Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 559-60 R.
9 22/551 R.

DATED 17th October 1894

[Despatch Abstract.]

South Indian Railway — Ordered that the chief auditors note on the Capital & Revenue accounts of the — for the first half of 1894, be forwarded to the Govt of India & to the Secy: of State.

Forwarding the chief auditors note on the Capital & Rev: accounts of the — for the first half of 1894.

Forwarding the Copy of Proceedings embodying the Chief Auditors note on the Capital & Revenue accounts of the S. I. Ry: for the 1st half of 1894.

[illegible] Indexed.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Agent, South Indian Railway, dated 16th October 1894, No. 1031.

Note by the Chief Auditor, South Indian Railway, on the Capital and Revenue Accounts for the half-year ending 30th June 1894.

CAPITAL.

Statement V.—The capital expenditure for the half-year amounted to Rs. 5,17,358; of which a sum of Rs. 2,34,449 was debited chiefly to "Bridge-work ballast and permanent-way, and stations and buildings," in adjustment of the revaluation of construction stores of the Villupuram-Dharmavaram section in accordance with clause 54 of the contract, and Rs. 1,54,507 was further outlay on carriage and wagon stock sanctioned by the Government of India in their No. 472 R.S., dated 22nd December 1892.

2. *Statements VI and XVIII.*—The total capital outlay to end of June 1894 including suspense account was Rs. 7,62,45,372 and excluding suspense accounts was Rs. 7,35,43,591. The latter figures gave on the total open mileage 1,041·51, an average cost of Rs. 70,612 per mile.

REVENUE.

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

—	First half of 1893.	First half of 1894.	Increase or decrease.	Percentage of increase or decrease.
	MILES.	MILES.	MILES.	
Mean mileage worked	1,050·01	1,049·31	— 0·70	— ·07
Train mileage	1,637,671	1,528,283	— 109,388	— 6·68
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8·62	8·05	— ·57	..
	RS.	RS.	RS.	
Gross earnings	42,47,884	38,67,302	— 3,80,582	— 8·96
Working expenses	25,15,789	23,83,717	— 1,32,072	— 5·25
Net Earnings ..	17,32,095	14,83,585	— 2,48,510	— 14·35
Percentage of working expenses to gross earnings ..	59·22	61·64	+ 2·42	..
Do. of net earnings on capital outlay including suspense	2·29	1·95	— ·34	..

4. The gross earnings per mean mile worked per week averaged Rs. 142 against Rs. 156 and were realized at a cost of 61·64 per cent. against 59·22 during the corresponding period of 1893.

5. The net earnings with the adjustment shown in statement XIX gave, after deducting interest charges and the additional contribution to the Provident fund, a surplus of Rs. 2,64,487, of which the company's share was Rs. 48,557 and the Government's Rs. 2,15,930.

6. The contribution to the Provident institution during the half-year was Rupees 14,708 as under—

	Rs.
Fifty per cent. of compulsory deductions charged to working expenses	11,740
Additional contribution as per surplus profits statement No. XIX	2,968
Total ...	14,708

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

—	First half of 1893.	First half of 1894.	Increase or decrease in amount.	Percentage of increase or decrease.
	Rs.	Rs.	Rs.	
Coaching	21,75,009	20,59,513	— 1,15,496	— 5·31
Goods	19,85,487	17,24,565	— 2,60,922	— 13·14
Electric telegraph	11,104	10,397	— 707	— 6·37
Sundries	76,284	72,827	— 3,457	— 4·53
Total ..	42,47,884	38,67,302	— 3,80,582	— 8·96

8. *Abstract II—Coaching traffic.*—The number of passengers of the various classes carried including troops and Police and season tickets and the earnings therefrom compare as follows :—

—	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		Rs.		Rs.		Rs.		Rs.
First half of {1893 ..	10,724	36,347	89,101	82,071	5,476,079	19,40,406	5,575,904	20,58,824
{1894 ..	10,338	28,060	89,066	74,912	5,406,013½	18,40,695	5,505,417½	19,43,667
Decrease ..	386	8,287	35	7,159	70,065½	99,711	70,486½	1,15,157

9. The above table shows a decrease in the number of passengers carried under all classes and earnings therefrom. The falling off chiefly occurred in the early part of the half-year when, owing to the prevalence of cholera in several districts, the attendance at the annual festival in Srirangam was poor.

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

Sub-head.	Increase.	Decrease.
	Rs.	Rs.
II. Passengers' luggage	...	544
III. Military baggage	476	...
IV. Carriages, horses, dogs, &c.	...	829
V. Military carriages, horses, &c.	159	...
VI. Parcels	3,150	...
VII. Special trains	...	2,572
VIII. Miscellaneous	...	52
IX. Post office	227	...
Total ...	4,012	3,997

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 1893 :—

—	First half of 1893.		First half of 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	Rs.	TONS.	Rs.
Merchandise, General	444,928	18,89,288	411,542	16,46,731
Military stores	74	1,918	119	2,402
Railway materials for construction	119,523	25,887	59,792	7,118
Coal	16,479	20,612	17,300	23,715
Revenue stores	154,161	89,427	244,287	37,676
Other goods traffic	..	8,355	..	7,023
Total ..	735,165	19,85,487	733,040	17,24,565

12. *Merchandize—General.*—The traffic under this head compared with the corresponding period of 1893 shows a decrease of tons 33,386 and Rs. 2,42,557, due chiefly to a falling off under "Grain and pulse," less food-grains having been imported into the southern districts where the crops were better than in the previous year.

13. The average rate charged per ton per mile was 8·27 pies against 8·28 pies in the corresponding period of 1893.

14. *Railway materials for construction.*—Under this head there was a decrease of tons 59,371 and Rs. 18,769, owing to the falling off in the carriage of construction materials for the Villupuram-Dharmavaram section. The average rate charged per ton per mile was 2·77 pies as in the corresponding period of 1893.

15. *Revenue stores—Increase of tons* 90,126 *and a decrease of Rs.* 1,851.—This was wholly under "Revenue stores" carried for all departments excepting coal and locomotive fuel, and is caused by the average lead of ballast trains being miles 8·34 as against miles 14·97 in the corresponding period of 1893.

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

—	First half of 1893.		First half of 1894.	
	Quantity.	Amount.	Quantity.	Amount.
	TONS.	Rs.	TONS.	Rs.
Cotton, raw	8,328	45,751	12,089	71,797
Cotton, manufactured	7,591	93,240	8,953	1,02,841
Grain and pulse	139,488	6,40,745	98,753	3,41,347
Metals	11,211	67,438	6,211	47,090
Oil-seeds	35,235	1,19,623	49,662	1,39,247
Provisions	15,695	89,204	16,214	90,618
Salt	29,073	95,573	31,301	1,00,089
Spices	6,712	53,210	7,956	70,536
Stone and lime	52,042	54,888	36,389	42,450
Sugar	36,943	1,68,997	27,702	1,21,479
Tobacco	3,176	24,850	4,163	26,036
All other articles of merchandize	48,568	2,39,303	54,606	2,86,055

17. *Cotton, raw—Increase of tons* 3,755 *and Rs.* 28,046.—Owing to the favourable crop of cotton this year the export to Europe *vid* Tuticorin and supply to local mills was more than in the corresponding period of 1893.

18. *Cotton, manufactured—Increase of tons* 1,362 *and Rs.* 9,601.—Increase in English piece-goods traffic principally from Madras to Madura.

19. *Grain and pulse—Decrease of tons* 40,735 *and Rs.* 2,99,398.—Due chiefly to falling off in the import of grain from the northern to the southern districts, owing to the improved condition of the latter and consequent smaller demand for "Rice, jawar and bajra" and other grains classed under the sub-head "Others."

20. *Metals—Decrease of tons* 5,000 *and Rs.* 20,343.—Nearly the whole of this was under the sub-head "Iron." There was a falling off in the traffic in bar-iron from Madras; and the corresponding period of 1893 included exceptional traffic in cast iron pipes and machinery for the Madura, Tanjore and Trichinopoly water-works.

21. *Oil-seeds—Increase of tons* 14,427 *and Rs.* 19,624.—This was chiefly under "Earthnuts" and "Castor seeds." The season was favourable for the former, and the increase in the latter was in traffic from Erode to the Tinnevelly district where the crop failed.

22. *Provisions—"Dried fruits and nuts."*—The figures for 1893 should be tons 429·67 and Rs. 2,174 (*vide* paragraph 27) which result in a small increase of tons 275·92 and Rs. 2,066, instead of a decrease of tons 3,058·32 and Rs. 18,881 during the half-year under review.

"Others"—Increase of tons 3,6: 0·36 *and Rs.* 20,389.—This increase was mainly in tamarind traffic from the Cuddapah district.

23. *Spices—Increase of tons* 1,244 *and Rs.* 17,326.—The improvement was chiefly under "Chillies" and "Betel-nuts." Owing to the unusually good crop of chillies in the south, there was a large increase in the export to northern districts.

24. *Stone and Lime—Decrease of tons* 15,653 *and Rs.* 12,438.—The falling off was chiefly in the stones carried from Pallávaram for the Madras Harbour Works which, it is understood, are temporarily stopped for want of funds.

25. *Sugar—Decrease of tons* 8,241 *and Rs.* 47,518.—The decrease was chiefly under "Jaggery." The export from the Tinnevelly district was not as good as in the corresponding period of 1893, when the crop was considerably over the average.

26. *All other articles of merchandize.*—The figures of the 1893 period should be tons 51,902·59 and Rs. 2,60,250 which, compared with those of the half-year under review, show an increase of tons 2,602·58 and Rs. 25,805 only (*vide* paragraph 27) which is chiefly due to cocoanut traffic to stations on the Southern Mahratta Railway *vid* Dharmavaram junction.

27. The classification of principal commodities was revised by Government of India Circular No. III, Railway, dated 27th March 1893, but it was only decided late in June 1893 (*vide* Agent's No. 10558/1534, dated 20th June 1893), that the circular should have retrospective effect to 1st January 1893. In the old classification betel-nuts were not shown separately, but in the new classification they appear as XXIV "Spices"—(1) "Betel-nuts." It was ascertained after the close of the half-year ending 30th June 1893 that the traffic in betel-nuts for the half-year was tons 3,334·24 and Rs. 20,947. These figures were deducted from the weight and earnings of "All other articles of merchandize." Subsequently it was found that stations had included betel-nuts under the head of "Fruits and nuts"—(2) Dried fruits and nuts" (old classification); hence the deductions above referred to should have been made from that head instead of "All other articles of merchandize" as shown above.

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

—	First half of 1893.		First half of 1894.		Increase or decrease in amount.	Increase or decrease in percentage.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	Rs.		Rs.		Rs.	
Maintenance	6,40,237	16·07	5,63,656	14·58	— 76,581	— 11·96
Locomotive	9,89,994	22·60	8,33,168	21·54	— 1,26,826	— 13·21
Carriage and wagon	2,53,846	5·97	3,13,356	8·10	+ 59,510	+ 23·44
Traffic	3,35,569	7·90	3,51,075	9·08	+ 15,506	+ 4·62
General charges	2,96,050	6·97	2,93,491	7·59	— 2,559	— 0·86
Steam boat earnings	..	..	..	..	..	..
Miscellaneous	30,103	0·71	28,971	0·75	— 1,132	— 3·76
Total ..	25,15,789	59·22	23,83,717	61·64	— 1,32,072	— 6·26

29. *Abstract A—Maintenance of Way, Works and Stations—Decrease Rs.* 76,581.—The principal variations in the actual expenditure were the following:—

I. "*General Superintendence*"*—Decrease Rs.* 3,003.—This is chiefly under (3) "Subordinate Superintendents," and is due to fewer Assistant Inspectors and Sub-Inspectors being employed and to reductions made in the Upper Subordinate Staff of the Workshops.

II. "*Maintenance and renewal of Permanent way*"*—Decrease Rs.* 67,540.—This is fully explained by the decrease of 4·29 miles in the length of line renewed with 50 lb. rails.

III. "*Repairs of Bridges, &c.*"*—Increase Rs.* 13,307.—This is chiefly under (1) "Bridges and tunnels" and is due to extra expenditure incurred in strengthening girders in Division B and painting the girders of large bridges in Division C.

IV. "*Repairs of Stations and Buildings*"*—Decrease Rs.* 14,812.—The special and ordinary outlay under this head was much less than in the corresponding period of 1893.

VI. "*New Minor Works*"*—Increase Rs.* 6,235.—Although this increase is large, the outlay for the half-year is about Rs. 4,000 less than the maximum at the rate of Rs. 15 per open mile.

VII. "*Unclassified Expenditure*"*—Decrease Rs.* 4,501.—This is chiefly under (3) "Loss on stores" and is due to certain stores adjustments made in the first half of 1893 as explained in my notes on the accounts of that period.

30. The cost of maintaining a mile of single track including sidings was Rs. 480·92 against Rs. 548·11 in the corresponding period of 1893.

31. *Abstract B—Locomotive Expenses—Decrease Rs.* 1,26,826.—The principal variations occur under the following heads:—

III. Fuel—Decrease Rs. 36,579.—This is chiefly due to the decrease of 74,271 miles in the total train mileage including Máyavaram-Muttupet and Pondicherry Railways of the half-year.

VI. Maintenance and renewal of Locomotive Engines—Decrease Rs. 82,005.—In the corresponding period of 1893 the cost of two engines and seven boilers aggregating Rs. 88,992 was charged to this head.

VI-A. Maintenance and renewals of Machinery, Tools and Plant—Increase Rs. 2,960.—This is chiefly under sub-head (3) "Materials" and includes the cost of a new spring testing machine.

32. The cost of the department per train mile was annas 8·72 against annas 9·38 and per engine mile annas 7·39 against annas 8·05 in the corresponding period of 1893. The consumption of coal per train mile was 35·22 lb. against 35·14 lb. in the first half of 1893.

33. *Abstract C—Carriage and Wagon Expenses—Increase Rs.* 59,510.—This increase is chiefly under the following heads:—

II. "*Repairs and renewals of Vehicles*"*—Increase Rs.* 48,718.—This is chiefly in goods vehicles (3) "Materials" and is due to heavier renewals of steel axles, wheels, &c.

III. "*Cleaning carriages and wagons and oiling*"*—Increase Rs.* 3,380.—This is due to the increased number of vehicles running.

V. "*Unclassified Expenditure*"*—Increase Rs.* 6,133.—This is chiefly under (1) "Loss on stores," &c., and includes a write off of over Rs. 6,000, the depreciation in the value of certain stores sold by auction in Madras.

34. The carriage and wagon expenses per train mile were annas 3·28 against annas 2·48 and per 1,000 vehicle-miles run Rs. 11·12 against Rs. 8·21 in the corresponding period of 1893.

35. *Abstract D—Traffic expenses—Increase Rs.* 15,516.—The greater portion (Rs. 11,453) of this increase is under I "Salaries, wages, &c.," Rs. 4,510 under sub-head (*a*) (1), chiefly consists of exchange compensation allowance from April 1893 paid to 5 Traffic officers and Rs. 6,962 under (*b*) (1) for increased station staff necessitated by the opening of the Máyavaram-Muttupet Railway and the appointment of night staff at stations in the Pakala-Dharmavaram section.

IV. "*Printing, Stationery and Tickets*"—*Increase Rs.* 7,326.—This is due to the opening of the Máyavaram-Muttupet Railway and to the introduction of wagon labels and sealing cards and to the revision of certain goods and coaching forms.

36. 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 1893.	First half of 1894.	Increase or decrease.	Percentage of increase or decrease.
Tonnage of goods	TONS. 735,165	TONS. 733,040	TONS. — 2,125	PER CENT. — ·29
Ton miles of goods	TON MILES. 50,026,070	TON MILES. 43,065,947	TON MILES. —6,960,123	— 13·91
Station staff	NO. 1,51,282	NO. 1,58,244	NO. + 6,962	+ 4·60
Train staff	31,593	31,193	— 400	— 1·27

37. The total cost of the department averaged annas 3·68 against annas 3·28 per train mile in the corresponding previous half-year.

38. *Abstract E—General Charges—Decrease Rs.* 2,559.—The following are the principal variations in this abstract :—

I. "*General Administration*"—*Decrease Rs.* 7,219.—This is chiefly due to the decrease in the charges for inspection of stores in England.

II. "*Salaries of Indian Management*" *including offices—Increase Rs.* 6,189.—This is chiefly under sub-heads 2, 3 and 4 and is explained (1) by the appointment of a fourth Assistant Auditor in December 1893 ; (2) by the payment of exchange compensation allowance from April 1893 to three Audit officers ; and (3) by the appointment of additional clerical staff for the accounts of the Máyavaram-Muttupet Railway.

39. *Abstract G—Special and Miscellaneous Expenditure—Decrease Rs.* 1,132.—There is a decrease of Rs. 5,409 under III "Rates and taxes," which is due to the expenditure under this head in the corresponding period of 1893 including arrear charges of previous half-years.

The increase of Rs. 2,920 under IV "Payments to other lines" is chiefly under (4) "Rents of stations jointly occupied."

This is explained by credit adjustments made in the corresponding period of 1893 of differences between actual and approximate expenditure of previous half-years.

40. *Statement of Rolling Stock—Form No. XII.*—One of the five condemned engines and an A class construction engine are still working in shunting in the locomotive yard, Negapatam, the other four of the former have been broken up.

41. *Statement of train mileage—Form No. XIV—*(*South Indian and Pondicherry Railways only*).—The miscellaneous engine mileage was 18·04 per cent. of the total train mileage against 16·46 per cent. in the corresponding period of 1893.

(Signed) W. M. SIMPSON,
Chief Auditor, South Indian Railway.

ORDER—dated 17th October 1894, No. 559 R., Public Works.

Ordered that the Chief Auditor's note on the Capital and Revenue Accounts, South Indian Railway, for the first half of 1894, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 560 R., dated 17th October 1894.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
" Examiner, Railway Accounts, Madras.

ENDORSEMENT—dated 17th October 1894, No. 560 R., Public Works.

Forwarded.

(By Order.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

Fnd. Shaik Karim.
Spare Copies

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated October, 17th.

Recd. *Encl.*

G.O., 17th Oct. 1894, Nos. 559, 560 R.

OCTOBER.

South Indian Railway

Forwarding the Chief Auditor's note on the Capital and Revenue Accounts of the — for the first half of 1894.

17TH OCTOBER 1894, No. $\frac{22}{559}$ R., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

SIR,

We have the honour to forward herewith copy of Proceedings of this Government No. 559 R., dated 17th October 1894, embodying the Chief Auditor's note on the Capital and Revenue Accounts, South Indian Railway, for the first half of 1894.

We have the honour to be,
Sir,
Your most obedient, humble servants,

(Signed) H. W. BLISS.
(„) J. GROSE.

FORT ST. GEORGE,
17th October 1894.

Encl. Shaik Karim.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{22}{559}$ R., dated 17th Oct. 1894.

FORWARDING copy of Proceedings embodying the Chief Auditor's note on the Capital and Revenue Accounts of the South Indian Railway for the first half of 1894.

Note by the Chief Auditor, South Indian Railway on the Capital and Revenue Accounts for the Half-year Ending 30th June 1894.

Capital

Statement II.

The Capital Expenditure for the Half Year amounted to Rs 5,17,358, of which a Sum of Rs 2,34,449 was debited chiefly to "Brickwork Ballast and Permanent Way and Stations and Buildings" in adjustment of the revaluation of Construction Stores of the Villupuram Dharmapuram Section in accordance with clause 52 of the Contract and Rs 154507 was further outlay on Carriage and Wagon Stock Sanctioned by the Government of India in their No 472 R.S. dated 22nd December 1892.

2. Statement III and XVIII.

The total Capital outlay to end of June 1894 including Suspense account was Rs 762,45,372 and excluding Suspense Accounts was Rs 735,43,591. The latter figures gave on the total open Mileage 1041·51 an average cost of Rupees 70612 per mile.

Revenue.

General Results.

The following table shows the General results of the working:—

	First Half of 1893	First Half of 1894	Increase or Decrease	Percentage of Increase or Decrease
	Miles	Miles	Miles	
Mean Mileage worked	1050·01	1049·31	-0·70	-·07
Train Mileage.	1637671	1528283	-109388	-6·68
	No.	No.	No.	
Average number of trains on the whole line daily in both directions	8·62	8·05	-·57	
	Rs	Rs	Rs	
Gross Earnings	42,47,884	38,67,302	-3,80,582	-8·96
Working Expenses.	25,15,787	23,83,717	-1,32,072	-5·25
Net Earnings	17,32,095	14,83,585	-2,48,510	-14·35
Percentage of working Expenses to Gross earnings	59·22	61·64	+2·42	
Do of Net earnings on Capital outlay including Suspense.	2·29	1·95	-·34	

4. The gross earnings per mean mile worked per week averaged Rs 142 against Rs 156 and were realized at a cost of 61·64 per cent against 59·22 during the Corresponding period of 1893.

5 The net earnings with the adjustments shown in Statement XIX gave, after deducting interest charges and the additional Contribution to the Provident Fund, a Surplus of Rs 2,64,487 of which the Company's share was Rs 48,557 and the Government's 2,15,930.

6 The Contribution to the Provident Institution during the half year was £ 14708 as under:—

50 per cent of Compulsory deductions charged to Working Expenses	£ 11,740
Additional Contribution as per Surplus Profit Statement No XIX	2968
Total	14,708

7. Gross Earnings

The following table shows the gross earnings for the two half years.

	First Half of 1893	First Half of 1894	Increase or Decrease in Amount	Percentage Increase or Decrease
	£	£	£	
Coaching	2175.009	2059.613	-115.496	-5.31
Goods	1985.487	1724.565	-260.922	-13.14
Electric Telegraph	11104	10.397	-707	-6.37
Sundries.	76,284	72,827	-3457	-4.53
Total	4247.884	3867.302	-380.582	-8.96

8. Abstract H. Coaching Traffic

The number of passengers of the various classes carried, including troops and Police and Season tickets and the earnings therefrom compare as follows:—

		First Class		Second Class		Third Class		Total	
		Number	Earnings	Number	Earnings	number	Earnings	number	Earnings
			£		£		£		£
First Half of	1893	10724	36347	89101	82071	5476079	1940406	5575904	2058824
	1894	10338	28060	89066	74912	5406012½	1840695	5505416½	1943667
Decrease		386	8287	35	7159	70065½	99711	70486½	115157

9 The above table shows a decrease in the number of passengers carried under all classes and Earnings

earnings therefrom. The falling off chiefly occurred in the early part of the Half Year when owing to the prevalence of Cholera in Several Districts the attendance at the annual festival in Sivaganga was poor.

10. Other Coaching Traffic – The fluctuations in other Coaching traffic are shown in the following table:-

Subhead	Increase	Decrease
	Rs	Rs
II Passengers. Luggage	"	644
III Military Baggage	476	"
IV Carriages, Horses, Dogs &c	"	829
V Military Carriages, horses &c	159	"
VI. Parcels	3150	"
VII Special Trains	"	2572
VIII Miscellaneous	"	52
IX. Post Office	227	"
Total	4012	3997

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 1893.

	First Half of 1893		First Half of 1894	
	Quantity	Earnings	Quantity	Earnings
	Tons	Rs	Tons	Rs
Merchandize General	444928	18,89,288	411542	16,46,731
Military Stores	74	1918	119	2402
Railway Materials for Construction	119,523	25,887	59,792	7118
Coal	16,479	20612	17,300	23,715
Revenue Stores	154,161	39,427	244,257	37,576
Other Goods Traffic	"	8355	"	7023
Total	735,165	19,85,487	733040	17,24,565

"Merchandize General" carried during the two half-years under Comparison:—

	First Half of 1893		First Half of 1894	
	Quantity	Amount	Quantity	Amount
	Tons	Rupees	Tons	Rupees
Cotton Raw	8328	43,751	12083	71,797
Cotton Manufactured	7591	93,240	8953	102841
Grain and Pulse	139,488	640,745	98,753	341,347
Metals	11211	67433	6211	47090
Oil Seeds	35235	119,623	49,662	139,247
Provisions	15695	87204	16214	90618
Salt	29073	98573	31301	100089
Spices	6712	63210	7956	70,536
Stone and Lime	52042	54888	26389	42,450
Sugar	35943	168,797	27702	121,479
Tobacco	3175	24850	4167	26035
All other articles of Merchandize	48568	239,303	54,505	286055

17. Cotton Raw – Increase Tons 3755 & Rs 28046

Owing to the favorable crop of Cotton this year the Export to Europe via Suez canal and Supply to local mills was more than in the Corresponding period of 1893.

18. Cotton Manufactured – Increase of 1362 tons and Rupees 9601.

Increase in English piece goods traffic, principally from Madras to Madura.

19. Grain and Pulse – Decrease Tons 40735 & Rs 299398.

Due chiefly to falling off in the import of Grain from the Northern to the Southern districts owing to the improved condition of the

the latter and consequent smaller demand for "Rice" Jawar and Bajra and other grains classed under the subhead "Others."

20. Metals - Decrease Tons 5,900 and Rs 20,343.

Nearly the whole of this was under the subhead "Iron". There was a falling off in the traffic in bar-iron from Madras and the Corresponding period of 1893 included exceptional traffic in Cast iron pipes and Machinery for the Madura, Tanjore and Trichinopoly Water works.

21. Oil Seeds. Increase Tons 14,427 & Rs 19,624.

This was chiefly under "Earth-nuts" and "Castor Seeds". The season was favorable for the former and the increase in the latter was in traffic from Erode to the Tinnevelly District where the Crop failed.

22. Provisions.

"Dried Fruits and Nuts."

The figures for 1893 should be Tons 429.67 and Rs 2174 (vide note para 21) which result in a small increase of Tons 276.92 and Rs 2,066 instead of a decrease of Tons 3,668.32 and Rs 18,881 during the Half-year under review.

"Others" - Increase Tons 3650.36 & Rs 20309.

This increase was mainly in tamarind traffic from the Cuddapah District.

23. Spices. Increase of Tons 1,244 and Rs 17,326.

The improvement was chiefly under "Chillies" and "Betel-nuts". Owing to the unusually good crop of chillies in the South, there was a large increase in the Import to Northern Districts.

24 Stone and Lime - Decrease of 15,653 tons & Rs 12,438

The falling off was chiefly in the Stone carried from Pallavaram for the Madras Harbour Works which, it is understood, are temporarily stopped for want of funds.

25 Sugar - Decrease of 8,241 tons and Rs 47,518.

The decrease was chiefly under "Jaggery". The Import from the Tinnevelly District was not as good in the Corresponding period of 1893, when the Crop was Considerably over the Average.

26. All other Articles of Merchandize.

The figures of the 1893 period should be Tons 51,902·59 and Rs 260,250 which compared with those of the Half year under review show an increase of Tons 2,002·58 and Rs 25,806 only (vide para 27) which is chiefly due to Coconuts traffic to Stations on the Southern Mahratta Railway via Dharmavaram Junction.

27 The classification of Principal Commodities was revised by Government of India Circular No III Railway dated 27th March 1893, but it was only decided late in June 1893, vide Agent's No $\frac{1688}{1534}$ dated 20-6-93, that

that the circular should have retrospective effect to 1st January 1893. In the old classification betel-nuts were not shown separately, but in the new classification they appear as ~~part~~ "Spices"
(1) "Betel-Nuts". It was ascertained after the close of the Half year ending 30th June 1893 that the traffic in betel-nuts for the Half-year was Tons 3334·24 and Rs 20,947. These figures were deducted from the weight and earnings of "All other articles of Merchandize". Subsequently it was found that stations had included betel-nuts under the heads of "Fruits and Nuts" (2) Dried fruits and nuts" (old classification) hence the deductions above referred to should have been made from that head instead of "All other Articles of Merchandize" as shown above.

28 Working Expenses.

The working Expenses of the two half-years compare as follows:—

	First Half of 1893		First Half of 1894		Increase or decrease in Amount	Increase or decrease per cent of
	Amount	Percentage on Gross earnings	Amount	Percentage on Gross earnings		
	Rs		Rs		Rs	
Maintenance	640237	15·07	563656	14·58	−76581	−11·96
Locomotive	757994	22·60	833168	21·54	−126826	−13·21
Carriage + Wagon	253846	5·97	313356	8·10	+59510	+23·44
Traffic	335657	7·90	351075	9·08	+15516	+4·62
General Charges	296050	6·97	293491	7·57	−2557	−0·86
Steam-boat Earnings	·	·	·	·	·	·
Miscellaneous	30103	0·71	28971	0·75	−1132	−3·76.
Total	2515787	59·22	2383717	61·64	−132072	−5·25

23 Abstract A - Maintenance of Way, Works and Stations
Decrease Rs 76581

The principal variations in the Actual Expenditure were the following:-

I "General Superintendence" - Decrease Rs 3003.

This is chiefly under (3) "Subordinate Superintendents" and is due to fewer Assistant Inspectors and Sub Inspectors being employed and 6 reductions made in the Upper Subordinate Staff of the Workshops.

II "Maintenance & Renewal of Permanent Way". Decrease Rs 67540

This is fully explained by the decrease of 4·29 miles in the length of line renewed with 60 lbs rails.

III "Repairs of Bridges &c". Increase Rs 13207

This is chiefly under (1) "Bridges and Tunnels" and is due to Extra Expenditure incurred in Strengthening Girders in Division B and painting the Girders of large bridges in Division C.

IV "Repairs of Stations and Buildings.
Decrease Rs 14813.

The Special and Ordinary Outlay under this head was much less than in the Corresponding period of 1893.

V "New minor Works" - Increase Rs 6235.

Although the increase is large the

the outlay for the Half year is about Rs 4,000/- less than the maximum at the rate of Rs 16/- per open mile.

VIII "Unclassified Expenditure" - Decrease Rs 4501

This is chiefly under (3) "Loss on Stores" and is due to certain Stores adjustments made in the 1st Half of 1893 as explained in my notes on the Accounts of that period.

30. The cost of maintaining a mile of single track including sidings was Rs 480·92 against Rs 548·11 in the corresponding period of 1893.

31. Abstract B. Locomotive Expenses - Decrease Rs 126826

The principal variations occur under the following heads.

III. Fuel ——— Decrease Rupees 36,579.

This is chiefly due to the decrease of 74,271 miles in the total train mileage including Mayaveram Muttupet and Pudukotta Railways of the Half year.

VI Maintenance and Renewal of Locomotive Engines - Decrease Rs 82,005.

In the Corresponding period of 1893 the Cost of two Engines and seven boilers aggregating Rs 88,992 was charged to this head.

VII (A) Maintenance & Renewals of Machinery, Tools and Plant. Decrease Rs 2,960.

This

This is chiefly under Subhead (3) "Materials" and includes the cost of a new Spring testing Machine.

32 The Cost of the Department per train mile was annas 8.72 against 9.36 and per Engine mile annas 7.37 against 8.05 in the Corresponding period of 1893. The Consumption of Coal per train mile was 35.22 lb against 35.14 in the first half of 1893.

33. Abstract C. Carriage and Wagon Expenses. Increase Rupees 57510

The increase is chiefly under the following heads:—

II "Repairs & Renewals of Vehicles". Increase Rs 48718.

This is chiefly on goods vehicles (3) "Materials" and is due to heavier renewals of Steel Axles, wheels &c

III "Cleaning Carriages & Waggons & Oiling". Increase Rs 3380.

This is due to the increased number of vehicles running

V. "Unclassified Expenditure". Increase Rs 6133.

This is chiefly under (1) "Loss on Stores" and includes a write off of over Rs 6,000, the depreciation in the value of certain Stores sold by auction in Madras.

34. The carriage and Wagon Expenses per train mile were annas 3.28 against annas 2.48 and per 1000 Vehicle miles run Rs 11.12 against

against Rs 8·21 in the Corresponding period of 1893.

35. Abstract D. Traffic Expenses. Increase Rs 6516.

The greater portion (Rs 11453) of this increase is under I "Salaries, Wages &c" Rs 4810 under Subhead (a) (1), Chiefly Consists of Exchange Compensation Allowance from April 93 paid to 6 Traffic Officers and Rs 6962 under (6) (1) for increased Station Staff necessitated by the opening of the Mayaveram Muttupet Ry and the appointment of night Staff at Stations in the Pakala - Dharmaveram Section.

III "Printing Stationery & Tickets". Increase Rs 7326

This is due to the opening of the Mayaveram Muttupet Ry and to the introduction of Wagon labels and Seating Cards and to the revision of certain Goods and Coaching forms.

36. 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 1893	First Half of 1894	Increase or Decrease	Percentage of increase or decrease
	Tons	Tons	Tons	Per cent
Tonnage of Goods	735,165	733,040	—2125	—·29
	Ton miles	Ton miles	Ton miles	
Ton. Miles of Goods	50,026,070	43,065,947	—6960123	—13.91
	Rupees	Rupees	Rupees	
Station Staff	151,282	158,244	+6962	+4·60
Train Staff	31,593	31,193	— 400	—1·27.

37. The total cost of the Department averaged annas

annas 3.68 against annas 3.28 per train mile in the Corresponding previous half year.

38. Abstract E. General Charges. Decrease Rs 2552.

The following are the principal variations in this Abstract.

I. 'General Administration': Decrease Rs 7219.

This is chiefly due to the decrease in the charges for inspection of Stores in England.

II. 'Salaries of Indian Management' including Offices: Increase Rupees 6,189.

This is chiefly under subheads 2,3+4 and is explained (1) by the appointment of a fourth Assistant Auditor in December 93 (2) by the payment of Exchange Compensation Allowance from April 93 to three Audit Offices and (3) by the Appointment of additional clerical staff for the Accounts of the Mayavaram Muttupet Railway.

39. Abstract F. Special and Miscellaneous Expenditure Decrease Rs 1132.

There is a decrease of Rs. 5409 under III 'Rates and Taxes' which is due to the Expenditure under this head in the Corresponding period of 1893 including arrear charges of previous half years.

The increase of Rs 2920 under IV "Payments to other lines" is chiefly under (4) "Rents of Stations jointly occupied".

This

No. 1031 Urgent

South Indian Railway Co. Ld., 1095 17.10.94 S.

AGENT'S OFFICE,

TRICHINOPOLY, 16th October 1894

From

The AGENT,

SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS

Sir,

Calling for Utilities

Adverting to your letter No 3527 of the 27th Ultimo and in Continuation of my letter No 1028 of yesterday, I have the honor to forward herewith our Chief Auditor's Report on the Capital and Revenue Accounts of this Railway for the half year ended 30th June 1894.

I have the honor to be

Sir

Your most obedient Servant

William Betts

Agent

Submitting the Consulting Engineer's Report

1 Enclosure by book post

G.D.

REGIST.
No 5342
FILE
No

From
THE AGENT,
South Indian Railway.
Trichinopoly,

To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received } 189

No.

ENCLOSURE

No. 559 R. dy 17. Oct. / 94 PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent S. I. R. H. E. No. 1031 dy 16th Oct 1894

16

Ordered that the Chief Auditor's note on the Capital and Revenue Accounts S. I. R. for the first half of 1894, be forwarded to the Secretary of State.

DESPATCHED
26 OCT. 1894

To The Agent S. I. R.
Examined & Mr. Auditor's notes

H. E. No. 560 R. dy 19th Oct 1894

Forwarded

H. E. No. 22/559 R. dy 19th Oct/94

To The Right Honble the Secy of State for India

Sir,

We have the honour to forward herewith Copy of Proceedings of Govt No. 559 R. dy 17th Oct 1894 enclosing the Chief Auditor's note on the Capital and Revenue Accounts S. I. R. for the first half of 1894.

Thing Auditors note on the Capital and Revenue Accounts L. D. R. for the 1st half of 1894.

ASHB
17.10.94

DESPATCHED
28 OCT. 94