two half-years have tended to decrease. This is probably due to a diminution in the numbers of pilgrims living in, or who would have to travel through, plague-infected areas. The extraordinary decrease in second-class passengers has been commented on elsewhere.

SOUTH INDIAN RAILWAY.

Gauge, Metre, Length 1017-88.

Brief note by the Consulting Engineer for Railways, Madras on the Capital and Revenue Accounts for the half-year ending 31st December 1898.

Average miles ⁴ open is ~~1035.75~~ ^{that} and less than those of the

11 previous half-years by 7.86. The decrease is accounted for by the transfer of the Gudur-Nellore Section (23.71 miles) to the East Coast Railway on 1st November 1898.

Gross earnings are much below the average of the preceding eight half-years while working expenses are the lowest since the first half of 1892.

Passenger traffic is much below the average both in numbers and receipts compared with the nine previous half-years.

There is a large falling off in the number of second and third class passengers carried during the half-year under review. The falling off may be ascribed to plague and its consequent restrictions. Both the tonnage and the goods receipts are up to the average of the 8 previous half-years, but compared with the preceding half-year ^{they} show an increase in consequence of the increase ^{of} the traffic in "grains and pulse" and "stone and lime". The ton-miles are much below the average of the above period. The Capital outlay to the end of the half-

Papers to be read in Proceedings:—

6

No. 1

MBER 1898.

ORDER—No. 1188 Ry., dated 29

Ordered that four copies of
Railway for the half-year ended
the Consulting Engineer for Rail
to the Secretary of State.

[Here enter No. 11]

ue Accounts of the South Indian
together with a note thereon by
to the Government of India and

September 1898.]

FRANCIS J. E. SPRING,
Joint Secretary.

To the Consulting Engineer for R
" Examiner, Railway Accou
" Agent, South Indian Rail

Exd. T. K. Narayana Aiyangar.

Again G.O., dated

189 , No.

Again G.O., dated

189 , No

Current No.

of 189 , dated

, from

" "

" 189 , "

" "

" "

" 189 , "

" "

Bring up by the Comr. Engrs. for Ry. on the Capital
and Revenue Accounts of the S. I. R. for the half year
ended the 31st Decr 1898.

ORDER.

No. 352. Dated 28/3/99

Ordered that four copies
of the Capital and Revenue
Accounts of the S. I. R. for the
half year ended the 31st Decr/98
with a ^{brief} note thereon by the
Consulting Engineer for Railways,

To Secy. Genl. S. I. R.
" Examiner, S. I. R. Accounts, Madras
" Comr. Engrs. for Ry. India and to the Secy of State.

H. E. No. 353. Dated 28th March 1899.

Forwarded

Despatched on 18/4/99.

H. E. No. 352. Dated 28th March 1899.

To

The Secy. Genl. for the Ry. of State
for India
By Lord.

3 drafts with a note
on Revenue account.

6

We have the honour
to forward, herewith, a copy
of our Proceedings, No. 351 Dated

28th March 1899, embodying the
Capital and Revenue Accounts
of the South Indian Railway for
the half year ended the 31st
December 1898 with a ^{brief} note thereon
by the Presenting Engineer for R.

L 30/3/99.

Jd
DR

18/3/99

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