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GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

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THE

REVENUE ACCOUNT

OF THE

MADRAS RAILWAY,

FOR THE

HALF-YEAR ENDED 30TH JUNE 1877.

MADRAS:
PRINTED BY E. KEYS, AT THE GOVERNMENT PRESS.

1877.

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MADRAS RAILWAY COMPANY.

ACCOUNTS FOR THE HALF-YEAR ENDING 30TH JUNE 1877.

PART I.

No. 1.

Statement of Capital Authorized and Created.

Contracts with the Secretary of State or other Authority.	CAPITAL AUTHORIZED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total.
Act 16th Vict., Sessions 1852-53, 14th June 1853. Do. 17th do. do. 1854, 2nd June 1854. Do. 18th do. do. 1854-55, 15th June 1855.	£	£	£	£	£	£	£	£	£
CONTRACTS IN RESPECT OF SHARE CAPITAL,									
Viz., 22nd December 1852	500,000	...	500,000	500,000	...	500,000	...	...	...
„ 19th do. 1855	2,500,000	...	2,500,000	2,500,000	...	2,500,000	...	...	...
„ 13th August 1858	1,000,000	...	1,000,000	1,000,000	...	1,000,000	...	...	...
„ 28th October 1867	2,500,000	...	2,500,000	2,500,000	...	2,500,000	...	...	...
„ 28th July 1875	1,828,300	...	1,828,300	1,828,300	...	1,828,300	...	...	...
*CONTRACTS IN RESPECT OF LOANS ON DEBENTURES,									
Viz., 13th March 1860	...	1,000,000	1,000,000	...	1,000,000	1,000,000	...	...	...
„ 28th October 1867	...	1,500,000	1,500,000	...	1,500,000	1,500,000	...	...	...
„ 28th July 1875	...	171,700	171,700	...	171,700	171,700	...	...	...
Balance of borrowing powers authorized under the above Acts	...	750,910	750,910	...	...	...	...	...	...
	8,328,300	3,422,610	11,750,910	8,328,300	2,671,700	11,000,000	...	750,910	750,910
* These comprise Debentures that have been converted into stock amounting to ... ... £ 1,905,800									
Capital to replace Debentures paid off „ 33,750									
£ 1,939,550				1,939,550	2,671,300				
Debentures paid off ... ... £ 33,750									
Do. ... ... „ 731,750									
765,500									
Do. converted ... ... „ 1,905,800									
£ 2,671,300				10,267,850	400				

6439
3

No. 2.

Statement of Stock and Share Capital Created, showing the proportion received.

Description.	Amount created.	Amount received.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£
Capital Stock bearing interest at the rate of 4½ per cent. per annum for amount guaranteed by the Secretary of State	500,000	500,000	...	...	...
Do. at 4¾ per cent.	1,000,000	999,970	30	...	...
Do. at 5 ,, ...	8,767,850	8,751,787	7,675	8,388	...
	10,267,850	10,251,757	7,705	8,388	...

No. 3.

Capital raised by Loans and Debenture Stock.

	Raised by Loans.		Raised by issue of Debenture Stock.	Total raised by Loans and by Debenture Stock.
	At 5 per Cent	At 4½ per Cent.		
	£	£	£	£
Existing at 31st December 1876	38,300	400	...	38,700
,, at 30th June 1877	...	400	...	*400
Increase	...	...	...	...
Decrease	38,300	...	...	38,300
Total amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created, as per Statement No. 1				3,422,610
Do. raised by Loans and by Debenture Stock, as above				400
Balance, being available borrowing powers at 30th June 1877				3,422,210

* Debentures for this sum matured on the 1st January 1876 but remained unclaimed on the 30th June 1877.

No. 4.

Receipts and Expenditure on Capital Account.

Dr. Cr.

	Amount expended to 31st December 1876.	Amount expended during Half-year as per Account No. 3.	Total.		Amount received to 31st December 1876.	Amount received during Half-year.	Total.
To Expenditure—	£ s. d.	£ s. d.	£ s. d.	By Receipts—	£ s. d.	£ s. d.	£ s. d.
On Line open for traffic ..	8,494,103 16 4	45,831 5 5	8,539,935 1 9	Shares and Stock per last Statement ..	10,246,645 0 0	5,112 0 0	..
,, Raichore Station ..	39,985 14 2	81 4 6	40,066 18 8	Per Account No. 2	..	..	10,251,757 0 0
,, Working Stock	1,036,396 13 5	4,716 1 4	1,041,142 14 9	Capital not bearing interest	9,897 19 11	..	9,897 19 11
,, Plant	110,536 2 5	..	110,536 2 5	Loans			
,, Establishment	87,075 1 9	2,266 18 4	89,342 0 1	per last Statement 38,700			
,, Contingencies ..	11,119 19 9	[illegible]	[illegible]	Deduct amount paid off during half-year 38,300	400 0 0	..	..
	9,779,216 0 3	53,023 0 9	9,832,238 1 0	Per Account No. 3	..	..	400 0 0
,, Balance			429,816 18 11				
			10,262,054 19 11		10,256,942 19 11	5,112 0 0	10,262,054 19 11

No. 5.

Details of Capital Expenditure for the Half-year ending 30th June 1877.

	Rs.	A.	P.	Rs.	A.	P.
LINE OPEN FOR TRAFFIC—						
Brick-work and Masonry	1,389	6	8			
Madras Terminal Station and Perambore Works ...	2,920	0	3			
Telegraph Department	2,922	0	5			
Cheyair Bridge	792	3	6			
Stations and Buildings	72,032	7	2			
Construction of Line	1,47,339	2	2			
Ballast and Permanent-way	2,72,583	6	1			
	4,99,978	10	3			
DEDUCT CREDIT—						
Madras Central Station	1	2	3			
				4,99,977	8	0
RAICHORE STATION	...			886	1	3
WORKING STOCK—						
Engines and Tenders	3,578	6	2			
Wagons	48,196	14	5			
				51,775	4	7
ESTABLISHMENT—						
Direction	3,749	5	10			
Engineering	12,789	7	2			
Locomotive	4,111	0	11			
Stores	636	10	3			
Audit, Account and Cashier's	2,834	6	5			
Medical	609	1	3			
				24,729	15	10
CONTINGENCIES—						
Direction	...			1,064	4	4
Total expenditure of half-year as per Account No. 4 ..	...			5,78,433	2	0

No. 6.

Estimate of Further Expenditure on Capital Account.

	Total Expenditure from commencement of operations to 30th June 1877.	Further Expenditure. During the Half-year ending 31st Dec. 1877.	Further Expenditure. In subsequent Half-years.	Total.
	Rs.	Rs.	Rs.	Rs.
Lines opened for Traffic more than two years.	9,59,2,858	3,70,000	9,75,000	13,45,000
Lines in course of Construction—				
Double Line between Avady and Arconum		5,60,000	...	5,60,000
WORKING STOCK—*	1,11,7,524	...	...	...
Engines with tenders 20		7,35,000	...	7,35,000
Constructing and fitting cow-catchers to Engines 3	1,900	300	...	300
Do. do. do. ... 51	3,591	9,369	...	9,369
Fitting sun-shades to vehicles... ...	5,263	4,968	4,969	9,937
Do. axle-box keeps oil to wagons.	3,173	1,527	...	1,527
Do. additional plate to springs for vehicles	6,414	9,079	9,078	18,157
Do. Third-class carriages with shutters	612	788	...	788
Goods brake-vans, iron ... 6		36,000	...	36,000
Passengers' luggage vans ... 12	6,443	392	...	392
Covered goods to be converted from open-sided goods wagons ... 30		...	29,285	29,285
Second-class sleeping carriages 3		...	12,114	12,114
Tools and plant		37,000	42,928	79,928
Total estimated further expenditure of Capital, Rupees	10,72,0,778	17,64,423	16,73,374	28,37,797

No. 7.

Capital Powers and other Assets available to meet further Expenditure as per Account No. VI.

	£	£	s.	d.
SHARE AND LOAN CAPITAL AUTHORIZED OR CREATED BUT NOT YET RECEIVED—				
Shares (No. II) Calls in arrear	7,705			
Amount uncalled	8,388	16,093	0	0
Loans (No. III)				
Available borrowing powers		3,422,210	0	0
Capital Account—Balance at credit thereof				
(Account No. IV)		429,816	18	11
Total ...		3,868,119	18	11

* The increase in the present estimate over the previous half-year is owing to the non-completion of works as anticipated.

PART II.
No. 8.

DR. *Revenue Account for the Half-year ending 30th June 1877.* CR.

Expenditure.	Rs. A. P.	Per Cent. of Revenue.	Earnings.	Rs. A. P.
To Maintenance of Way, Works, and Stations. (*Abstract A*)	5,53,520 2 8	10·93	By Coaching Traffic. (*Abstract H*)	12,95,310 9 11
„ Locomotive Expenses. (*Abstract B*)	10,74,382 8 9	21·22	„ Goods Traffic. (*Abstract I*)	36,55,737 4 11
„ Carriage and Wagon Expenses. (*Abstract C*)	2,83,301 0 1	5·60	„ Electric Telegraph Earnings ...	10,240 0 6
„ Traffic Expenses. (*Abstract D*)	4,04,567 2 7	7·99	„ Steam-boat Earnings (*Abstract J*)	*Nil.*
„ General Charges. (*Abstract E*)	2,12,233 10 10	4·19	„ Sundries. (*Abstract K*)	1,01,325 6 5
„ Steam-boat Service. (*Abstract F*)	Nil.			
„ Special and Miscellaneous Expenditure. (*Abstract G*)	1,93,752 8 9	3·83		
	27,21,757 1 8	53·76		
„ Balance Net Earnings.	23,40,856 4 1	46·24		
Total...	50,62,613 5 9	100·00	Total ...	50,62,613 5 9

No. 9.

ABSTR. T A.

Maintenance of Way, Works, and Stations.

If done departmentally.

		Rs. A. P.	Rs. A. P.
1ST.—GENERAL SUPERINTENDENCE—			
(1.)—Engineers' salaries		60,262 12 10	
(2.)—Allowances of do. including travelling ...		10,567 10 11	
(3.)—Subordinate Superintendents		27,608 11 6	
(4.)—Allowances of do. including travelling ...		464 0 3	
(5.)—Overtime allowances		...	
(6.)—Office expenses		29,437 15 3	
			1,28,341 2 9
2ND.—MAINTENANCE AND RENEWAL OF PERMANENT-WAY—			
(1.)—Wages		1,89,545 0 8	
(2.)—Materials		90,454 1 6	
			2,79,999 2 2
3RD.—REPAIRS OF BRIDGES, &C.—WAGES AND MATERIALS—			
(1.)—Bridges and Tunnels		48,251 8 3	
(2.)—Miscellaneous, including earth-work, road-fencing, &c.		9,790 9 5	
			58,042 1 8
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS—			
(1.)—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff		43,425 9 3	
(2.)—Repairs of staff quarters		11,821 9 0	
			55,247 2 3
5TH.—MAINTENANCE BY CONTRACT—			
(1.)—Amount paid to contractors		...	
(2.)—Materials supplied by the Company ...		...	
			...
6TH.—NEW MINOR WORKS —		...	5,673 4 10
7TH.—UNCLASSIFIED EXPENDITURE—			
(1.)—Plantations		...	
(2.)—Tools and Plant		25,9.. 8 10	
(3.)—Loss on Stores, &c.		...	
(4.)—Boundary wall round Cemetery at	Raichore.	298 12 2	26,220 5 0
	Total...	...	5,53,523 2 8
Deduct { Value of stores returned to stock ...		...	
Deduct { Sum chargeable to Fire Insurance Fund, &c.		3 0 0	3 0 0
	Total...	...	5,53,520 2 8

MEAN MILEAGE MAINTAINED BY REVENUE—		Departmental Average. Ms. Chs. Ft.	By Contract Average. Ms. Chs. Ft.	Total Average. Ms. Chs. Ft.
Railway Line	Double	6 47 60	... ...	13 15 54
	Single	851 38 36	... ...	851 38 36
Sidings		91 5 39	... ...	91 5 39
Total single track, including sidings ..		.....	...	955 59 63

	Rs. A. P.
Reconstruction of the new Cheyair Bridge	3,961 1 10
Doubling the line between Perambore and Umbathore	34,059 8 10
Laying new Permanent-way over girder bridges, S. V. L.	7,573 14 11
Do. do. N. W. L.	5 10 8
Value of stores returned to stock and credited in Store Accounts	126 4 8

Abstract B.

Locomotive Expenses.

	Rs.	A.	P.	Rs.	A.	P.
1st.—General Superintendence—						
(1.)—Salaries of Superintendents and Assistants...	9,881	13	1			
(2.)—Allowances of do. including travelling...	1,019	8	5			
(3.)—Subordinate Superintendents	27,368	3	5			
(4.)—Allowances of do. including travelling...	6,148	4	11			
(5.)—Overtime allowances...	1,481	15	0			
(6.)—Office expenses	19,464	11	4			
				65,364	8	2
2nd.—Running Expenses (Wages connected with the working of Locomotive Engines)—						
(1.)—Wages of Drivers and Firemen	1,02,711	12	5			
(2.)—Overtime allowances	38,556	11	3			
(3.)—All labor connected with fuelling, cleaning and looking after engines in yards ...	21,136	0	0			
(4.)—Contingent expenses, including clothing and travelling expenses	9,000	12	11			
				1,71,405	4	7
3rd.—Fuel—						
(1.)—Coal ... ... Tons 1,404 500/2240	28,084	8	9			
(2.)—Coke ... ... ,, 4,860 627/2240	1,31,227	10	10			
(3.)—Patent fuel ... ... ,, 5,849 980/2240	1,28,687	10	1			
(4.)—Wood ... ... ,, 61,966 600/2240	2,16,882	0	0			
				5,04,881	14	2
4th.—Water (*including Wages and Stores*)	...					
				27,588	1	11
5th.—Oil, Tallow, and other Stores (*expended on Engines in work*)	...					
				22,245	11	7
6th.—Maintenance and Renewals of Locomotive Engines and Machinery—						
(1.)—Wages	1,05,025	2	9			
(2.)—Overtime allowances	22,790	3	6			
(3.)—Materials	1,55,081	10	1			
				2,82,897	0	4
7th.—Payments to other Lines—						
(1.)—For haulage of Trains	...					
8th.—Unclassified Expenditure—						
Loss on Stores, &c	...			...		
Total ...	...			10,74,382	8	9
Deduct { Credits received for work done in workshops for other departments	...					
Deduct { Value of stores returned to stock ...	...					
Deduct { Sum chargeable to ———— Fund, &c....	...					
Total ...	...			10,74,382	8	9

Value of stores credited to sub-heads.. .. .. Rs. 26,961-9-3

No. 9—(Continued.)

Abstract C.

Carriage and Wagon Expenses.

	Rs.	A.	P.	Rs.	A.	P.
1st.—General Superintendence—						
(1.)—Salaries of Superintendents and Assistants ...	2,562	2	0			
(2.)—Allowances of do., including travelling ...	266	8	10			
(3.)—Subordinate Superintendents	7,073	10	1			
(4.)—Allowances of do., including travelling ...	1,685	15	6			
(5.)—Overtime allowances	382	13	11			
(6.)—Office expenses	5,034	0	9			
				17,005	3	1
2nd.—Repairs and Renewals of Vehicles and Machinery—						
Coaching Vehicles—(1.)—Wages ... 16,292 3 6						
(2.)—Overtime ... 2,727 5 5						
(3.)—Materials ... 25,834 1 4						
	44,953	10	3			
Goods Vehicles— (1.)—Wages ... 56,352 12 3						
(2.)—Overtime ... 8,439 14 5						
(3.)—Materials ... 1,17,354 6 11						
	1,82,147	1	7			
				2,27,100	11	10
3rd.—Cleaning Carriages and Wagons, and Oiling—						
(1.)—Labor, including wages of Oilers, Carriage Cleaners and Examiners	10,367	8	10			
(2.)—Stores, including oil, grease and other stores for consumption on running vehicles ...	28,827	8	4			
				39,195	1	2
4th.—Unclassified Expenditure—						
Loss on stores, &c.	...			...		
Total ...	...			2,83,301	0	1
Deduct { Credits received for work done in workshops for other departments, &c. ...	...					
Deduct { Value of stores returned to stock	...					
Deduct { Sum chargeable to ———— fund, &c.	...			...		
Total ...	...			2,83,301	0	1

Value of stores credited to sub-heads .. .. Rs. 9,475 4 8

No. 9—(Continued).

ABSTRACT D.

Traffic Expenses.

		RS. A. P.	RS. A. P.
1ST.—SALARIES, WAGES, &C.—			
(a.)—*General Superintendence*—			
(1.)—Traffic Manager, Assistant Manager, District Superintendents and Traffic Canvassers	29,382 4 2		
(2.)—Office Establishment	18,896 2 4		
(3.)—Travelling allowances ...	5,065 15 3		
(4.)—Contingencies	8,063 10 0		
		61,407 15 9	
(b.)—*Station Staff*—			
(1.)—Station-masters, Clerks, Porters, Pointsmen, Gatekeepers of level-crossings, Signalmen, Station servants, &c.		1,71,687 4 9	
(c.)—*Train Staff*—			
(1.)—Guards and Assistant Guards	43,383 3 5		
(2.)—Overtime allowances ...	965 14 10		
		44,349 2 3	
			2,77,444 6 9
2ND.—FUEL, LIGHTING, WATER, AND GENERAL STORES.—			
(1.)—Fires, lights, water and general stores for carriages, stations, offices, &c.		39,903 11 3	
(2.)—Wagon covers, ropes, &c.		32,883 9 2	
(3.)—Office and station fittings and furniture ...		3,736 5 10	
			76,523 10 3
3RD.—CLOTHING		...	3,745 6 3
4TH.—PRINTING, STATIONERY AND TICKETS		...	29,884 11 9
5TH.—CHARGES FOR DELIVERY AND COLLECTION OF GOODS, &C.		...	18,913 11 8
6TH.—MISCELLANEOUS EXPENSES		...	65 0 8
7TH.—PAYMENTS TO OTHER LINES—			
(1.)—Traffic expenses at joint stations		...	...
8TH.—UNCLASSIFIED EXPENDITURE—			
Loss on stores, &c.		...	...
Total ...		...	4,06,576 15 4
Deduct {Value of stores returned to stock ... ... / Sums chargeable to Fire Insurance Fund, &c. ...		2,009 12 9	2,009 12 9
Total ...		...	4,04,567 2 7

No. 9—(Continued.)

ABSTRACT D.

General Charges.

		RS. A. P.	RS. A. P.
1ST.—HOME EXPENDITURE—			
(1.)—Directors and Secretary or Managing Director.		28,914 9 2	
(2.)—Auditors and Accountants			
(3.)—Consulting Engineer and Inspecting Officers' fees and travelling allowances		3,483 10 2	
(4.)—Office Expenses...		...	32,398 3 4

2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES—

	Salaries.	Travelling Allowances.	Contingencies.	
	RS. A. P.	RS. A. P.	RS. A. P.	
(1.)—Agent's Office.	21,126 11 5	204 4 10	...	21,331 0 3
(2.)—Auditor's ,,	31,220 11 5	1,746 12 5	65 7 1	33,032 14 11
(3.)—Account's ,,	9,266 2 5	...	7 8 0	9,273 10 5
(4.)—Paymaster's (Cashier's) Office.	16,856 4 8	1,173 12 0	449 12 6	18,479 13 2
(5.)—Store Dept...	12,849 4 5	239 1 0	...	13,088 5 5
(6.)—Medical ,,	11,858 11 8	758 15 1	1,176 12 0	13,794 6 9

(7.)—Rents of buildings and lands	261 3 0	
(8.)—Furniture fittings and other miscellaneous expenses	3,203 6 10	
(9.)—Printing and stationery	4,353 12 7	
(10.)—Medicine	1,352 13 5	
		1,18,171 6 9
3RD.—POLICE—		
(1.)—Supervision	1,860 0 0	
(2.)—Constables	13,844 12 7	
(3.)—Contingencies	4,184 1 0	
		19,888 13 7
4TH.—ADVERTISING—(*All Advertisements of all Departments*).	...	1,040 4 6
5TH.—ELECTRIC TELEGRAPH—		
(1.)—Salaries of Superintendents and Assistants ...	6,987 13 0	
(2.)—Signallers	18,471 13 7	
(3.)—Travelling Expenses	1,026 0 0	
(4.)—Office Expenses, Contingencies, &c.	1,445 12 4	
(5.)—Maintenance, Wages and Stores	11,970 0 11	
(6.)—Government Telegraph Department for rent, maintenance and inspection	...	
		39,901 7 10
6TH.—CLEARING ACCOUNTS WITH OTHER LINES—		
7TH.—UNCLASSIFIED EXPENDITURE—		
Loss on stores, &c.	...	
Expenses connected with fire-engines	803 13 10	
Funeral expenses	29 9 0	
		833 6 10
Total ...	...	2,12,233 10 10
Deduct {Value of stores returned to stock ... ... / Sum chargeable to ____ fund, &c. ...	...	...
Total ...	...	2,12,233 10 10

No. 10—(Continued).

ABSTRACT I.

Goods Traffic.

—	Number of Tons lifted.	Rate per Ton per Mile.	Ton Miles.	Amount.
		PIES.		RS. A. P.
1ST.—MERCHANDIZE, GENERAL—				
Special	409,614	7·58	66,268,107	26,15,892 12 7
1st class	60,221	9·33	9,581,402	4,65,648 13 0
2nd do.	25,787	12·30	4,756,401	3,04,779 3 0
3rd do.	7,810	16·74	1,283,357	1,11,917 1 6
4th do.	1,909	20·82	448,358	48,625 14 6
5th do.	557	34·89	113,698	20,661 5 4
Total ...	505,898	...	82,451,323	35,67,525 1 11
2ND.—MILITARY STORES	2,287	16·82	682,645	59,819 2 0
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION	692	9·75	76,245	3,870 6 0
4TH.—COAL—				
(1.)—For the Public	...	...	...	...
(2.)—For the Company (construction only)	...	...	...	...
Total, Minerals ...	...	...	...	...
Total, Goods ...	508,877	...	83,210,213	36,31,214 6 11
5TH.—STORES CARRIED FREE FOR REVENUE	1 546	Nil.	1,645,139	Nil.
6TH.—LIVE STOCK—			No.	
(1.)—Horses	...	...	236	2,414 3 0
(2.)—Cattle	...	...	1,506	4,403 6 0
(3.)—Sheep, &c.	...	...	4,109	1,064 12 0
Total ...	...	...	5,851	7,882 5 0
7TH.—MILITARY LIVE STOCK—				
(1.)—Horses	...	...	704	6,284 13 0
(2.)—Cattle	...	...	49	471 10 0
(3.)—Sheep, &c.	...	...	22	15 4 0
Total ...	...	...	775	6,771 11 0
8TH.—RENTS AND DEMURRAGE, WHARFAGE, STORAGE, &C.	...	...	...	9,635 6 0
9TH.—INTEREST ON OUTSTANDING BILLS.	...	...	...	...
10TH.—MISCELLANEOUS	...	...	...	233 8 0
Total ...	...	...	...	36,55,737 4 11
Less outstandings irrecoverable ...	...	...	...	...
Total ...	...	...	...	36,55,737 4 11

No. 10—(*Continued*).

ABSTRACT I.

Sundries.

		Amount
		RS. A. P.
Interest on Revenue balances deposited with Government		17 5 1
Hire of Locomotives		8,632 5 4
Hire of Vehicles		...
Mileage of Vehicles over Foreign Lines...		21,950 5 1
Rent of Stations, &c., jointly occupied		20,475 11 7
Clearing accounts with other Lines		...
Tolls on Bridges		...
Rents of Dwelling-houses...		32,492 7 6
Rents of Refreshment Rooms		6,379 3 9
Fees on Share Transfers, &c.		6,071 0 2
Profits of Workshops for work done for State Railways, &c. ...		1,274 1 7
Sale of unclaimed and damaged goods		114 4 7
Unpaid or unclaimed salaries		845 4 1
Sale of Revenue Stores—		
	RS. A. P.	
1.—Maintenance	525 11 7	
2.—Locomotive	0 2 9	
3.—Carriage and Wagon	...	
4.—Traffic	2,404 13 5	
5.—General	142 9 11	
		3,073 5 8
Total ...		1,01,325 6 5
Less outstandings irrecoverable...		...
Total...		1,01,325 6 5

No. 11.

FIRE INSURANCE FUND.

	RS. A. P.		RS. A. P.
To amount paid for loss by fire as per Revenue Account, as per Abstracts A, D, and G ..	7,987 14 11	By Balance in hand at 1st January 1877	5,07,881 9 2
		„ Interest on Government Paper less debits for commission, &c.	10,561 4 4
RS. A. P.			
Paid on account of skins destroyed 1,502 4 0			
Do. rice do. .. 2,166 14 0			
Do. cotton do. .. 1,483 12 5			
Do. tarpaulins do. .. 1,141 6 5			
Sundry claims 1,639 0 1			
Balance in hand on the 30th June 1877 ..	5,10,454 14 7		
RS. A. P.			
Government paper for .. 4,80,400 0 0			
5,08,039 1 11			
Cash— 2,415 12 8			
Total ..	5,18,442 13 6	Total ..	5,18,442 13 6

No. 9—(Continued).

ABSTRACT G.

Special and Miscellaneous Expenditure.

	Rs. A. P.	Rs. A. P.
1ST.—LAW CHARGES	...	7,665 4 5
2ND.—COMPENSATION.—		
(1.)—For goods lost or damaged...	11,262 2 2	
(2.)—For personal injury	26,901 13 0	
(3.)—For other claims	3,186 4 0	
		41,350 3 2
3RD.—RATES AND TAXES *including (Municipal Water-rates)*...	...	6,712 10 3
4TH.—INTEREST ON REVENUE BALANCES—	...	
5TH.—PAYMENTS TO OTHER LINES—		
(1.)—Hire of locomotives	92,995 3 3	
(2.)—Hire of vehicles	...	
(3.)—Mileage of foreign stock	51,004 5 10	
(4.)—Rent of stations, &c., jointly occupied ...	...	
		1,43,999 9 1
(6.)—	...	
(7.)—	...	
Total ...	...	1,99,727 10 11
Deduct sum chargeable to Fire Insurance Fund ...	...	5,975 2 2
Total ...	...	1,93,752 8 9

No. 10.

ABSTRACT H.

Coaching Traffic.

	First-class.		Second-class.		Third-class.		Fourth (Coolly) Class.		Total.	
	Rs. 0 1 6 ,, 0 2 8		Rs. 0 0 7 ,, 0 0 10½		Av. Rs. 0 0 3½ ,, 0 0 4½		Rs. 0 0 2			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.
1st.—PASSENGERS—										
Single Journeys	6,167½	64,174 9 0	7,598	31,990 5 11	637,135½	6,28,104 8 6	550,520½	2,41,330 1 6	1,201,421½	9,54,699 3 11
Return Fares		1,103 8 0	572	4,004 4 3	1,747	1,747 6 3		632 1 0	4,004	4,004 4 3
Return Journeys	2,851	22,162 8 0	8,591	22,857 13 0	14,826	13,518 3 0			26,268	68,812 13 0
Troops and Police	123	2,248 5 0	3,533½	24,321 9 0	23,302½	21,433 4 6	731½	276 1 0	27,919½	89,279 9 0
Total ..	6,171½	81,047 12 0	20,024½	83,713 12 2	676,211½	6,63,304 4 8	551,252	2,42,238 2 6	1,301,941	11,66,195 14 2
* Season Tickets ..	16	225 0 0	24	282 12 0	37	75 12 0	..	..	37	582 12 0
2ND.—PERSONS' LUGGAGE ..									Tons miles. 121,004	84,178 6 0
3RD.—NIHIL.—PERCENTS ..									,, 66,147	8,656 6 0
4TH.—CARRIAGES, HORSES, DOGS, &c.—										
(1.)—Carriages ..									No. 390	11,080 14 0
(2.)—Horses ..									,, 2,147	32,200 13 0
(3.)—Dogs, &c. ..									,, 1,305	2,079 13 0
5TH.—MILITARY CARRIAGES, HORSES, &c.—										
(1.)—Carriages ..									1	51 4 0
(2.)—Horses ..									80	1,874 0 0
(3.)—Dogs, &c. ..									131	85 4 0
6TH.—PARCELS ..									Ton miles. 297,471	68,060 1 9
7TH.—SPECIAL TRAINS ..									Train miles. 2,985	28,850 4 0
8TH.—MISCELLANEOUS ..									..	350 14 6
9TH.—POST OFFICE—										
(1.)—Bullocks and hire of Post Office Vehicles ..									{ Number of Vehicles— .. Mileage of ..	1,650 0 0
(2.)—Special trains ..									Train miles. ..	
(3.)—Parcels ..									Ton miles. ..	
									Total ..	12,95,310 9 11
									Less outstandings irrecoverable ..	..
									Total ..	12,95,310 9 11

* Season tickets 10 first-class reckoned of the rate of forty single journey passenger equals 400.
No. 24 second-class do. 960
Do. 3 third-class do. 120

No. 10—(Continued).

ABSTRACT I.

Goods Traffic.

	Number of Tons lifted.	Rate per Ton per Mile.	Ton Miles.	Amount.
		PIES.		RS. A. P.
1ST.—MERCHANDIZE, GENERAL—				
Special	409,614	7·58	66,268,107	26,15,892 12 7
1st class	60,221	9·33	9,581,402	4,65,648 13 0
2nd do.	25,787	12·30	4,756,401	3,04,779 3 0
3rd do.	7,810	16·74	1,283,357	1,11,917 1 6
4th do.	1,909	20·82	448,358	48,625 14 6
5th do.	557	34·89	113,698	20,661 5 4
Total ...	505,898	...	82,451,323	35,67,525 1 11
2ND.—MILITARY STORES	2,287	16·82	682,645	59,819 2 0
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION	692	9·75	76,245	3,870 6 0
4TH.—COAL—				
(1.)—For the Public	...	...	...	...
(2.)—For the Company (construction only)	...	...	...	...
Total, Minerals ...		...	...	...
Total, Goods ...	508,877	...	83,210,213	36,31,214 6 11
5TH.—STORES CARRIED FREE FOR REVENUE	1 546	Nil.	1,645,139	Nil.
6TH.—LIVE STOCK—			No.	
(1.)—Horses	...	...	236	2,414 3 0
(2.)—Cattle	...	...	1,506	4,403 6 0
(3.)—Sheep, &c.	...	...	4,109	1,064 12 0
Total ...	...	...	5,851	7,882 5 0
7TH.—MILITARY LIVE STOCK—				
(1.)—Horses	...	...	704	6,284 13 0
(2.)—Cattle	...	...	49	471 10 0
(3.)—Sheep, &c.	...	...	22	15 4 0
Total ...	...	...	775	6,771 11 0
8TH.—RENTS AND DEMURRAGE, WHARFAGE, STORAGE, &c.	...	...	...	9,635 6 0
9TH.—INTEREST ON OUTSTANDING BILLS.	...	...	...	...
10TH.—MISCELLANEOUS	...	...	...	233 8 0
Total ...	...	...	...	36,55,737 4 11
Less outstandings irrecoverable ...	...	...	...	...
Total ...	...	...	...	36,55,737 4 11

No. 10—(*Continued*).

ABSTRACT I.

Sundries.

			Amount
			RS. A. P.
Interest on Revenue balances deposited with Government ...			17 5 1
Hire of Locomotives			8,632 5 4
Hire of Vehicles			...
Mileage of Vehicles over Foreign Lines...			21,950 5 1
Rent of Stations, &c., jointly occupied			20,475 11 7
Clearing accounts with other Lines			...
Tolls on Bridges			...
Rents of Dwelling-houses...			32,492 7 6
Rents of Refreshment Rooms			6,379 3 9
Fees on Share Transfers, &c.			6,071 0 2
Profits of Workshops for work done for State Railways, &c. ...			1,274 1 7
Sale of unclaimed and damaged goods			114 4 7
Unpaid or unclaimed salaries			845 4 1
Sale of Revenue Stores—	RS. A. P.		
1.—Maintenance	525 11 7		
2.—Locomotive	0 2 9		
3.—Carriage and Wagon	...		
4.—Traffic	2,404 13 5		
5.—General	142 9 11		
			3,073 5 8
Total ...			1,01,325 6 5
Less outstandings irrecoverable ...			...
Total...			1,01,325 6 5

No. 11.

FIRE INSURANCE FUND.

	RS. A. P.		RS. A. P.
To amount paid for loss by fire as per Revenue Account, as per Abstracts A, D, and G ..		7,987 14 11	By Balance in hand at 1st January 1877	5,07,581 9 2
			„ Interest on Government Paper less debits for commission, &c.	10,561 4 4
Paid on account of skins destroyed	1,502 4 0			
Do. rice do. ..	2,166 14 0			
Do. cotton do. ..	1,483 12 5			
Do. tarpaulins do. ..	1,141 0 5			
Sundry claims.. ..	1,639 0 1			
Balance in hand on the 30th June 1877 ..		5,10,454 14 7		
	RS. A. P.			
Government paper for ..	4,80,400 0 0			
	5,08,039 1 11			
Cash—	2,415 12 8			
Total ..		5,18,442 13 6	Total ..	5,18,442 13 6

No. 12.

Statement of Rolling Stock for half-year ending 30th June 1877.

	Description.	Total Stock authorized.	Total Stock constructed against authorization up to the last day of the previous half-year.	Additions to Stock during the half-year.	Reduction of Stock.	Total Stock on the line at end of the half-year.	Actual Stock in running order on the last day of the half-year.	Repairs and Renewals. Number of Vehicles repaired during the half-year.	Number of Vehicles renewed during the half-year.	Number of Vehicles undergoing or awaiting repairs on the last day of the half-year	Number of Vehicles undergoing or awaiting renewals on the last day of the half-year	Average number undergoing repairs and renewals at any one time.
		1	2	3	4	5	6	7	8	9	10	11
Engines	Tank	20	20	..	..	20						
	Passenger	2	2	..	..	2	97	26	6	23	8	23
	Goods	106	106	..	..	106						
	Total ..	128	128	..	..	†128	97	26	6	23	8	23
Coaching Vehicles.	Saloon Carriages	2	2									
	Sleeping ,, ...	4	4	..	..	2	2	1	..	..	..	
	1st-class	15	15	..	..	4						
	Double Saloon 1st-class Night Carriages			..	..	15	23	65	..	8	..	8
	2nd-class Carriages	12	12	..	..	12						
	3rd ,, ,, ..	64	64	..	..	64	52	94	..	12	..	7
	3rd ,, ,, with brakes ..	181	181	..	..	181	161	193	..	20	..	19
	3rd ,, upper storied ..	30	30	..	..	30	26	22	..	4	..	5
	Composite Carriages ..	2	2	..	..	2	1	..	..	1	..	..
	Night Composite Carriages ..	25	25	..	..	25						
	Covered Carriages or Cooly Class	12	12	..	..	12	30	23	..	7	..	6
	Engineers' Inspection Carriage.	40	40	..	..	40	38	36	..	2	..	2
	Inspection Carriage for Consulting Engineer ..	1	1	..	..	1	1	2	..	..	..	..
	Invalid Carriage	1	1	..	..	1	1	2	..	..	..	..
	Carriage Trucks	2	2	..	..	2	2	..	..	..	..	..
	Passengers' Luggage Vans ..	*37	25	..	..	30	28	9	..	2	..	7
	Horse Boxes	50	50	..	..	25	18	27	3	7	..	5
	Total ..	508	498	..	..	50	45	34	..	5	..	3
Goods Vehicles.	Open Goods Wagons ..	232	232	..	..	496	428	581	3	68	..	67
	Open Sided Goods Wagons ..											
	High Sided Open Goods Wagons			..	..	232	213	124	..	19	..	18
	High Open Goods Wagons ..	1,957	1,957	..	..	1,957	1,783	1,614	6	135	40	144
	Ballast Wagons	5	5	..	..	5	5	..	..	..	..	..
	Coke ,, ...	244	200	..	..	4	59	..	..	..	..	..
	Cattle ,, ...	388	370	..	..	200	176	79	..	24	..	24
	Road ,, ...	35	35	..	..	370	276	197	..	61	33	38
	Road Brake Wagons ..	7	7	..	..	65	26	67	..	9	..	6
	Covered Goods ,, ..	70	22	..	..	7	5	4	..	1	1	1
	Timber Trucks		48	..	..	22	12	17	1	10	..	4
	Platform ,, ...	150	144	..	..	48	47	72	..	1	..	5
	Water ,, ...		6	..	..	144	124	81	..	20	..	16
	Goods Brake Vans	4	4	..	..	6	5	2	..	1	..	2
	Gun Powder ,, ...	60	60	..	..	4	4	..	..	..	..	..
	Oil Store ,, ...	3	3	..	..	50	46	46	2	14	..	10
	Travelling Crane on Trucks ..	3	3	..	..	3	3	2	1	..	..	1
	Total ..	4	4	..	..	3	3	2	..	..	..	1
		3,162	3,100	..	..	3,100	2,731	2,316	16	295	74	269

* *vide* Consulting Engineer's letter No. 1,166, dated 21st August 1877.
† Engine No. 13 lent to the South Indian Railway Company.
With reference to composite carriages the usual proportions are allotted to each class of seats may be taken as—
First-class 5. Second-class 20. The following are exceptions:—

1st-class.	2nd-class.	3rd-class.
3 Vehicles 3	12	..
4 ,, .. 6	32	..
2 ,, .. 3	12	..
1 ,, .. 3	8	30

The following carriages have been fitted up for the accommodation of the Post Office:—
1 full carriage for the Overland Mail.
8 Compartments, each ½ of a second-class carriage, fitted with pigeon holes complete for sorting purposes.
4 Compartments, each ½ of a second-class carriage, fitted with pigeon holes.
2 Compartments in second-class carriages.
9 Compartments in third-class Mail brakes.

No. 13

Mileage Statement.

	Double Line.	Single Line.	Total.	Sidings.
	Ms. Chs. Ft.	Ms. Chs. Ft.	Ms. Chs. Ft.	Ms. Chs. Ft.
Lines owned by Company, sanctioned, not commenced ..	..	..	..	..
,, ,, ,, under construction	* 29 42 37	..	..	..
,, ,, ,, constructed, but not worked ..	..	..	..	..
,, ,, ,, ,, and worked by Company	12 69 29	845 18 29	858 7 58	93 61 48
,, ,, ,, ,, ,, by others ..	..	..	..	..
Total ..	12 69 29	845 18 29	858 7 58	93 61 48
Lines worked by Company—				
Its own	12 69 29	845 18 29	858 7 58	93 61 48
Foreign	..	..	..	..
Total ..	12 69 29	845 18 29	858 7 58	93 61 48
Foreign lines worked over by Company	..	..	..	..

No. 14

Statement of Train Mileage.

		No.	Estimated Locomotive Expenses.
		Miles.	Rs.
(1.) Train miles run for Traffic Department, viz.—	Passenger .. 6,926		
	Goods .. 853,869		
	Mixed .. 907,941	1,768,736	6,19,096
(2.) ,, for Locomotive Department		24,339	11,371
(3.) ,, for Maintenance		26,003	12,042
	Total ..	1,819,078	8,42,509
	Estimated Number of Miles.	Hours.	Rs.
(4.) Hours of assisting engines	323	50	149
(5.) ,, of shunting, pluoting, &c.	479,789	50,511	2,32,189
(6.) ,, of miscellaneous services	20,805	3,549	9,636
Total ..	500,917	54,110	2,31,973
		Total Cost ..	10,74,382

No. 15

Distribution Statement of Audited Salaries including Allowances and Office Expenses.

Department.	Capital.	Revenue.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Home Expenditure	2,705 3 2	32,398 3 4	35,103 6 6
Engineering	12,789 7 2	1,28,341 2 9	1,41,130 9 11
Locomotive	4,111 0 11	82,369 11 3	86,480 12 2
Carriage and Wagon	....	61,407 15 9	61,407 15 9
Traffic	1,044 2 8	21,331 0 3	22,375 2 11
Agency	1,538 10 5	33,032 14 11	34,571 9 4
Audit	457 10 10	9,273 10 5	9,731 5 3
Account	838 1 2	18,479 12 2	19,317 14 4
Paymaster's (Cashier's)	636 10 3	13,088 5 5	13,724 15 8
Stores	609 1 3	13,794 6 9	14,403 8 0
Medical	..	1,860 0 0	1,860 0 0
Police	..	6,987 13 0	6,987 13
Electric Telegraph	..	..	..
Total ..	24,729 15 10	4,22,365 1 0	4,47,095 0

* The additional line of rails between Avady and Arconum.

No. 16.

Profit Statement for half-year ending 30th June 1877.

	Current half-year.	Previous half-years.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Traffic earnings paid into the Bank of Madras during the half-year	46,59,442 14 2	2,666 0 7	46,62,108 14 9
Do. during the month of July 1877.	4,13,699 8 0	...	4,13,699 8 0
Do. do. Aug. „	12,881 14 9	...	12,881 14 9
Total ...	50,86,024 4 11	*2,666 0 7	50,88,690 5 6
Deduct amount of through traffic earnings in suspense, realized and paid into the Bank during this half-year			45,044 5 11
Less working expenses of half-year as per Revenue Account			50,43,645 15 7
Balance net profits			27,21,757 1 8
			23,21,888 13 11

	Rs. A. P.
Balance outstanding at date of submissio of account (1st September 1877), viz.—	...
Due from Construction Account	...
Do. Public Companies and Traders ...	490 12 4
Do. G. I. P. Railway	1,957 1 8
Do. Traffic Department	25,373 8 9
Do. Sundries	...
	27,821 6 9

* Note—Half-year ending 31st December 1876 Rs. 2, 666-0-7.

(Signed) J. CRAMP,
Chief Accountant.

(Signed) R. B. ELWIN,
Agent and Manager.

Examined and found correct.

(Signed) F. CHURCH,
Chief Auditor.

(Signed) P. LAMBERT, Major, R.E.,
Govt. Examiner of Ry. Accounts

Approved and passed.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer to Government for Railways.

MADRAS,
2nd October 1877.

No. 18.

Dr. *Net Revenue Account.* Cr.

	£ s. d.		£ s. d.
To guaranteed interest (gross) received from the Secretary of State for the half-year ending 30th June 1877, as under:—		By net profits of the half-year as per Form No. 16. Rs. 23,21,888-13-11 at 1/10 exchange ...	212,839 16 3
On subscribed Capital.			
£8,748,799 at 5 per cent. £ s. d. 218,691 3 2			
£999,970 at 4¾ per cent. 23,749 5 9			
£500,000 at 4½ per cent. 11,250 0 0		„ Balance, being net amount carried to the Guaranteed Interest Account	40,850 12 8
	253,690 8 11		
Total ...	253,690 8 11	Total ...	253,690 8 11

No. 18.

Dr. *Capital Balance Sheet.* Cr.

	Rs. A P.		Rs. A. P.
		Construction Accounts.	
To Govt. of India Capital Account ...	5,77,62,674 1 7	By line open for traffic ...	9,31,62,928 2 11
„ Govt. of India Capital Advance Acct.	2,61,863 7 4	„ rolling stock	1,13,57,920 13 8
„ London Office, Home Payments Account.	23,56,559 8 6	„ Raichore Station ...	4,37,093 13 4
„ „ Store Account.	5,15,46,288 3 4	„ Establishment ...	9,74,640 1 4
		„ Contingencies ...	1,22,347 3 11
		„ Plant	12,05,848 9 2
		Store Accounts.	
		By General Store Account	8,49,069 14 10
		„ Loco. Store & Workshop Account	10,96,225 13 10
		„ Engineering Store & Workshop Account.	7,62,203 0 0
		„ Stores in transitu ...	16,65,420 5 11
		„ Materials Lost Account	22,662 6 4
Suspense Accounts.		Suspense Accounts.	
To unpaid salaries and wages	12,484 10 11	By General Storekeeper.	77 3 11
„ Profit and Loss Account	5,638 2 5	„ Cashier	33,444 11 3
„ Refunds to Government	19,117 12 0	„ Loco. Supt's. Advance Account	6,653 7 1
„ Grain shed, Goondacul ...	75 14 3	„ Chief Engineer's Advance Account ...	41,547 14 6
„ Grain shed, Adoni ...	1,095 5 0	„ Suspense Account for general averages ...	1,651 6 6
Store Account.		„ Home Payments, Suspense Account ...	9,903 2 9
„ Traffic Store Account.	741 10 7	„ Cheyair Embankment Relief Work ...	5,227 0 3
		Cash on hand.	
		By Bank of Madras, General Account ...	2,11,673 8 5
Total Rs. ...	11,19,66,538 11 11	Total ...	11,19,66,538 11 11

No. 18—(Continued).

Dr. *Revenue Balance Sheet.* *Cr.*

	Rs.	A.	P.		Rs.	A.	P.
To Government of India Revenue Account	87,538	10	1	By Traffic Cash Account ...	3,99,386	15	1
„ Government of India Revenue Advance Account ...	70,814	11	1	INVESTMENTS.			
FIRE INSURANCE FUNDS.				By Government Securities ...	5,08,039	1	11
To Buildings, Plant, and Stores, Fire Insurance Fund	4,65,554	9	6	SUSPENSE ACCOUNT.			
„ Goods Traffic, Fire Insurance Fund	44,900	5	1	By Traffic Manager's Advance Account	14,836	6	10
SUSPENSE ACCOUNTS.				CASH ON HAND.			
To Revenue Establishment ...	2,82,670	7	9	By Bank of Madras, General Account	54,656	0	9
„ Refreshment-rooms Account	967	15	11	„ Bank of Madras, Madras Railway Fire Insurance Funds	2,415	12	8
„ General Suspense Account.	26,887	9	10				
Total Rs. ...	9,79,334	5	3	Total Rs. ...	9,79,334	5	3

CERTIFICATES.

Certificate respecting the Permanent-way, &c.

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

13th July 1877. (Signed) W. R. ROBINSON,
Chief Engineer.

Certificate respecting the Rolling Stock.

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

17th July 1877. (Signed) F. H. TREVITHICK,
Locomotive Superintendent.

I HEREBY certify that the certificates given above by the Railway Officials are correct.

MADRAS,
19th July 1877. (Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engr. to the Govt. of Madras for Railways.

Note on the Revenue Account of the Madras Railway for the Half-year ended 30th June 1877.

THE general results for the last five half-years are compared in the following table :—

Half-year ended	Gross Earnings.	Expenditure.	Net Revenue.	Percentage of Expenses to Receipts.	Receipts per Open Mile per Week.
	Rs.	Rs.	Rs.	Rs.	Rs.
30th June 1875	32,18,512	22,09,732	10,08,780	68·66	145·1
31st December 1875 ...	32,11,240	23,08,870	9,02,371	71·90	142·4
30th June 1876	30,87,397	22,46,040	8,41,357	72·75	138·4
31st December 1876 ...	40,26,376	23,33,738	16,92,638	57·96	178·5
30th June 1877	50,62,613	27,21,757	23,40,856	53·76	228·2

The large increase in receipts is due entirely to the grain traffic induced by the famine. The working expenses were enhanced considerably by the extra work performed, and include the following two special items which do not appear in the accounts of former half-years :—

	Rs.
Famine allowance to employés drawing less than Rs. 10 per mensem ...	56,311
Hire of engines	92,995
	1,49,306

Deducting these amounts, the working expenses become 50·8 per cent. The net profits give a dividend at the rate of 4·2 per cent. per annum on the capital bearing interest.

2. The earnings under coaching and goods were as follow :—

Half-year ended	Coaching.		Goods.		Total.
	Amount.	Per Open Mile per Week.	Amount.	Per Open Mile per Week.	
	Rs.	Rs.	Rs.	Rs.	Rs.
30th June 1875	12,38,350	55·82	18,78,458	84·67	31,16,808
31st December 1875 ...	12,27,643	54·43	18,79,983	83·36	31,07,626
30th June 1876	12,76,946	57·24	17,07,748	76·55	29,84,694
31st December 1876 ...	13,12,546	58·26	25,89,382	114·81	39,01,928
30th June 1877	12,95,311	58·39	36,55,737	164·78	49,51,048

3. The train mileage and earnings per mile :—

Half-year ended	Mean Mileage worked.	Traffic Train Mileage.	Average Number of Trains each Way per Diem over the whole Line.	Per Traffic Train Mile.		
				Gross Earnings.	Expenses.	Profits.
				Rs.	Rs.	Rs.
30th June 1875...	858	1,048,134	3·375	3·071	2·108	0·963
31st December 1875	858	1,079,625	3·419	2·974	2·138	0·836
30th June 1876...	858	1,009,094	3·231	3·060	2·226	0·834
31st December 1876	858	1,324,356	4·204	3·040	1·762	1·278
30th June 1877...	858	1,768,736	5·695	2·862	1·539	1·323

As compared with the corresponding half of 1876, there is an increase of 75·3 per cent. in the train mileage, which occurs entirely under goods trains. The earnings per train mile are smaller than in any previous half-year, a result due to the lower average rate at which goods were carried. Although the goods traffic was nearly all in one direction and the hired engines were of low power, it will probably be found that the average freight-load was greater than in any other of the half-years included in the statement.

It will be seen that the average number of trains in both directions over the whole line was 11·4, but the greatest pressure took place between Arconum and Madras, where the largest number of trains run on any one day was 26, while the average daily number during the month of June was 22·6.

4. PASSENGER TRAFFIC.—The numbers of passengers (exclusive of troops and police) carried in each class were as follow :—

—	First Class.	Second Class.	Third Class.	Fourth or Cooly Class.	Total.
	NO.	NO.	NO.	NO.	NO.
30th June 1875	6,445	23,043	971,214	415,342	1,416,044
31st December 1875	6,552	21,667	832,413	422,625	1,283,257
30th June 1876	6,697	21,587	882,874	479,544	1,390,702
31st December 1876	5,789	18,160	852,537	494,328	1,370,814
30th June 1877	6,049	16,492	711,960	539,521	1,274,022

5. The receipts from each class will be found in the following table :—

Half-year ended	First Class.	Second Class.	Third Class.	Fourth or Cooly Class.	Total.
	RS.	RS.	RS.	RS.	RS.
30th June 1875	66,021	57,484	7,32,251	1,68,858	10,24,614
31st December 1875	65,760	57,552	6,72,465	1,73,676	9,69,453
30th June 1876	74,524	62,983	7,16,532	2,04,374	10,57,413
31st December 1876	78,692	64,997	7,41,657	2,19,171	11,04,517
30th June 1877	78,024	58,684	6,38,449	2,42,352	10,17,509

The revised first and second class fares introduced on 1st July 1876* were in force during the half-year under review. Compared with the first half of 1876, the figures for these two classes show reduced numbers with about equal receipts. In the two lower classes the total number was less than in previous half-years, but the receipts were proportionally greater owing to the longer average mileages travelled, which were as follow :—

* *Vide* Note on Revenue Account for second half of 1876.

—	Average Mileages.	
	Third Class.	Cooly Class.
	RS.	RS.
1876, first half ...	50	40
„ second half ...	53	42
1877, first half ...	53	43

6. The other items of coaching traffic are compared in the following table :—

Half-year ended	Troops and Police including Military Baggage and Horses.	Passengers' Luggage.	Carriages, Horses, &c.,	Parcels.	Special Trains.
	RS.	RS.	RS.	RS.	RS.
30th June 1875	78,764	20,158	40,165	51,525	26,569
31st December 1875	1,00,786	21,098	44,999	54,366	35,314
30th June 1876	82,684	24,424	46,759	52,650	11,268
31st December 1876	52,000	20,904	37,661	71,324	24,726
30th June 1877	99,946	34,173	45,362	68,060	28,850

The increase in receipts from luggage is attributed by the Traffic Manager to the unwillingness of the public to risk detention by goods train during the pressure of traffic. Parcels include exceptional receipts on account of remittances of specie to famine districts.

7. *Goods Traffic.*—Some particulars of the goods traffic are compared in the following table :—

Half-year ended	General Merchandise.					Military Stores.		Railway Materials.	
	Tons lifted.	Receipts.	Average Receipts per Ton.	Ton Miles.	Average Receipts per Ton Mile.	Tons lifted.	Receipts.	Tons lifted.	Receipts.
		RS.	RS.		PIES.		RS.		RS.
30th June 1875	197,313	18,09,089	9·12	17,226,194	10·12	2,021	53,964	233	1,157
31st December 1875	213,634	18,13,425	8·49	33,228,838	10·78	1,850	56,818	339	2,159
30th June 1876	245,939	16,55,453	6·66	29,305,695	10·93	2,797	65,086	546	5,241
31st December 1876	365,567	26,02,671	6·88	52,144,280	9·22	2,287	59,819	692	5,579
30th June 1877	505,898	35,67,525	7·05	82,451,323	8·308				

In addition to the extra tonnage worked, the average mileage of all goods increased, so that, excluding Harbour material, the ton mileage was nearly three times as great as during the corresponding half of 1876. The average rate per ton-mile was however less by upwards of 20 per cent.

8. The following table shows the increase and decrease in the chief commodities carried :—

Increase.			Decrease.		
—	Tonnage.	Receipts.	—	Tonnage.	Receipts.
		RS.			RS.
Commissariat Stores...	671	11,691	Cloth and piece-goods.	847	19,118
Food-grains	3,29,385	21,38,549	Coffee	1,569	20,797
Salt	4,067	25,942	Cotton	8,043	1,26,900
Salt fish	1,654	16,984	Seeds	3,139	42,562
Sundries	2,957	38,389	Tamarind	2,934	17,050
			Timber	1,811	14,610
			Twist	599	14,748
			Harbour Materials ...	59,402	14,538
			Railway Stock ...	999	11,126
Total ...	3,38,734	22,31,555	Total ...	79,343	2,81,449

9. The total quantity of food-grains carried over the whole system was 374,705 tons, yielding a revenue of Rupees 24,8,690. The distribution of the bulk of this tonnage will be found in a statement* already submitted to Government.

* G.O., dated 11th September 1877, No. 407 R.

10. The decrease in cotton is due to the entire failure of the crop; the quantity carried in the half-year being 967 tons, of which 634 tons only were contributed by stations in the Madras Presidency.

11. The total quantity of salt carried was 27,161 tons as against 28,376 tons (the highest tonnage attained) in the second half of 1876. There was an increase in sea-salt to the North-west Line and Bangalore Branch, but a falling off to Salem and stations to the west. The tonnage of earth-salt fell to 210 tons as against 1,635 in the previous half-year.

12. The increase in sundries is due chiefly to the large quantity of bones carried. The falling off in cloth and piece-goods, twist, and timber is attributed to the poverty of the people, and in all other staples to the want of seasonable rains.

13. *Working Expenses.*—The working expenses for the last five half-years compare as follows:—

Half-year ended	Maintenance.	Locomotive.	Carriage and Wagon.	Traffic.	General Charges.	Special and Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
30th June 1875	8,53,234	7,21,543	1,10,678	3,02,036	2,07,949	14,892	22,09,732
31st December 1875	8,05,126	7,41,611	2,06,937	3,20,421	2,27,151	7,622	23,08,870
30th June 1876	7,20,285	7,53,843	2,03,563	3,22,090	2,24,909	21,660	22,46,040
31st December 1876	6,58,816	8,68,720	1,89,782	3,43,092	2,25,283	69,045	23,33,738
30th June 1877	5,53,520	10,74,363	2,83,301	4,04,567	2,12,234	1,93,762	27,21,747

During the past half-year the expenditure was largely increased by the heavy traffic worked. It will be observed that an increase is shown in all departments except Engineering.

14. Under "Maintenance" the principal decrease occurs under repairs of bridges. Separating the extraordinary expenditure, the last three half-years compare thus:—

——	Ordinary.	Extraordinary.	Total.
	Rs.	Rs.	Rs.
1876, first half	6,32,402	87,883	7,20,285
1876, second half	5,12,042	1,41,774	6,53,816
1877, first half	*5,07,920	45,600	5,53,520

* Includes Rupees 27,053 off account of "Famine allowance" to servants drawing less than Rupees 10 per month, and Rupees 16,781 under Tools and Plant for renewal of ballast wagons.

The total expenditure for last half-year works out to Rupees 645 per mile, and the ordinary expenditure to Rupees 592 per mile, or less than Rupees 100 per mensem, which is an improvement on previous periods. Deducting extraordinary items, the expenditure under the two principal heads was as follows:—

——	Permanent-way.	Bridges.
	Rs.	Rs.
1876, first half	3,07,185	1,18,432
1876, second half	2,26,942	82,071
1877, first half	2,38,360	54,081

15. Under "Locomotive" the increase over the preceding half-year is due entirely to the extra traffic worked, and occurs in running expenses, fuel, and stores, the amount expended on repairs being about the same. The repairs of borrowed engines are included, but not the hire. The "Famine allowance" in this department amounted to Rupees 7,655.

16. There was a marked increase in the train and engine mileage, the large excess shown by the latter being due to extra shunting and to light running. The traffic being nearly all one way, the number of return (empty) trains was smaller than those running from the grain depôts, and consequently some of the engines, including those used for banking were run back light. The average number of engines on stock, including those hired was 143, and they averaged 12,369 train, or 16,224 engine, miles, a very high mileage all round. Allowing for engines under repair, those at work performed upwards of 15,000 train, and close on 20,000 engine, miles during the half-year. No engine was laid by for repairs until it was unsafe to run any longer. This accounts for the small number through the shops, viz, 32, as against 59 in the preceding half-year; when an engine came in, however, the repairs required were heavy.

17. The cost per engine mile for the last three half-years thus compares:—

——	Fuel.	Repairs.	Superintendence.	Other Items.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1876, first half	0 4 0	0 2 8	0 0 8	0 1 7	0 8 11
1876, second half	0 3 6	0 2 6	0 0 6	0 1 6	0 8 0
1877, first half	0 3 6	0 1 11	0 0 5	0 1 6	0 7 4

The following table shows the quantity of fuel used per train mile and per engine mile for five half-years.

Half-year ended	Total Fuel consumed expressed in Coal.	Average Cost per Ton.	Traffic Train Miles.	Lbs. per Traffic Train Mile.	Engine Miles.	Lbs. per Engine Mile.	Percentage of Engine Mileage in excess of Traffic Train Mileage.
	Tons.	Rs.					
30th June 1875	17,445	20·2	1,048,134	37·28	1,385,111	28·21	32·1
31st December 1875 ...	19,041	19·5	1,079,625	39·51	1,402,853	30·40	29·9
30th June 1876	18,216	18·5	1,009,094	40·44	1,355,750	30·10	34·3
31st December 1876 ..	24,377	15·6	1,324,356	41·23	1,738,619	31·41	33·68
30th June 1877	32,769	15·4	1,768,736	41·50	2,319,995	31·64	31·2

There was a decrease in consumption per mile by engines burning coal, but a considerable increase by those burning wood, the figures per engine mile for three half-years being as follows:—

——	Engines burning Coal.	Engines burning Wood.	Wood for Lighting all Engines.
	Lbs.	Lbs.	Lbs.
1876, first half	29·6	82·8	4·8
1876, second half	27·1	99·5	4·5
1877, first half ...	26·2	100·5	4·2

Notwithstanding the increased consumption, the cost of fuel per mile compares favorably with previous half-years owing to the low rate (Rupees 3-8-0 per ton) at which wood was issued.

19. The expenditure* under "Carriage and Wagon" was heavy, though, calculated on the vehicle mileage, it was less than in the corresponding half of 1876. The whole stock averaged 37 miles per day, a small mileage considering the pressure of traffic. Owing to the want of engine power, it was not possible to work the wagons round quickly. During last half-year 2,897 vehicles were repaired and 13 renewed. At its close 74 vehicles were undergoing renewal. A number of ballast wagons and coke wagons which had been laid by for some time were put in order, and such of them as were too old have been broken up for renewal. A large number of wagons require new tyres.

* Includes Rupees 6,774 for "Famine allowance."

20. The increased expenditure in the Traffic Department is due generally to the extra work performed. The amount shown against "Charges for delivery and collection of goods" is due to the introduction of the system of contracts at all stations. This system prevailed formerly only at Beypore and Tiroor, and the expenditure was charged under Contingencies [1st (4)].

21. The decrease in "General Charges" is due chiefly to reduced expenditure in the maintenance of telegraph. The higher cost of Police is due to additional watchmen required for the grain traffic.

22. The "Special and Miscellaneous" expenditure shows a large increase. It includes Rupees 30,038 for compensation in connection with the Amboor collision, and the higher law charges are due to the prosecution in this and other accidents. Mileage of foreign stock shows an increase of Rupees 25,679 over the preceding half-year, and hire of engines Rupees 86,079. Of the latter excess the sum of Rupees 36,415 represents the haulage of 22 engines by the East Indian and Great Indian Peninsula Railways.

23. The outstandings (Rupees 25,374) against the Traffic Department shown in Form No. 16 are made up of the outstanding balances at each station for four half-years. None of these balances exceed Rupees 1,000, except Salt Cotaurs (Rupees 11,326) and Bangalore goods (Rupees 5,606). They are composed of items of goods not received and not delivered, and of items under adjustment with the Audit Office on account of over and under charges, &c. The outstandings for half-years ended 31st December 1875 and 30th June 1876 are very small.

MADRAS,
26th October 1877.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

6th November 1877, No. 622 R.

Ra

Read the following paper :—

No. 35. Endorsement of the Cons Engineer for Railways, dated Madras, 29th Oct , No. 522.

Forwarding Revenue Account of the Ma Railway for the half-year ended the 30th Ju .

Submitted to Gc ent.

(Signed) J. H. M. W-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

No. 36. Order thereon, 6th November 1877, No. 622 R.

Ordered to be forwarded to the Gove ment of India and to the Secretary of State.

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

(True copy) Mantleworth
Lieut Col RE
Joint Secy to Govt PWD
Ry Branch.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.

" Please Deal with reference to para 11 of Consg Engineer's note.

Exd. A. F. Goodall.
Spare Copies

Revenue 3rd Dept
No 4932

RAILWAYS.

Govt. of 1877 Madras.

PUBLIC WORKS.

To

The CONSULTING ENGINEER
for RAILWAYS,
&c. &c. &c.

Dated Fort St. George, 30th November 1877.

Sent 26 do

Recd 1st

NOVEMBER.

Nos. 35-36.

No 6434
Communicated to
Board of Revenue.

28. Feb 78

Revenue Account of the Madras Railway for the half-year ended the 30th June 1877 forwarded to the Government of India and the Secretary of State.

With Order