Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 587—88 R.

DATED 29th October 1894

[Despatch Abstract.]

Bezwada Extension Railway.

ordered that the note by the Chief Accountant & Auditor on the Capital & Revenue accounts of the — for the first half of 1894, be forwarded to the Government of India & to the Secy: of State

Forwarding the note by the Chief Accountant & Auditor on the Capital Revenue accounts of the — for the first of 1894.

Forwarding Copy of Proceedings embodying a note by the Chief Accountant & Auditor, of Nizam's Guaranteed State Railway's on the Capital & Revenue accounts of the Bezwada Extension Rly: for the first half of 1894.

Inland

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 paper :—

Note by the Chief Accountant and Auditor on the Capital and Revenue Accounts, Bezwada Extension Railway, for the first half of 1894.

CAPITAL.

The capital expenditure incurred during the half-year amounted to Rs. 5,445. The chief items being bridge work Rs. 4,209, ballast and permanent-way Rs. 754, and stations and buildings Rs. 482.

2. *Bridge work, Rs.* 4,209.—This expenditure was incurred on aprons to causeway from chains 211 to 264 in mile 5.

3. *Ballast and Permanent-way, Rs.* 754.—For expenditure incurred on account of alteration to the boat basin siding at Bezwada.

4. *Stations and Buildings, Rs.* 482.—Amount spent on palings to passenger sheds and station platforms at Kondapalli and Gangineni.

5. The total capital expenditure up to 30th June 1894 is Rs. 14,26,902, which gives an outlay of Rs. 66,460 per mile of line open.

REVENUE.

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

—	First half, 1893.	First half, 1894.	Difference. Amount. Increase.	Difference. Amount. Decrease.	Difference. Percentage of Increase.	Difference. Percentage of Decrease.
	MILES.	MILES.	MILES.	MILES.	PER CENT.	PER CENT.
Mean mileage worked	21·47	21·47	..	..	..	..
Train mileage	10,996	12,142	1,146	..	10·42	..
	NO.	NO.	NO.	NO.		
Average number of trains over each mile daily in both directions	2·83	3·12	0·29	..	..	..
	RS.	RS.	RS.	RS.		
Gross earnings	53,851	60,403	6,552	..	12·17	..
Working expenses	35,347	37,616	2,269	..	6·42	..
Net profits ..	18,504	22,787	4,283	..	23·15	..
	PER CENT.	PER CENT.				
Percentage of working expenses to gross earnings	65·64	62·28	..	3·36	..	..
Percentage of net earnings to capital outlay including suspense	1·30	1·60	0·30	..	..	..

7. The gross earnings were Rs. 6,552 or 12·17 per cent. more and gross expenses were Rs. 2,269 or 6·42 per cent. more than in the first half of 1893.

8. The return on capital outlay was 1·60 per cent. or 0·30 more than in the corresponding period.

9. The gross receipts and working expenses per mile open per week were respectively Rs. 108 and Rs. 67 as compared with Rs. 96 and Rs. 63 in the corresponding half of 1893.

10. The receipts per train mile were Rs. 4·97 and the working expenses Rupees 3·10 as against Rs. 4·90 and Rs. 3·21 in the period compared with.

11. The average profits per train mile were Rs. 1·87 as against Rs. 1·69.

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

—	First half, 1893.	First half, 1894.	Difference.			
			Amount.		Percentage of	
			Increase.	Decrease.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.	PER CENT.	PER CENT.
Coaching	13,877	14,927	50	..	0·36	..
Goods	39,476	46,309	6,833	..	17·31	..
Electric telegraph	357	163	..	194	..	54·34
Sundries	141	4	..	137	..	97·16
Total ..	53,851	60,403	6,552	..	12·17	..

13. Of the total earnings, 23·06 per cent. were contributed by coaching, 76·66 per cent. by goods, 0·27 per cent. by electric telegraph, and 0·01 per cent. by sundries.

14. *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, ordinary.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
First half, 1893	143	231	562½	273	72,300	12,698	73,005½	13,202
Do. 1894	111	184	621½	319	73,269	12,750	74,021½	13,253
Increase ..	..	..	59	46	969	52	1,016	51
Decrease ..	32	47	..	..	..	..	..	..

15. Except under "First-class passengers," all others show a small improvement. The falling off under first-class passengers was due to a fall in the booking of Bezwada station to Nizam's Guaranteed State Railway and *vice versâ*.

16. *Parcels.*—The increase of Rs. 81 under this head occurred principally in the booking of Great Indian Peninsula Railway to East Coast Railway and East Coast Railway to Nizam's Guaranteed State Railway stations which amount to Rs. 86 and Rs. 31 respectively. But the booking from Great Indian Peninsula Railway to Bezwada station fell off by Rs. 36.

17. The fluctuations under the other heads of coaching traffic are not important.

18. The average number of passengers in a train at any one time was 275 against 244. The average receipts per train mile were Rs. 2·95 and the average cost of hauling a train one mile was Rs. 3·08 as compared with Rs. 2·61 and Rs. 3·15 respectively.

19. *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, 1893.		First half, 1894.	
	Weight.	Receipts.	Weight.	Receipts.
	TONS.	Rs.	TONS.	Rs.
General merchandise	18,503	24,080	18,480	22,631
Coal for the public	17,885	12,311	30,258	20,818
Do railway	1,491	669	41	17
Wood for the railway	..	..	..	..
Railway materials for construction	3	2	2,343	1,587
Do. Revenue	8,621	2,040	9,124	967
Live stock	..	7	..	7
Rents, demurrage, &c.	..	347	..	251
Total ..	46,513	39,476	60,246	46,308

20. The average number of tons of freight in a goods train at any one mile was 159·65 tons as compared with 158·95 tons; the receipt per goods train mile was Rs. 6·24 against Rs. 6·90.

21. The average rate earned per goods unit (one ton) per mile was 7·47 pies against 8·31 pies in the period compared with. The average cost of carrying a ton of goods one mile was ·31 annas or 3·72 pies.

22. The gross weight of goods moved was 60,246 tons as compared with 46,510 tons in first half of 1893. Coal for the public represents 50·21 per cent. of the total weight moved.

23. *Coal.*—This item of goods traffic increased by 12,372 tons and Rs. 8,507 or 69·17 and 69·10 per cent. respectively more.

24. The other important increase occurred in the traffic in castor seed exported to Cocanada on the East Coast Railway. The net increase was 3,560 tons and Rs. 3,402.

25. The traffic in *dried fruits and nuts, tobacco and grains (others)* also improved.

26. The important decreases were in *cotton (raw), rice, jowari, til, salt and timber.*

27. The other increases and decreases do not call for special notice.

28. The following table shows the fluctuation in the principal commodities included above under the head of "Merchandise, general," carried during the two half-years under comparison:—

Commodities.	First half of 1893.		First half of 1894.	
	TONS.	Rs.	TONS.	Rs.
Coal and coke for the public and railways	17,886	12,311	30,258	20,818
Cotton, raw	1,416	2,772	3	8
Cotton, piece-goods, Indian	147	361	119	289
Dyes and tans	118	288	146	324
Grains { Rice	3,405	3,388	1,059	1,204
Grains { Jowari	783	1,018	14	18
Grains { Others	689	827	976	1,036
Metals	809	448	205	342
Oils—Kerosine, castor, &c.	169	296	174	286
Oil-seeds { Til or jingili	289	341	5	6
Oil-seeds { Castor	2,282	4,081	6,842	7,493
Dried fruits and nuts	1,071	1,392	1,887	2,806
Railway plant and rolling stock	91	81	517	600
Salt	2,735	3,395	2,223	2,740
Spices	351	307	494	685
Stone and lime	114	134	14	15
Sugar	77	110	145	200
Timber (firewood, bamboos and timber)	2,410	2,730	2,085	2,194
Tobacco	460	819	847	1,430
All other commodities	703	1,255	735	1,286
Total ..	36,395	36,391	48,735	43,459

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated October, 29th.

Read. *Encl.*

G.O., 29th Oct. 1894, Nos. 587, 588 R.

OCTOBER.

Bezwada Extension Railway

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

REPORT

BY THE

Chief Accountant & Auditor

ON THE

CAPITAL & REVENUE ACCOUNTS

FOR THE

Half-year ended 30th June 1894.

(British Government Currency.)

H. H. THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY, LIMITED.

Report of the Chief Accountant and Auditor on the Capital and Revenue Accounts of the Company for the half-year ended 30th June 1894.

PART I. CAPITAL.

The total Capital outlay to date is Rs. 3,93,39,561 which gives an average cost per mile open of Rs. 1,18,379. The open mileage is taken at 332·32 miles and includes the Trimulgherry branch which last half-year was omitted from this calculation.

Expenditure.

2. *Statements V. and VI.*—The Capital expenditure for the half-year amounted to Rs. 1,53,780 and was incurred as follows:—

Formation Rs. 214; Bridge-work Rs. 3,637; Fencing &c. Rs. 1,392; Ballast and Permanent-way Rs. 3,265; Stations and Buildings Rs. 68,150; Plant Rs. 75,981 and General Charges Rs. 6,141.

3. *Formation Rs. 214.*—This sum was spent on the following works:—

	Rs.	Rs.
Raising bank at Elgoor tank, mile 218	75	
Levelling site of new Loco: shops, Lallaguda ...	139	
		214

4. *Bridge-work Rs. 3,637.*—The following are the details:—

	Rs.	Rs.
Painting Cutlair bridge	2,001	
Bridge of 5—20 feet spans at mile 207 ...	1,636	
		3,637

5. This is the first painting of the Cutlair bridge and the expense formed part of the original estimate chargeable to capital.

6. *Fencing &c. Rs. 1,392:—*

	Rs.	Rs.
Fencing road and level crossings and stations, South-Eastern Division	1,429	
Demarcating the land taken over by the Railway Company, South-Eastern Division ...	191	
	1,620	
Deduct— Do do North-Western Division, value of surplus fencing materials returned to stock	228	
Net expenditure ...		1,392

7. *Ballast and Permanent-way Rs. 3,265.*—The expenditure was as follows:—

	Rs.	Rs.
Supplying 43,975 cft. of ballast at depot in mile 194 and supplying and carting 127,156 cft. between miles 225 to 231, South-Eastern Division	3,021	
Sidings at new Locomotive shops, Lallaguda...	244	
		3,265

8. The outlay for ballast between miles 225 and 231 was in connection with the raising of the line through the Elgoor tank. This work will be closed in the current half-year.

9. *Stations and Buildings Rs. 68,150.*—The expenditure is made up of the following works:—

Buildings of the new Locomotive workshops:—

	Rs.	Rs.
Loco: Superintendent's office	240	
Latrines	404	
Station approach road	713	
Erecting shops	10,769	
Do do extra work, supplementary estimate	476	
Carriage and Paint shops	9,947	
Do do extra work supplementary estimate	2,186	
Foundry and Smithy shops	44	
Stores and Time-keeper's office ...	1,783	
Engine house	198	
One first class staff quarters with stable and out-houses	2,747	
Ten first class staff quarters with out-houses	14,193	
Seven blocks third class staff quarters ...	518	
Loco: Superintendent's quarters ...	709	
Assistant Loco: Superintendent's quarters ...	611	
Twelve units of Police quarters ...	1,393	
Engine shed	6,912	
Do ash pits	3,893	
Ash pits in yard	8	
Water connections	5,005	
Signals	518	
Points and crossings	1,215	
Deepening old well	9	
Turn-table	460	
	64,951	
Sinking new wells, expenditure of the half-year	Rs. 2,798	
Deduct—Rs. 2,088 value of engine and pump originally charged to this work now transferred to South-Eastern Division at reduced price after completion of the work.	3,489	
Rs. 1,401 value of water tank and staging returned to stock.		— 691
		64,260
Carried over ...		64,260

	Rs.
Brought forward ...	64,260

Miscellaneous works included under the above head of account:—

	Rs.
Goods shed at Khammameth	193
Linemen's quarters outside stations limits, South-Eastern Division	1,582
Refreshment room at Vikarabad ...	1,703
Covering Hyderabad station platform ...	2,636
Platelayers' quarters at Madira ...	718
Erecting cook room for the Loco: Department quarters at Yellandu ...	156
Distant signal at Yellandu ...	592
Well at Raghunathpalli ...	1,448
	9,088

Deduct—Credits.—

	Rs.	Rs.
District Engineer's quarters & office at Bhongir sold to H. H. the Nizam's Government ... Rs.	3,000	
Value of weigh-bridge at Kazipet transferred to the new sidings for the Hyderabad (Deccan) Company at Yellandu ... Rs.	2,198	
	5,198	
		3,890
Total Stations and Buildings Rs.		68,150

10. The buildings referred to above as having been sold to Government are those that were originally erected during construction. They are far away from the line and the Company had no further use for them.

11. The weigh-bridge mentioned above was placed at Kazipet when the line was constructed as it was then understood that Kazipet would be a junction, it has since been found unnecessary there and was removed to the new siding at the colliery and has been charged to that work.

12. *Plant Rs. 73,991.*—The details are as follows:—

	Rs.	Rs.
Engineering Plant—		
1, 3 ton crane, 2nd hand	400	
1 Pump, Holman's, incomplete	103	
Hose, canvas	6	
	509	
Deduct—Value of a Dumpy level returned to stock	152	
		357
Carried over ...		357

		Rs.
Brought forward ...		357
New Loco: shops, Lallaguda—	Rs.	
Bolt screwing and nut tapping machine ...	2,482	
Radical drilling machine	7,057	
Wheel lathe	12,606	
Brass finishing lathe	4,481	
Rapid cupola	3,342	
Steam hammer	3,683	
Slotting machine	3,908	
Weigh-bridge for 5'—6" gauge ...	2,832	
Locomotive boiler II. class type	10,863	
Screw cutting gap lathe	6,826	
Shaping machine, double head	14,000	
Plate bending machine	3,540	
Foundations for machines	4	
		75,624
		75,981

13. *General Charges Rs. 6,141.*—This is the cost of the staff engaged on the construction of the new Locomotive workshops at Lallaguda.—

	Rs.	Rs.
Engineering	5,366	
Audit and Accounts	450	
Police (Watch and ward establishment) ...	325	
		6,141

14. In addition to the expenditure on the above final heads of capital account a sum of Rs. 45,878 has been spent on the following works and allocated to the Miscellaneous Advance Account pending sanction of estimates and final orders, *viz*:—

	Rs.	Rs.
Broad guage new siding for Hyderabad (Deccan) Company at Yellandu	44,285	
Pitching slopes of banks at Husain Sagar tank	918	
Culvert at mile 217	419	
Value of one plate smoke box tube iron...	256	
		45,878

15. The total amount spent on the new Loco: shops, Lallaguda, to the end of the half-year under review was Rs. 5,68,145 as compared with the amounts of the

revised estimates as under.—

	Outlay. Rs.	Estimate. Rs.
Preliminary expenses	5,603	5,400
Formation	68,841	79,591
Ballast and Permanent-way	47,375	68,035
Stations and buildings	3,39,056	6,46,512
Plant	84,358	1,67,155
General charges	22,912	28,981
Total ...	5,68,145	9,95,674

16. In addition to the above there is a sum of Rs. 69,111 in suspense pending distribution, on their completion, to the different buildings &c., at Lallaguda.

17. All the buildings are practically complete but there is still a considerable amount of work to be done in the shops before the estimates can be closed. The Locomotive Superintendent's office and several of the blocks of staff quarters have been occupied. The remainder are now available for use when required.

18. The machinery is being placed in position in the Machine, Erecting and Carriage shops and the last named and the Paint shop have been occupied finally.

19. The engine shed is approaching completion, but a considerable amount of work has yet to be done in connection with the permanent-way in the yard and the turn-table.

SUSPENSE.

20. The closing balance of the suspense heads amounted to Rs. 7,95,627 being a decrease of Rs. 1,66,447 during the half-year as shown in the following statement:—

	Opening balance.	Closing balance.	Closing balance compared with opening balance. More.	Less.
	Rs.	Rs.	Rs.	Rs.
Sales	7,708	10,971	3,263	...
Stores on hand	6,88,293	5,80,913	...	1,07,380
London stores	2,54,532	69,417	...	1,85,115
Manufacture	...	...	...	...
Miscellaneous advances	83,591	2,56,537	1,72,946	...
Revenue Account	*-72,050*	*-1,22,211*	*-50,161*	...

21. *Sales Rs. 10,971.*—The following are the outstandings on the 30th June 1894 under this head, since that date Rs. 3,387 has been recovered:—

	Rs.
Mr. Hajee Sajan Lalljee	117
„ Alli Abdoolla	113
„ D. Gauntlett...	1,728
„ Stevens	1,496
„ C. Varadaraj Moodeliar	129
Nawab Mahboob Yar Jung	644
East Coast Railway	4,507
Bezvada Extension Railway	1,138
Government Auditor	79
Superintendent, H. H. the Nizam's workshops ...	300
Executive Engineer, Secunderabad Division, Military Works	265
Other items	455
	10,971

22. *Stores on hand Rs. 5,80,913.*—This sum is made up of Rs. 3,23,278 in the General Stores and Rs. 2,57,635 in Loco: Depot Stores. The following are the principal items:—

General Stores.

	Rs.
New Permanent-way materials	36,000
Old Permanent-way materials	6,500
Coal	7,000
Stationery and Forms	35,000
Axles for engines	9,000
Castings, brass, English finished, for engines ..	7,000
Old Engineering plant returned to stores ...	9,000
Tyres for engine wheels	10,000
Other fitting of engines...	21,000

Loco: Depot Stores.

	Rs.
Machinery for new Loco: shops at Lallaguda ...	23,000
Locomotive and other fittings	89,000
Wheels and axles for wagons and carriages ...	24,000
Springs and other carriages and wagon fittings ...	12,000
Scrap, copper and iron	6,000
Oil and varnish for paintings	6,000
Timber and scantlings	3,000
Coke	2,000
Copper rod and other metals	11,000
Rails old	2,000

23. *London stores Rs. 69,417.* This represents the value of stores (chiefly Permanent-way materials) received per S. S. "Elwick" from England, but which had not been delivered to the Stores department at the close of the half-year. The closing of the Godavary and Kistna canals during the hot weather stopped delivery, but the materials &c., have been fully delivered during the second half of 1894.

24. *Miscellaneous advances Rs. 2,56,537.*—Of this amount the principal items are the sum of Rs. 69,110 for charges incurred on account of the new Loco: shops held in suspense pending distribution to works; Rs. 44,285 is the value of old Permanent-way materials used and work done at the new sidings at Yellandu colliery for the Hyderabad (Deccan) Company, and Rs. 1,38,383 is the value of the Permanent-way materials issued to North-Western Division for renewals and which is being charged to Revenue by instalments.

25. A greater portion of the sum of Rs. 1,22,211 shown as due to the Revenue Account will be cleared during the course of the current half-year by charging off of the 2nd instalment of Rs. 75,000 to Revenue on account of the special renewals of permanent-way.

British Government Currency.

PART II.—REVENUE.

GENERAL RESULTS.

	1st half, 1893.	1st half, 1894.	Difference. Increase.	Difference. Decrease.	Percentage of. Increase.	Percentage of. Decrease.
	Miles.	Miles.	Miles.	Miles.	Per cent.	Per cent.
Mean mileage worked • ...	419·65	354·70	...	64·95	...	15·48
Train mileage	332,886	327,148	...	5,738	...	1·72
	No.	No.	No.	No.	No.	No.
Average number of trains over the whole line daily in both directions	4·38	5·10	0·72	...	...	...
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross earnings *of the system* ...	16,45,285	16,65,109	19,824	...	1·20	...
Working expenses *of the system*	7,52,982	7,73,482	20,500	...	2·72	...
Net earnings *of the system*...	8,92,303	8,91,627	...	676	0·08	...
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Net earnings of the Company ...	8,13,854	8,68,840	54,986	...	6·76	...
Do. paid to the British Government for the Bezvada Extension Railway	18,504	22,787	4,283	...	23·15	...
Do. Bezvada-Godavary Section of the East Coast Railway ...	59,945	...	...	59,945	...	...
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts per mile open per week.	151	181	30	...	19·92	...
	Per cent.	Per cent.				
Percentage of working expenses to gross earnings *of the system.*	45·76	46·45	0·69	...		
Percentage of net earnings to gross earnings *of the system* ...	54·24	53·55	...	0·69		
Percentage of net earnings on capital outlay, including suspense, *Company's only* ...	2·05	2·17	0·12	...		
Percentage of net earnings on capital outlay excluding suspense, *Company's only* ...	2·09	2·21	0·12	...		
Percentage of net earnings on paid up capital, *Company's only*	(a)£.1·60	(b) 1·49	...	0·11		

• Includes the Bezvada-Godavary Section of the East Coast Railway for 1893.

(a) Calculated on the actual sterling credited to the Government, viz. £ 51,289—15—1.

(b) Calculated on £. 47,740—18—4 at 1s.—1 1/16d. per rupee.

26. The gross earnings of the system were Rs. 19,824 more than in the corresponding half-year of 1893, but the actual increase which should be based on the earnings appertaining to the Wadi-Bezvada line only were Rs. 1,14,804. This Company had the working of the Bezvada-Godavary section of the East Coast Railway during the corresponding period of 1893 but not during the half-year under review, hence the latter and not the former figures represent the actual improvement that has taken place. The receipts per mile open per week were Rs. 181 as against Rs. 151 or Rs. 30 or 19·92 per cent more.

27. The working expenses were Rs. 20,500 or 2·72 per cent more than in the 1st half of 1893. They were Rs. 84 per mile open per week as against Rs. 69 in the corresponding period. The ratio of working expenses to earnings was 46·45 as compared with Rs. 45·76. But exclusive of the cost of special renewals they were Rs. 42·60 and 41·21 respectively.

28. The net earnings of the Company were Rs. 54,986 or 6·76 per cent more than in the 1st half of 1893. The return per cent in Indian currency on the capital outlay including suspense was 2·17 as against 2·05 for the first half of 1893, or at the rate of 4·34 per cent per annum.

29. The effect of the falling off in exchange has unfortunately had the effect of reducing the percentage when calculated in sterling from £ 1·60 for the first half of 1893 to £ 1·49 per cent for the half-year under review or £ 2·98 per cent. per annum. It will be observed that the improved results in Indian currency are nullified by the sterling exchange.

30. The gross train mileage increased by 5,738 miles resulting in an increase in the number of trains run daily of 0·72, the earnings per train mile were Rs. 5·09 as compared with Rs. 4·94 in the corresponding period.

31. Under purely passenger train miles there was a decrease of 33 miles, but under goods and light running, there were increases of 21,594 and 359 miles respectively, and "mixed" and "maintenance" train-miles decreased by 17,190 and 10,468. The decrease under mixed train mileage is chiefly attributable to our not having the working of the Bezvada-Godavary section during the current year and under maintenance to our having run more ballast trains during 1893 on account of the breaches.

GROSS EARNINGS.

	1st half, 1893	1st half, 1894	Difference. Increase.	Difference. Decrease.	Percentage of. Increase.	Percentage of. Decrease.
	Rs.	Rs.	Rs.	Rs.	Per cent.	Per cent.
Coaching	5,16,333	4,65,594	...	50,739	...	9·83
Goods	10,45,093	11,69,023	1,23,930	...	11·86	...
Electric telegraph	9,212	9,739	527	...	5·72	...
Steam boat...	...	...	...	...	...	...
Sundries	74,647	20,753	...	53,894	...	72·20
Rs ...	16,45,285	16,65,109	19,824	...	1·20	...

32. There is an apparent decrease in the coaching earnings which is due to the figures of 1893 including the receipts from the Bezvada-Godavary section, but exclusive of those earnings there was virtually an increase of Rs. 14,626 or 3·24 per cent more than in the corresponding period; similarly the actual increase in the goods earnings of Wadi-Bezvada line was Rs. 1,51,009 or 14·83 per cent more.

33. The average receipts per coaching train mile were Rs. 3·96 and per goods train mile were Rs. 5·58 as against Rs. 3·89 and Rs. 5·22 respectively in the 1st half of 1893.

34. The profits on hauling a coaching train one mile was Rs. 2·05 and a goods train Rs. 3·06 as against Rs. 2·18 and Rs. 2·81 respectively in the corresponding period.

Abstract H. Coaching Traffic.

35. The following table shows the number of passengers of the various classes carried, including troops, police, and season tickets, and the earnings from each:—

	1st Class.		2nd Class.		3rd Class by mail.		3rd Class by other trains.		Total.		Luggage and Baggage.	Horses, Carriages &c.	Parcels.	Special Trains.	Miscellaneous.	Grand total.
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st half, 1893	4,057	28,450	17,081	43,100	104,960	89,208	248,936	3,04,859	735,188	6,20,203	27,210	11,377	14,895	2,943	907	5,18,393
1st half, 1894	4,024	29,326	15,857	31,992	171,511	91,602	267,953	3,44,973	641,046	3,97,910	31,832	13,183	14,854	3,949	1,301	6,08,998
Increase	...	876	...	1,191	6,631	2,191	...	...	...	...	4,622	1,311	763	618	894	.
Decrease	33	...	127	.	...	...	19,233	63,686	139,122	99,193	...	...	...	...	...	90,230

36. *First class passengers.*—The increase of Rs. 906 under this head fell entirely in single journeys in local and foreign outward traffic, the former between Hyderabad and Vikarabad, Kazipet, Nekonda and Manukota in connection with H. H. the Nizam's excursions to those stations and in the foreign outward from Hyderabad and Maula Ali. The return journeys and military traffic show a decrease of Rs. 640 and 159 respectively.

37. *Second class passengers.*—Under this head also there is an increase in amount but decrease in numbers carried. The increase in public traffic was Rs. 2,008; but the military and excess fares have decreased, the former by Rs. 777 and the latter by Rs. 128 thus leaving the net increase of Rs. 1,103. The local and foreign outward bookings have improved, but the foreign inward shew a decline. The increase in local booking occurred chiefly in the traffic of Secunderabad to Vikarabad and Tandur; Hyderabad to Nekonda, Lingampalle, Vikarabad and Wadi; Vikarabad to Hyderabad and Manukota to Hyderabad and the foreign outward of Hyderabad, Secunderabad and Kazipet. The decrease in foreign inward traffic amounted to Rs. 1,629.

38. *Third class passengers by mail.*—The increase of Rs. 2,494 occurred principally in foreign traffic. The military traffic shows a decrease of Rs. 883, while the ordinary public traffic and excess fares have increased by Rs. 3,309 and Rs. 68 respectively resulting in the net increase mentioned above. In local booking

the following stations shew improvements:—Hyderabad to Manukota, Nekonda and Kazipet and *vice versa* due to specials run for H. H. the Nizam, and from Hyderabad to Maula Ali on the occasion of the oorus or an annual fair held at the latter station. The foreign outward traffic at Hyderabad station increased by Rs. 1,956 and at Secunderabad by Rs. 721. The inward traffic of these stations has also increased.

39. *Third class passengers by other trains.*—The decrease of 140,933 in the number carried and Rs. 63,686 in earnings was chiefly due to the Bezvada-Godavary section of East Coast Railway having been handed back, the local booking of which section was 159,726 in number and Rs. 55,836; eliminating these figures there is an increase of 18,793 in the number carried, but a decrease of Rs.7,850 which is made up thus—Ordinary traffic Rs 5,146; excess fares Rs. 332 and military Rs. 2,372. The decrease in amount and increase in numbers is due to the shorter distance passengers having increased and the longer distance ones decreased as will be seen from the following:—

	Increase in short distance passengers. No.	Rs.
Manukota to Garla, Nekonda and Warangal	776	805
Secunderabad to Bhongir, Bibinagar, Ghatkesar, Maula Ali & Lingampalle	3,073	655
Warangal to Manukota ...	693	248
Hyderabad to Maula Ali, Secunderabad and Lingampalle	2,714	247
Lingampalle to Hyderabad ...	678	181
Seram to Navandgi ...	224	24
Nekonda to Manukota and Warangal ...	981	208
Alir to Bhongir ...	359	51
Bibinagar to Secunderabad ...	1,106	242
Ghatkesar to Secunderabad and Hyderabad	1,873	254
Total	23,019	2,360

	Decrease in long distance passengers. No.	Rs.
Secunderabad to Wadi ...	915	1,143
Hyderabad to Bezvada and Wadi	1,243	1,757
Yelkandu to Warangal ...	737	551
Warangal to Seramlombad	755	704
G. I. P. to Hyderabad ...	632	739
Total	4,284	4,922

40. The traffic under this head suffered also from the through-booking arrangements having been established *via* Bezvada for passengers from stations on the East Coast Railway (over the Southern Mahratta Railway) to stations on the Madras Railway who had hitherto travelled *via* Wadi.

41. *Luggage and Baggage.*—The ordinary traffic increased by Rs. 5,083 and is chiefly due to H. H. the Nizam's excursion trips, but the military baggage fell off by Rs. 461 thus leaving a net increase of Rs. 4,622. The increase occurred in the bookings between Hyderabad and Manukota, Nekonda and Kazipet.

42. *Horses, Carriages, Dogs &c.*—The improvement is principally due to foreign inward traffic. Military traffic contributed Rs. 865 and the ordinary Rs. 446 making a total increase of Rs. 1,311.

43. *Parcels.*—The slight increase is due to general improvement resulting from the opening of the East Coast Railway and through communication with Southern Mahratta Railway *via* Bezvada.

44. *Special trains.*—The increase is due to a greater number of specials having been run in this half and also for longer distances. The number run in this half was 14 as compared with 11 in the corresponding period. The specials were run for H. H. the Nizam and His Excellency the Minister.

45. *Miscellaneous.*—The increase is due to haulage of carriages and sundry charges in connection with H. H. the Nizam's excursions.

ABSTRACT I. GOODS TRAFFIC.

General Results.

	1st half, 1893.		1st half, 1894.		Difference.			
	Weight.	Receipts.	Weight.	Receipts.	Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1. Merchandise, General	115,528	6,98,877	119,639	6,79,359	4,111	...	...	19,518
2. Coal for the Public...	55,202	2,75,134	80,738	4,13,361	25,536	1,38,227	...	...
3. Military Stores ...	348	5,409	436	7,500	88	2,091	...	...
4. Railway Materials for Construction ...	2,483	19,863	2,845	24,152	362	4,289	...	...
5. Do Revenue Stores.	32,026	13,452	31,873	5,639	...	...	153	7,813
6. Coal for the Company.	9,518	26,329	11,222	28,993	1,704	2,664	...	...
7. Wood fuel for Loco:.	...	...	...	...	...	...	...	...
8. Live Stock ...	...	3,212	...	3,477	...	265	...	...
9. Rents, demurrage, &c.	...	2,817	...	6,542	...	3,725	...	...
Total ..	215,105	10,45,093	246,753	11,69,023	31,801	1,51,261	153	27,331
Net Increase ...					31,648	1,23,930	...	...

46. The general results of the goods traffic were an increase of 31,648 tons in the weight moved and Rs. 1,23,930 in the amount earned. This is very satisfactory considering that the comparison is made with a half-year in which the Company had the working of the Bezvada-Godavary section of the East Coast Railway.

47. All items of goods traffic shew an improvement—notwithstanding the unequal comparison—excepting "general merchandise" which though it exhibits an improvement in the weight moved, shews a falling off in the earnings. This falling off occurred chiefly under raw cotton, rice and castor seeds, particulars of which will be noticed in their proper place.

48. The following statement shows the principal fluctuations under the various commodities:—

Commodities.	1st half of 1893.		1st half of 1894.		Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Coal and coke carried for the Public ...	55,202	2,75,134	80,738	4,13,361	25,536	1,38,227	...	...
Cotton, raw ...	1,870	22,418	333	4,180	...	...	1,537	18,238
Do. twist & yarn, European	446	5,808	446	5,821	...	13	...	...
Do. Do. Indian	371	5,519	398	5,946	27	427	...	...
Do. piece goods, European..	749	10,700	658	9,463	...	...	50	1,237
Do. Do. Indian ..	584	9,453	562	8,599	..	...	22	854
Dyes and Tans	1,139	9,443	1,078	7,756	...	...	61	1,687
Grains—Wheat	4,106	21,236	6,990	36,716	2,884	15,480	...	...
Rice	4,880	39,246	3,609	16,699	...	...	1,201	22,547
Jawari	7,927	38,374	10,523	44,496	2,596	6,122	...	...
Gram	3,293	16,770	4,104	20,933	811	4,163	...	...
Others	3,771	17,660	4,901	28,399	1,130	10,739	...	...
Hides and Skins—								
Cattle	557	5,261	665	6,496	108	935	...	...
Sheep	618	4,270	627	3,827	8	..	..	452
Jute	1,086	8,503	1,018	7,046	...	...	68	1,457
Liquors—Beer, Spirits and Wines	1,295	8,618	1,299	8,463	4	...	...	156
Metals	2,440	23,446	2,085	19,659	...	...	355	3,787
Oils—Kerosine, Castor &c. ..	1,455	11,254	1,821	16,884	366	5,630	...	...
Oil-seeds—Linseed ...	7,271	19,779	9,716	25,404	2,445	5,625	...	...
Til or Jinjili ..	7,672	40,592	287	1,482	...	...	7,385	48,110
Castor	17,009	91,153	14,405	67,583	...	...	2,604	23,570
Others	712	3,701	2,479	12,403	1,767	8,702	...	...
Provisions	5,204	49,910	4,948	50,922	...	1,012	256	...
Railway Plant and Rolling Stock	107	1,507	3,128	26,531	3,021	25,024	...	...
Salt	15,439	75,670	15,790	75,647	351	...	...	23
Spices	2,318	17,916	3,041	27,878	693	9,962	...	...
Stone and Lime	2,960	12,950	2,657	11,859	...	...	303	1,111
Sugar	1,570	10,399	1,498	10,865	...	...	72	34
Timber—Firewood, Bamboos and Timber	11,309	47,500	12,073	48,182	764	682	...	...
Tobacco	905	12,221	1,216	17,925	311	5,704	...	...
All other commodities ..	6,813	53,090	7,760	58,737	947	5,647	...	...
Total ..	171,078	9,79,420	200,813	11,00,221	43,709	2,41,093	14,034	1,23,292

49. *Coal for the public.*—The traffic in this commodity increased by 25,536 tons and Rs. 1,38,227 or 46·26 and 50·24 per cent more than in the corresponding period of 1893. On an average coal was carried over a head of 193 miles on the home line as against 115 miles in the same period of the previous year.

50. The principal despatches of coal during the half-year are compared in the following table with those of the 1st half of 1893:—

	Distance.	1st half of 1893.		1st half of 1894.	
		Tons.	Rs.	Tons.	Rs.
To Wadi and beyond ..	277	34,092	2,08,107	47,340	3,10,152
„ Hyderabad ..	162	615	2,703	1,037	4,561
„ Secunderabad ...	157	2,535	10,784	1,977	8,361
„ Bezvada ...	93	17,896	53,250	25,739	76,630
„ Godavary (East Coast Railway)	93	...	...	4,476	13,360

51. The despatches to Wadi and beyond increased by 13,248 tons and Rs. 1,02,045 and to Bezvada 7,852 tons and Rs. 23,380. The quantity despatched to the former station was 38·86 and to the latter 43·90 per cent more.

52. The progressive improvement in the despatches of coal for the public since the commencement of the traffic is noted below.—

	Tons.			Rs.
1st half of 1887	105	...	...	374
2nd „ „	981	...	...	6,968
1st „ 1888	457	...	...	91
2nd „ „	1,804	...	...	7,599
1st „ 1889	7,651	...	...	37,617
2nd „ „	20,892	...	...	1,36,464
1st „ 1890	38,918	...	...	2,49,624
2nd „ „	36,529	...	...	2,22,272
1st „ 1891	43,923	...	...	2,67,715
2nd „ „	54,414	...	...	3,00,967
1st „ 1892	50,705	...	...	2,89,152
2nd „ „	54,402	...	...	2,75,392
1st „ 1893	55,202	...	...	2,75,134
2nd „ „	63,618	...	...	3,01,044
1st „ 1894	80,738	...	...	4,13,361

53. The daily average of coal forwarded from Yellandu during the half-year (excluding Sundays) were 588 tons as compared with 413 tons in the corresponding half-year.

54. The average earnings per mile per ton of coal moved for the public were 4·84 against 4·55 pies.

55. The average profit in hauling a ton of coal one mile were pies 1·62 as against 1·12 pies.

56. *Cotton, raw.*—The decrease under this commodity was 1,537 tons and Rs. 18,268 or 82·19 and 81·38 per cent less.

57. The fluctuations were as follows:—

	Decreases. Tons.	Rs.
Warangal to foreign lines via Wadi ...	93	2,171
Shankarpalli do do ...	22	224
Tandur do do ...	25	145
Warangal to Secunderabad	121	1,390
Do Bezvada	1,401	16,467
Bezvada to Godavary	69	615
Other stations	31	231
	1,762	21,243

	Increases. Tons.	Rs.		
Foreign lines via Wadi to Secunderabad ..	83	1,194	225	2,975
Foreign lines via Wadi to Hyderabad ...	142	1,781		
			1,537	18,268

58. *Dyes and Tans.*—The net decrease under this commodity was 61 tons and Rs. 1,687. Tanning bark shows a decrease of 193 tons and Rs. 2,158, which chiefly occurred as under. But myrabolam and turmeric shew an increase of 46 tons and Rs. 115, and 86 tons and Rs. 637 respectively.

Decreases.	Tons.	Rs.	Increases.	Tons.	Rs.
Kasamandram to foreign lines (via Wadi)	17	311	Madira to Maula Ali ...	13	207
Nokonda to foreign lines (via Wadi)	9	151	Khammameth to Maula Ali...	32	427
Ghanapur to foreign lines (via Wadi)	26	390	Chintalapalli to do ...	24	223
Secunderabad to foreign lines (via Wadi)	20	159	Jangaon to do ...	33	198
Bona Kalu to Maula Ali ...	30	440	Kondapalli, Madira & Bona Kalu to E. C. Ry	39	114
Chinta Kani to Secunderabad.	23	334		141	1,169
Ghanapur to Maula Ali ...	31	222			
Jangaon to Secunderabad ...	79	493			
Madira to Bezvada... ...	21	100			
Other stations	78	727			
	334	3,327			
Deduct—Increase ...	141	1,169			
	193	2,158			

59. *Wheat.*—There was an increase of 2,908 tons and Rs. 15,373 in the foreign inward traffic of Hyderabad and Secunderabad against which there were minor decreases leaving a net increase of 2,884 tons and Rs. 15,490.

60. *Rice.*—This commodity shows a decrease of 1,337 tons and Rs. 22,751 which was made up as under. The falling off was 27·48 per cent in weight moved and 58·66 per cent in earnings.

Decreases.	Tons.	Rs.	Increases.	Tons.	Rs.
E. C. Ry. to Secunderabad	862	10,149	Warangal to Hyderabad	54	276
Bezvada do	1,033	10,107	Alir do	37	125
Do Hydorabad	693	6,877	Tandur do	226	999
Khammameth to Warangal	47	204	Warangal to Yellandu	99	423
Foreign lines (via Wadi) to Hyderabad	55	297	Bezvada to Foreign lines (via Wadi)	84	1,145
Do Secunderabad	73	389	Hyderabad do	50	256
Do Vikarabad	57	197	Tandur do	915	2,212
Do Tandur	53	131	Other stations	71	145
	2,673	28,332		1,536	5,581
Deduct—Increase	1,536	5,581			
	1,337	22,751			

61. The falling off was chiefly in the foreign inward traffic and was apparently brought about by the local crop being quite able to meet the local consumption.

62. *Jawari.*—This grain increased by 2,596 tons and Rs. 6,122 as under.—

Decreases.	Tons.	Rs.	Increases.	Tons.	Rs.
Godavary, Ellore to Bezvada ...	88	328	Wadi to Hyderabad	63	377
Warangal to Lingampalle	182	1,030	Seram to Shankarpalli	44	183
Do. Vikarabad	43	297	Do. Secunderabad	45	238
Ghanapur to Lingampalle	35	173	Navandgi to Hyderabad	57	267
Do. Shankarpalli	251	1,255	Foreign lines via Wadi to do.	172	904
Do. Vikarabad	28	171	Do. Lingampalle	736	3,345
Raghunathpalli to Secunderabad ...	28	105	Do. Shankarpalli	1,351	5,592
Do. Lingampalle	23	104	Do. Gollaguda	95	376
Alir to Secunderabad	143	469	Do. Vikarabad	982	3,407
Do. Hyderabad	187	647	Do. Tandur	1,213	2,943
Chittapur do.	321	1,793	Do. Seram	194	318
Tandur do.	35	163	Do. Chittapur	77	100
Ghanapur to Bezvada	84	606		5,029	18,051
Warangal do.	136	926	*Deduct*—Decrease ...	2,433	11,929
Khammameth do.	169	670		2,596	6,122
Chinta Kani do.	203	751			
Bona Kalu do.	93	317			
Foreign lines via Wadi to Sec.	148	767			
Other stations	236	1,257			
	2,433	11,929			

63. *Gram.*—This grain shows an increase of 311 tons and Rs. 4,163. The increase occurred in the inward traffic of Secunderabad and Hyderabad from Bezvada, Warangal, Seram, Navandgi, Tandur and Vikarabad, and foreign lines via Wadi to Hyderabad.

64. *Grains, other kinds.*—This commodity shows an increase of 1,130 tons and Rs. 10,738 or 29·97 and 60·80 per cent respectively more.

65. The fluctuations are noted below :—

Decreases.	Tons.	Rs.	Increases.	Tons.	Rs.
Shankarpalli to foreign lines via Wadi	115	468	Bezvada to Secunderabad	336	3,294
Tandur do	138	319	Do Hyderabad	10	99
Nidadavol to Secunderabad	29	366	Bona Kalu to Secunderabad	25	204
Khammameth to Bezvada	157	627	Chinta Kani do	41	316
Chinta Kani do	96	343	Do Hyderabad	33	304
Bona Kalu do	64	222	Khammameth to Secunderabad	220	1,623
Foreign lines via Wadi to Bezvada	18	241	Do Hyderabad	234	1,754
Do Secunderabad	289	2,150	Warangal to Hyderabad	893	4,119
Do Hyderabad	437	2,135	Do Lingampalle	14	118
	1,443	6,871	Chittapur do	47	239
			Seram to Hyderabad	23	119
			Tandur to Secunderabad	210	971
			East Coast Railway to Secunderabad	399	3,566
			Southern Mahratta Ry. to Secunderabad	35	314
			Foreign lines via Wadi to Lingampalle	30	133
			Do Shankarpalli	55	226
			Other stations	48	205
				2,573	17,609
			Deduct—Decrease	1,443	6,871
				1,130	10,738

66. *Jute.*—The net decrease under this head was 63 tons and Rs. 1,457. Gunney bags show a decrease of 73 tons and Rs. 1,632. The fluctuations were small and spread over several stations.

67. *Liquors, Beer.*—The fluctuations under this commodity were slight. The despatches were as follows :—

	Tons.	Rs.	
Shankarpalli to Hyderabad	539	1,833	(Toddy)
Foreign lines via Wadi to Secunderabad	592	4,473	(Beer)
Do. Hyderabad	9	73	
Other stations	5	49	
	1,145	6,428	

68. *Spirits.*—The bookings were as under—

Foreign lines via Wadi to Secunderabad...	77	1,109	
Do. Hyderabad	42	560	
Warangal to Yellandu	7	65	
Other stations	16	160	
	142	1,894	

69. *Metals.*—The net decrease was 355 tons and Rs. 3,787. Iron fell off by 201 tons and Rs. 1,849 but if the import of the cast iron pipes for the Secunderabad water works *vide* para 79 of this report be included, there would be an actual improvement of 2,775 tons and Rs. 23,001. The chief decreases occurred in the foreign inward traffic of Bezvada, Warangal and Secunderabad which aggregated 219 tons and Rs. 2,206. The principal increase in iron was in foreign inward traffic of Yellandu which was 53 tons and Rs. 1,036.

70. *Oil, kerosine.*—The traffic under this head decreased by 123 tons and Rs. 759 and occurred principally in the foreign inward traffic of Secunderabad which amounted to 817 tons and Rs. 2,259. There were several increases, the more important one occurred in the foreign inward traffic of Hyderabad which was 154 tons and Rs. 986 more.

71. *Linseed.*—In this commodity there was an improvement amounting to 2,445 tons and Rs. 5,625. The details of increase were as under.

Increases.	Tons.	Rs.	Decreases.	Tons.	Rs.
Warangal to foreign lines via Wadi	45	300	Wangapali to foreign lines via Wadi	21	117
Shankarpalli do.	946	3,354	Secunderabad do	260	1,180
Vikarabad do.	98	294		281	1,297
Tandur do.	367	728			
Navandgi do.	70	108			
Seram do.	743	1,520			
Chittapur do.	432	552			
Other stations do.	25	66			
	2,726	6,922			
Deduct.	281	1,297			
	2,445	5,625			

72. *Til or Jinjili.*—The traffic in this commodity is still a failure, in fact it is lower than what it was during the preceding half-year. This was due to the bad crop to heavy and unseasonable monsoons last year.

73. The principal decreases were as under—

Decreases.	Tons.	Rs.	Increases.	Tons.	Rs.
Singareni to Foreign lines via Wadi	16	126	Foreign lines via Wadi to Secunderabad	39	213
Warangal to do	6,302	43,109	Do Hyderabad	85	466
Kazipet to do	33	216	Warangal to Ghatkesar	19	87
Secunderabad to do	122	569		143	766
Tandur to do	98	216			
Singareni to Hyderabad	8	56			
Warangal to do	418	2,135			
Elloro to Bezvada	100	500			
Vikarabad to Hyderabad	14	56			
Warangal to Bezvada	142	927			
Manukota to do	49	250			
Singareni to do	33	160			
Papatapalli to do	21	90			
Other stations	112	474			
	7,528	48,876			
Deduct	143	766			
	7,385	48,110			

74. *Castor seed*—Decreased by 2,604 tons and Rs. 23,570. The details are as under. The bookings in the current half-year were slightly better than in the preceding one.

Increases.	Tons.	Rs.
Khammameth to Foreign lines *via* Wadi ...	257	2,033
Yellandu to do ...	10	78
Singareni to do ...	39	304
Hyderabad to do ...	719	3,114
Bona Kalu to East Coast Ry...	1,528	3,809
Khammameth to do ...	2,432	7,591
Warangal to do ...	632	3,584
Ghanapur to do ...	140	854
Raghunathpalli to do ..	928	6,188
Jangaon to do ...	147	1,023
Wangapali to do ...	25	189
Bhongir to do ...	206	1,688
Singareni to Bezvada ...	89	195
Chinta Kani to do ...	42	169
Bona Kalu to do ...	53	181
	7,188	31,090

Decreases.	Tons.	Rs.
Manu Kota to Foreign lines *via* Wadi ...	28	215
Warangal to do ...	829	5,666
Ghanapur to do ...	20	127
Raghunathpalli to do ...	2,091	12,752
Jangaon to do ..	284	1,683
Alir to do ...	1,296	7,344
Wangapali to do ...	185	1,022
Bhongir to do ...	1,097	5,917
Bibinagar to do ...	30	154
Secunderabad to do ...	948	4,300
Jangaon to Ellore ...	45	419
Raghunathpalli to Bezvada...	110	826
do to Ellore ...	202	1,808
Warangal to Bezvada ...	236	1,541
do to Ellore ...	99	774
Kasamudram to Bezvada ...	46	250
Manu Kota to do ...	21	114
Khammameth to do ...	1,124	4,465
Khammameth to Ellore ...	716	3,857
Bona Kalu to do ...	28	138
Bezvada to Ellore ...	280	875
Ellore to Godavary ...	45	167
Other stations	32	246
	9,792	54,660
Deduct—Increase ...	7,188	31,090
	2,604	23,570

75. *Seeds, others.*—This commodity shows an increase of 1,767 tons and Rs. 8,702. The fluctuations were as follows:—

Increases.	Tons.	Rs.
Seram to Hyderabad	25	125
Tandur do	32	132
Foreign lines *via* Wadi to Warangal	30	235
Do Secunderabad	491	2,537
Do Hyderabad	1,085	5,541
Do Lingampallo	216	1,180
Other stations	111	130
	1,980	9,920
Deduct—Decrease	213	1,218
	1767	8,702

Decreases.	Tons.	Rs.
Ellore to Bezvada	17	88
Warangal to Secunderabad	28	141
Do Hyderabad	100	512
Do Lingampallo	44	266
Do Seram	11	95
Do Chittapur	13	116
	213	1,218

76. *Dried fruits and nuts*—There is an increase of 180 tons and Rs. 5,741. There were several increases and decreases spread over numerous stations.

77. *Fresh fruits and vegetables*—This item shows a decrease of 277 tons and Rs. 3,037. The principal item of decrease was in the foreign inward traffic of Hyderabad which amounted to 316 tons and Rs. 3,030.

78. *Provisions, others*—The fluctuations are slight. The bookings were as follows:—

	Tons.	Rs.
Foreign lines *via* Wadi to Secunderabad ...	370	3,046
Do Hyderabad	103	935
Bezvada to Foreign lines *via* Wadi	19	160
Secunderabad do	9	78
Foreign lines *via* Wadi to East Coast Railway ...	2	80
Hyderabad to Bezvada	5	73
Bezvada to Hyderabad	5	52
Other stations	91	824
	595	5,248

79. *Railway plant and Rolling stock for the public and foreign Railways*—Under this heading the cast iron pipes received for the Secunderabad water-works were included, they should properly have gone under metals iron. The bookings were—

From Wari Bunder to Secunderabad 2,597 tons and Rs. 20,074.

From Cocoanada of Secunderabad 379 tons and Rs. 4,776.

80. *Salt*—This item shows an increase in weight by 351 tons and decrease in amount by Rs. 23. This was owing to the bookings *via* Wadi having increased, while those from Bezvada, which gave a longer lead on the home Railway, decreased. The fluctuations were spread over several stations.

81. The bookings of Bezvada show a decrease of 600 tons and Rs. 4,184.

82. The total inward traffic in salt at Warangal was as follows:—

	1893.		1894.	
	Tons.	Rs.	Tons.	Rs.
From Bezvada	2,308	16,692	1,754	12,684
Foreign lines *via* Wadi	837	6,879	1,061	8,644

83. The fluctuations in salt traffic are reviewed below:—

	Received *via* Wadi.		From Bezvada.	
	Tons.	Rs.	Tons.	Rs.
2nd half 1888 ...	7,593	35,809	485	4,059
1st „ 1889 ...	11,959	51,663	1,701	11,939
2nd „ 1889 ..	8,013	35,227	2,512	16,759
1st „ 1890 ...	12,064	53,053	1,922	13,050
2nd „ 1890 ..	8,665	39,343	1,612	10,481
1st „ 1891 ...	13,202	59,991	1,981	13,421
2nd „ 1891 ..	9,121	42,135	2,545	17,110
1st „ 1892 ...	13,796	62,386	2,672	18,247
2nd „ 1892 ...	9,567	44,910	2,837	18,917
1st „ 1893 ..	12,664	56,835	2,735	18,690
2nd „ 1893 ...	8,397	38,718	2,401	16,073
1st „ 1894 ...	13,495	60,366	2,135	14,506

84. *Spices, betel nuts.*—Increased by 266 tons and Rs. 2,852 chiefly due to the inward traffic of Secunderabad and Hyderabad.

85. *Spices, chillies.*—Under this head there is an increase of 869 tons and Rs. 10,077. The fluctuations are noted below.—

Increases.	Tons.	Rs.
S. M. Ry. to Secunderabad.	81	1,399
Tandur to Hyderabad ...	50	376
Warangal to Khammamoth...	10	71
Do to foreign lines *via* Wadi	8	123
Foreign lines *via* Wadi to Secunderabad	253	2,750
do to Hyderabad	182	2,012
do to Tandur ...	44	225
do to Warangal...	7	113
do to Vikarabad.	23	146
do to Shankarpalli	41	404
Bezvada to Secunderabad ...	78	1,432
Warangal to Bhongir ...	27	182
do to Bibinagar ...	9	66
do to Ghatkesar ...	36	286
do to Secunderabad..	23	209
do to Hyderabad ...	61	551
Other stations	60	365
Total Increase ...	993	10,710
Deduct—Decrease...	124	633
	869	10,077

Decreases.	Tons.	Rs.
Bezvada to Elloro	73	371
do to Godavary ...	8	71
Tandur to Foreign lines *via* Wadi	43	191
	124	633

86. *Spices, others.*—Decreased by 605 tons and Rs. 4,573 which chiefly occurred in the bookings from.—

	Tons.	Rs.
Bezvada—Foreign lines *via* Wadi	25	227
Vikarabad do ...	52	200
Tandur do ...	100	421
do Hyderabad ...	27	208
do Secunderabad ...	21	169
Secunderabad—Bezvada ...	16	296
Bezvada—Elloro ...	32	140
Foreign lines *via* Wadi—Warangal	15	268
do Secunderabad	93	1,056
Godavary—Elloro ...	57	316
do Bezvada ...	8	54
Elloro do ...	82	329
Bezvada—Warangal ...	7	80
Other stations ...	30	809
	605	4,573

87. *Stone and Lime.*—The traffic under this head fell off by 303 tons and Rs. 1,111. The more important losses occurred in the despatches of Navandgi to Hyderabad, Tandur to Secunderabad and Khammameth to Bezvada, which were 332 tons, Rs. 1,336; 256 tons, Rs. 1,128; 114 tons, Rs. 388 respectively, but the traffic of Navandgi to Vikarabad, Tandur to Hyderabad, increased by 81 tons, Rs. 204 and 270 tons, Rs. 971 respectively besides numerous minor increases and decreases at various stations.

88. *Sugar.*—The net decrease is 72 tons and Rs. 34. The fluctuations do not call for remark, but the bookings were as follows:—

89. *Sugar, refined.*—

	Tons.	Rs.
Foreign lines *via* Wadi to Warangal...	52	628
do Secunderabad ...	232	1,796
do Hyderabad ...	321	2,321
Other stations — ...	35	268
	640	5,013

90. *Sugar, unrefined.*—

	Tons.	Rs.
Foreign lines *via* Wadi to Secunderabad	113	821
do Hyderabad ...	88	639
Tandur—Foreign lines *via* Wadi ...	118	405
East Coast Railway—Warangal ...	23	184
do Khammameth ...	21	94
Southern Mahratta Ry.—Hyderabad	26	338
Tandur—Hyderabad	105	641
do Secunderabad	34	218
do Ghatkesar	25	177
do Bhongir	19	149
do Raghunathpalli ...	23	213
do Warangal	75	819
do Khammameth	10	145
Bezvada—Yellandu	11	79
Other stations	167	930
	858	5,852

91. *Fire-wood*—Increased by 1,742 tons and Rs. 4,466 or 37·41 per cent and 39·83 per cent respectively more than in the corresponding half-year of 1893.

Particulars of the increase are given below :—

Increase.	Tons.	Rs.	Decrease.	Tons.	Rs.
Dharur to Hyderabad	1,064	3,325	Yellandu to Secunderabad	6	49
Vikarabad to do	465	1,130	Ghanapur to Hyderabad	123	417
Ghanapur to Secunderabad	279	858	Raghunathpalli to Secunderabad	46	142
Alir to do	228	518	Do. Hyderabad	118	394
Do. Hyderabad	115	294	Jangaon to Secunderabad	27	65
Wangapali to Secunderabad	93	191	Do. Hyderabad	201	599
Do Hyderabad	50	114	Bhongir to Hyderabad	258	483
Bhongir to Secunderabad	223	349	Dharur to foreign lines *via* Wadi	243	455
Bibinagar to do	392	445	Navandgi to Foreign lines *via* Wadi	254	287
Do. Hyderabad	82	117	Other stations	19	46
Tandur to Foreign lines *via* Wadi	44	62		1,293	2,937
	3,035	7,403			
Deduct	1,293	2,937			
	1,742	4,466			

92. *Bamboos and Rafters.*—The fluctuations were small, the total quantity moved was 1,470 tons and Rs. 5,819 as under :—

Dharur to Foreign lines *via* Wadi ...	105	193
Tandur to do	128	182
Yellandu to Bona Kalu	42	107
Do Kondapalli ...	405	1,777
Do Bezvada ...	54	258
Dornakal Junction to Secunderabad ...	11	91
Warangal do	162	874
Do Hyderabad ...	278	1,649
Other stations	285	688
	1,470	5,819

93. *Timber.*—This commodity shows a decrease of 591 tons and Rs. 3,113. The details are as under :—

Increases.	Tons.	Rs.	Decreases.	Tons.	Rs.
Singareni to Bona Kalu	40	175	Garla to Bona Kalu	82	319
Do Kondapalli	33	209	Do Kondapalli	457	2,442
Yellandu to Bezvada	22	157	Do Bezvada	283	1,833
Papatapalli to Kondapalli	63	266	Yellandu to Bona Kalu	22	93
Yellandu to Jangaon	39	263	Do Kondapalli	75	335
Do Alir	57	407	Godavary to do	45	341
Do Bhongir	72	554	Ellore to Bezvada	102	370
Do Bibinagar	14	110	Bezvada to Yellandu	89	614
Do Secunderabad	16	96	Do Warangal	16	136
Do Hyderabad	37	292	Do Secunderabad	125	1,312
Garla to do	17	250	Garla to Warangal	22	79
Do Lingampalle	16	164	Do Jangaon	27	148
Do Tandur	16	215	Do Secunderabad	46	349
Mankota to Secunderabad	11	87	Do Siram	6	90
Kasamudram to Hyderabad	9	63	Mankota to Raghunathpalli	7	38
Warangal to Secunderabad	164	1,093	Warangal to Jangaon	19	75
Kazipet to do	5	70	Do Alir	24	98
Kasamudram to Foreign lines	15	191	Do Mania Ali	75	436
Foreign lines *via* Wadi to Kazipet	16	181	Yellandu to Foreign lines *via* Wadi	11	135
Do Secunderabad	221	1,516	Garla to do	85	569
Garla to Southern Mahratta Railway	170	903	Foreign lines *via* Wadi to Warangal	10	103
Singareni to do	27	150	Do Hyderabad	97	519
Papatapalli do	14	67	Other stations	10	203
	1,094	7,479		1,085	10,592
			Deduct—Increase	1,094	7,479
				591	3,113

94. *Tobacco (Unmanufactured).*—Increased by 275 tons and Rs. 5,257. The chief increase was in the traffic from Southern Mahratta Railway to Secunderabad which was 590 tons and Rs. 10,093, but the inward traffic of that station from Bezvada decreased by 293 tons and Rs. 5,361.

95. *Furniture and Luggage.*—The traffic coming under this head decreased by 70 tons and Rs. 431. The fluctuations were small and spread over many stations.

96. The following statement shows the traffic exchanged with the Great Indian Peninsula Railway as compared with the same half of 1893 :—

	1st half, 1893.		1st half, 1894.		Difference. Increase.		Difference. Decrease.	
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Forwarded Traffic	67,569	3,86,727	71,355	4,14,266	3,786	27,543	...	...
Received Traffic	39,912	2,77,958	51,867	3,24,606	11,955	46,647	...	...
Total ...	107,481	6,64,685	123,222	7,38,874	15,741	74,189	...	...

Note.—The coal traffic booked from Yellandu to Wadi for the Great Indian Peninsula Railway Company is included in this statement.

97. The traffic exchanged with the East Coast Railway and Southern Mahratta Railway *via* Bezvada during half-year ending 30th June 1894.

	East Coast Railway. Tons.	East Coast Railway. Rs.	Southern Mahratta Railway. Tons.	Southern Mahratta Railway. Rs.
Forwarded traffic	* 12,103	43,918	* 12,839	39,093
Received traffic	4,034	40,645	883	14,194
Total ...	16,137	84,563	13,722	53,287

* The coal traffic booked from Yellandu to Bezvada for East Coast and Southern Mahratta Railways is also included in this statement.

98. The freight of a goods train was on an average 150·38 tons as against 134·81 tons. The weight of a loaded vehicle was 11·0 tons against 8·23 tons. The freight was 60·70 per cent of the carrying capacity hauled as compared with 48·69 per cent in the corresponding period.

99. The average cost of hauling a goods unit (one ton) one mile was 3·22 pies and the profit on the same 3·90 pies as against 3·43 pies and 4·01 pies respectively in the corresponding period of 1893.

100. The average rate earned per goods unit per mile was 7·07 pies as compared with 7·40 pies in the 1st half of 1893.

Telegraph Earnings.

101. The earnings shew an improvement of Rs. 516 but eliminating the earnings of the Bezvada-Godavary section from the figures of 1st half of 1893 the increase was really Rs. 1,126 or 13·07 per cent more.

Sundries.

102. The total earnings under this abstract amounted to only Rs. 20,754 as compared with Rs. 74,647 during the corresponding half of 1893. The decreases were as follows :—

	Rs.
Hire of locomotives	7,440
do vehicles	16,110
Mileage and demurrage of vehicles over foreign lines	9,848
Gain by exchange	19,961
Interest account	2,130
Tolls on bridges	1,683

103. In the first half of 1893 a number of vehicles and locomotives were hired out to the East Coast Railway, in the half-year under review there is no corresponding earning as the East Coast Railway has now stocked the Bezvada-Godavary section and had no need to hire vehicles for construction purposes.

104. The falling off in the net results from earnings on the mileage of vehicles is owing to the Great Indian Peninsula Railway having been allowed to send its own trucks for the coal required for its own consumption. This was necessary as the stock of goods vehicles was insufficient to carry the heavy public coal traffic which increased to the extent of 25,536 tons. From the gross earnings under this head it will be seen that our vehicles carried as large a share of the traffic as hitherto and that the gross earnings from mileage amounted to Rs. 37,108 as compared with Rs. 34,259. The expenses on account of mileage were due to our having been obliged to utilize foreign vehicles for the outward coal traffic.

105. Under "Gain by exchange" there was a falling off of Rs. 19,961. From the date of the closing of the Government of India mints to free coinage there was a considerable fall in the local exchange between Halli Sicca and British Government currency and the local coin reached the lowest value it has touched since the Company was formed, it is reported to have fallen to H. S. Rs. 125 per British Government Rs. 100, but on the whole it maintained a fairly steady value of H. S. Rs. 121 to 122 per hundred British Government rupees or on an average it stood for the greater portion of the half-year at about 1½ per cent lower than the Company's fixed half-yearly rate for collection.

106. The balance of cash retained with the Company's bankers at Bombay was small and the interest consequently showed a falling off.

107. As the Kistna bridge was taken over by the East Coast Railway from the 1st January last with Bezvada-Godavary section there were no earnings to record under the head of "tolls on bridges."

108. The other miscellaneous earnings remained at about the same.

109. A new source of revenue has arisen at Yellandu, where this Company has laid a colliery siding with the old broad gauge material taken out of the line from the Wadi section and for which, it has been arranged, that the Hyderabad (Deccan) Company shall pay five per cent per annum interest, in addition to the actual cost of maintaining the siding.

Outstandings.

110. The outstandings were Rs. 9,659 on the date of closing the accounts.

PART III.
WORKING EXPENSES.

111. The working expenses of the two half-years compare as follows :—

	1st half, 1893.		1st half, 1894.		Difference.			
					Amount.		Percentage of	
	Amount.	Per cent on gross earnings.	Amount.	Per cent on gross earnings.	Increase.	Decrease	Increase.	Decrease
	Rs.		Rs.					
Maintenance ...	2,37,859	14·45	2,47,623	14·87	9,764	...	4·10	...
Locomotive... ...	1,95,347	11·87	2,04,049	12·26	8,702	...	4·45	...
Carriage and Wagon ...	49,340	3·00	47,290	2·84	...	2,050	...	4·15
Traffic	1,20,963	7·35	1,14,792	6·89	...	6,171	...	5·10
General charges ...	1,39,159	8·46	1,46,205	8·78	7,046	...	5·06	...
Special & Miscellaneous...	10,314	0·63	13,523	0·81	3,209	...	31·11	...
Total ...	7,52,982	45·76	7,73,482	46·45	20,500	...	2·72	...

112. The gross expenditure shows an increase of Rs. 20,500 as compared with the corresponding half-year of 1893, of this, the sum of Rs. 12,451 was due to the exchange compensation allowance, fo which Rs. 6,647 was paid in arrears with effect from the 1st April 1893. The balance of the increase viz : Rs. 8,049 is also due to special causes which are mentioned under the respective heads of account.

Abstract A. Maintenance of Way, Works and Stations.

113. The total expenditure was Rs. 2,47,623 as compared with Rs. 2,37,859 showing an increase of Rs. 9,764 or 4·10 per cent. This expenditure includes a sum of Rs. 64,065 on special renewals of the permanent-way of the Wadi-Secunderabad section as compared with Rs. 74,919 in the corresponding half-year and also Rs. 3,197 being the balance of expenditure incurred on account of breaches on the South-Eastern Division that occurred in the latter part of 1893.

114. The principal increases were due to the increments to Engineers; exchange compensation allowance with arrears; increased outlay on bridges and also on the turn-table at Hyderabad. The chief saving was in the carriage of ballast.

115. The percentage of expenditure to gross earnings including the special charges was 14·87 as against 14·45 in the first half of 1893.

The chief differences were :—	Increase.	Decrease.
	Rs.	Rs.
General Superintendence—		
Engineers' salaries and allowance ...	4,717	...
Do. exchange compensation allowance ...	2,686	...
Subordinate Superintendents ...	...	388
Office expenses	755	...
Carried over ...	8,158	333

	Increase. Rs.	Decrease. Rs.
Brought forward ...	8,158	398
Maintenance and Renewals of Permanent-way—		
Wages	...	6,552
Materials	11,786	...
Repairs to Bridges &c.—		
Bridges and tunnels	3,678	...
Miscellaneous	2,326	...
Conservancy of Rivers	...	2,391
Repairs to Stations and Buildings—Wages and Materials—		
Repairs of buildings &c., excluding staff quarters	4,700	
Repairs of staff quarters	...	306
New Minor Works	...	467
Unclassified Expenditure—		
Plantations	44	...
Tools and Plant	1,665	...
Loss on stores	...	197
Carriage of Revenue stores ...	...	12,292
	32,357	22,593
Deduct—Decrease ...	22,593	
Net increase...	9,764	

116. *General Superintendence.*—"Engineers' salaries and allowance" shew an increase of Rs. 4,717 as compared with the expenditure for the corresponding half of 1893, of which Rs. 1,800 is due to the increments given to the following officers from 1st January 1894, viz :—

			Rs.
Mr. C. B. Dunlop, Chief Engineer	@	50 per month	300
„ J. E. Martin, District Engineer	@	100 „	600
„ Schœffer, District Engineer	@	100 „	600
„ Puzey, Assistant Engineer	@	50 „	300
			1,800

117. Rs. 1,500 is the salary of Mr. G. N. Taylor, Personal Assistant to the Chief Engineer, appointed from 1st April 1894 on Rs. 500 a month. There are two nominal increases viz: Rs. 629 the half salary of Mr. Schœffer of which Revenue was relieved as this sum was debited to the establishment on the new Loco: workshops during 1893, but it is again charged to Revenue, as he has resumed charge of the South-Eastern Division and there is also the sum of Rs. 1,142 his pay for 3 months while on privilege leave which was not paid during the corresponding half-year. A sum of Rs. 683 was credited to this head during 1893 being the overpayment of acting allowances to Messrs Martin and Schœffer during Mr. Dunlop's absence on furlough.

118. There has been a saving of Rs. 1,086 on account of Mr. Puzey being away on furlough on half pay from 24th February 1894.

119. Engineers' exchange compensation allowance Rs. 2,686 was paid with effect from 1st April 1893 and debited to the working expenses of the half-year under review.

120. There was a reduction of Rs. 388 under "Subordinate Superintendents" which was due to Rs. 350 the salary of the Chief Inspector for January 1893 having then been a charge against Revenue. During last half-year it was allocated in full to capital works, Lallaguda.

121. A saving of Rs. 350 was effected in consequence of Permanent-way Inspectors King and Bomanjee Dadabhoy, having left the service.

122. These savings were, however partly counterbalanced by increments allowed to nine inspectors and the new appointment of a sub-inspector on the North-Western Division.

123. The increase of Rs. 756 under "Office expenses" was mainly due to the increases in the salaries of 6 clerks in the Chief Engineer's office, 2 clerks in the North-Western and 4 in South-Eastern Divisional offices and to the entertainment of two additional clerks in each of the Divisions and also to the additional expenditure of forms, stationery &c.

124. *Maintenance and Renewal of Permanent-way.*—The cost under "Wages" shows a decrease of Rs. 6,552.

	1st half, 1893. Rs.	1st half, 1894. Rs.	Difference. Rs.
North-Western Division... ...	39,719	35,056	4,663
South-Eastern Division	22,557	21,387	1,170
Bezvada Extension Railway ...	4,506	3,787	719
	66,782	60,230	6,552

125. The apparent saving on account of labour is nominal on the North-Western Division and is due to the cost of the workshop establishment being distributed over the various heads according to the work really performed. Previously it was the practice to charge all the workshop staff to A. II. (1) "Maintenance and renewal of permanent-way—Wages" irrespective of the work on which the labor was actually employed.

126. This system has also tended to reduce the expenditure under "Wages" on the South-Eastern Division, but a small saving has actually been effected on that Division by a reduction in the numerical strength of the gangs of platelayers.

127. As the material was received and issued late in the half-year for the special renewals of the road, no work was done beyond the delivery of the rails at site consequently there was a reduction under labor on this account of Rs. 1,841.

128. The following statement shows how the increase of Rs. 11,786 under "Materials" occurred:—

	1893. Rs.	1894. Rs.
Materials issued for special renewals ...	71,700	74,528
Ballast	3,030	10,182
Loading and unloading ballast ...	1,858	3,099
Materials issued for breaches	439	...
Permanent-way materials and other consumable stores for ordinary repairs	10,552	22,715
	87,579	1,16,524
Deduct—		
Credits for old permanent-way materials issued to capital works and sold to the public	7,378	18,537
Net expenditure ...	80,201	91,987
		80,201
Net increase...		11,786

129. Heavier repairs than usual were found necessary on the North-Western Division of steel and teak sleepers and holding down bolts which involved an expenditure of about Rs. 6,900.

130. The sum of Rs. 22,715 spent on the permanent-way for ordinary repairs includes issues on the South-Eastern Division, Mineral Branch, of new steel 30 ft. rails aggregating one mile which cost Rs. 9,452.

131. The outlay on ballast on the South-Eastern Division amounted to Rs. 4,139 as compared with Rs. 1,746, exclusive of an outlay on the Bezvada Extension Railway of Rs. 3,647.

132. *Repairs to Bridges &c.*—There was an increase of Rs. 3,678 under "Bridges and Tunnels" and Rs. 2,326 under "Miscellaneous." The increase under "Bridges" was chiefly due to the outlay on the North-Western Division of longitudinal timbers on warren girder bridges, of teak sleepers on plate bridges to the value of Rs. 1,637, Rs. 374 under painting girder bridges, Rs. 714 in labor, Rs. 362 holding down bolts and washers, Rs. 226 in repairing culverts, and the issues of miscellaneous stores.

133. The expenditure under "Miscellaneous including earth-work, roads &c.," during the half-year was Rs. 16,186 as against Rs. 13,861. The expenditure on this head was made up as follows:—

	Rs.
Station roads ...	267
Earth-work and other repairs to banks ...	7,717
Miscellaneous repairs ...	1,692
Repairs to fencing ...	1,116
Special expenditure to complete the repairs of breaches in South-Eastern Division	3,197
Stone pitching, mile 320 ...	1,474
Painting and figuring gradient and telegraph posts ...	358
Repairs to level crossings ...	365
Total ...	16,186

134. *Conservancy of Rivers.*—This head shews a decrease of Rs. 2,391 which was owing to the transfer of the Bezvada station-yard to the East Coast Railway consequently the annual expense of removing silt from the boat basin there was not incurred by this Railway.

135. The small outlay of this year was incurred in building a small dam to protect a wing of the Seram bridge.

136. *Repairs to Stations and Buildings &c.*—Under "Repairs of buildings &c., excluding staff quarters" there was an increase of Rs. 4,700, of which Rs. 3,169 were spent at Hyderabad in removing the old 42 feet turn-table and replacing a new one of 50 feet; the balance of Rs. 1,531 was on repairs to the general offices, platform of Vikarabad station &c.

137. Under "Repairs of staff quarters" there was a reduction of Rs. 306.

The principal repairs done during the half-year were:—

	Rs.
Repairs to quarters at Yellandu, Singareni and Mineral Branch	394
Repairs to quarters at Kazipet	772
Do do at Warangal	150
Do rest house at Bona Kalu	330
Do do at Dornakal Junction ...	394
Do do at Raghunathpalli	434
Do do at Secunderabad and Hyderabad	153
Do between Bhongir and Jangaon	293
Do other quarters	406
Wages charged	1,065
Rs. ...	4,391

138. *New Minor Works.*—The expenditure on this head amounted to Rs. 2,745 as compared with Rs. 3,212 in the corresponding half-year and was spent on the following works, *viz*:—

	Rs.
Providing a latrine to the station master's quarters, Vikarabad	178
Verandah to Chief Accountant and Auditor's office...	495
Providing fence round station master's quarters, Vikarabad...	151
Alterations to the rest house at Kazipet ...	618
Paving the goods shed at Yellandu with Shahabad stones	273
Dead end siding at Garla	444
Ceiling the 2 side rooms of District Engineer's office, South-Eastern Division	116
Erecting a permanent platform at Manukota for H. H. the Nizam	157
Raising the distant signal at Dornakal... ...	139
Works below Rs. 100 each	174
Total Rs. ...	2,745

139. *Unclassified expenditure.*—Tools and Plant show an increase of Rs. 1,665 which was chiefly due to the practice in previous half-years of allocating the whole labor employed in the divisional workshops to the sub-head A. II. (1) "Maintenance and Renewals of Permanent-way." It is now charged to the different works on which the men are actually working; this partly accounts for the large saving under A. II. (1). The above practice has now been discontinued and the system of working on work orders chargeable to different works has been introduced with the result that the workshop establishment of the North-Western Division during the two half-years was allocated as under:—

	1893. Rs.	1894. Rs.
A. I (6)	0	6
A. II (1)	4,541	844
A. III (1)	12	320
A. III (2)	0	272
A. IV (1)	0	1,022
A. IV (2)	0	369
A. VI	181	218
A. VII (2)	0	1,190
G. VII (6)	5	3
Suspence	56	150
Capital account	18	153
	4,813	4,547

140 The decrease of Rs. 12,202 under carriage of revenue stores is due to the following causes (1) Rs. 6,872 under special renewals owing to the materials having been carried direct to the site of the work and the freight was included in the cost of materials; (2) the balance Rs. 5,420 was effected in ballast train charges. In the corresponding half of 1893 the sum of nearly Rs. 5,000 was spent on breaches alone in the two divisions which accounts for the decrease in the ballast train charges during the half-year under reference.

141. Special renewals of the permanent-way near Tandur:—The amount charged off to Revenue during the half-year was as follows, viz:—

Labor	622
Materials	74,523
Freight	638
	75,783

142. Out of the sum of Rs. 16,737 shown as credited to materials under Maintenance and Renewals of Permanent-way on account of old materials issued to capital works and sold to public vide para 128 a sum of Rs. 11,722 was credited to special renewals, thus reducing the expenditure under this head to Rs. 64,065.

143. The open mileage of 442·62 main line and 43·29 of sidings worked by the Company during 1893 has been reduced to miles 350·71 main line and 32·71 sidings owing to the resumption of the working of the Bezvada-Godavary section by the Government of India and to the transfer of Bezvada station yard to the East Coast Railway from 1st January 1894.

144. *Rails.*—The following rails were actually laid and removed during the half-year:—

		Laid.	Removed.
Iron double headed, weighing 68lbs. per yard ...	Miles	0·70	0·82
Steel F. F. weighing 66½lbs. per yard	„	0·21	0·04
Steel weighing 68lbs. per yard	„	0·29	...

145. *Sleepers.*—The following sleepers were removed and laid during the half-year:—

		Laid.	Removed.
Wood	No.	579	862
Cast iron pots	„	1,387	1,673
Steel pea-pod	„	440	30

146. The cost of maintaining a mile of track including sidings was Rs. 645 83 as compared with Rs. 613·40 for the same half of 1893.

Breaches.

147. A sum of Rs. 3,197 was spent on earth-work in restoring the embankments washed away or damaged in mile 287 in South-Eastern Division during the heavy monsoon of the last year.

Abstract B.—Locomotive Expenses.

148. The cost of the Locomotive Department was Rs. 2,04,049 as compared with Rs. 1,95,347 of the corresponding half of the previous year or Rs. 8,702 or 4·45 per cent more.

The following were the differences:—

	Increase. Rs.	Decrease. Rs.
General Superintendence ...	2,644	...
Running expenses ...	1,543	...
Fuel ...	...	3,265
Water ...	816	...
Oil, tallow &c, ...	...	819
Maintenance & renewals of engines	...	5,761
Maintenance & renewals of machinery	15,715	...
Unclassified expenditure ...	...	2,171
	20,718	12,016
Deduct—Decrease ...	12,016	
Net increase Rs.	8,702	

149. *General Superintendence, increase Rs. 2,644.*—Of this a sum of Rs. 2,140 was on account of exchange compensation allowance paid to the Loco: and Carriage Superintendent and his assistant with effect from 1st April 1893.

150. The increase under "Subordinate Superintendents" was Rs. 1,002, of which Rs. 639 is due to the increases to the salaries of Messrs. Abernethie, Forrest, Beaton and Pitt and Rs. 267 being the arrears of Mr. Beaton's salary for November and December 1893 charged during this half-year, he having been away on leave in those months. Rs. 177 was an allowance of Rs. 25 per month given to him in addition to his pay for being in charge of the machine shop in addition to his work as Boiler-maker foreman.

151. Under "Office expenses" there was a decrease of Rs. 622 chiefly caused by the head clerk having been on sick leave during the half-year.

152. *Running expenses (wages connected with the working of locomotive engines.)*—This head shows an increase of Rs. 1,543; the wages of Drivers and Firemen were less by Rs. 1,509, but their overtime increased by Rs. 3,273 which accounts for the net increase under this head.

153. The larger amount paid for overtime was to some extent caused by the increase in the number of special goods trains run during the half-year.

154. *Fuel.*—This head shews a decrease of Rs. 3,265 compared with the corresponding half of 1893. From the following statement it will be seen that the quantity consumed was 8,688 tons or 388 tons more than in the same half of 1893, but there was a reduction in the cost; the reduction in cost is due to the fact that 8,657 tons of unscreened coal costing Rs. 4-8-0 a ton were used as compared with 5,318 tons steam and 2,897 tons of nut coal costing on an average Rs. 5-12-0 per ton during the corresponding half of 1893.

155. The increase of 4,501 engine miles during the half-year partly accounts for the excess consumption of 388 tons. The increase is also attributed to the discontinuance of nut and the use of none but unscreened coal. The saving in expense justifies this change.

Statement of consumption of coal.

		1st half, 1893.							1st half, 1894.						
		Weight.				Cost.			Weight.				Cost.		
	Rs.	Tons.	C.	Q.	lb.	Rs.	A.	P.	Tons.	C.	Q.	lb.	Rs.	A.	P.
Steam coal	6—0—0	5,317	12	0	0	31,905	9	8	30	18	2	0	185	8	9
Nut coal	3—8—0	2,897	5	3	24	10,140	8	9	...	..	...	..	...	..	..
Unscreened coal	4—0—0	77	0	0	0	308	0	0	...	...	..	.	...	..	...
Do.	4—8—0	8	0	0	0	36	0	0	8,657	6	0	0	38,957	13	7
		...	...	...	...	42,390	2	5	...	...	.	...	39,142	6	4
Add.—Labor for handling		...	...	...	...	1,033	11	2	...	...	...	...	1,015	14	4
Total ...		8,299	17	3	24	43,423	13	7	8,688	4	2	0	40,159	4	8

	Rs.
Average cost per ton in 1893 ...	5·23
Do do do 1894 ...	4·62

156. In terms of Singareni coal the consumption during the two half-years was as follows:—

		1st half, 1893.	1st half, 1894.	More.	Less.
Per train-mile	lbs.	55·85	59·49	3·64	...
Per engine-mile	lbs.	49·62	51·32	1·70	...
Per 1,000 gross ton-miles	lbs.	167·31	179·25	11·94	...

157. *Water.*—This head shows an increase of Rs. 516 which is most probably due to the increase in the engine mileage.

158. *Oil, tallow &c.*—There was a saving of Rs. 819 under this head which was chiefly due to the reduction in the price of castor oil; the average price of castor oil during this half-year was Rs. 297-10-0 per ton as against Rs. 367-13-0 per ton during the corresponding half of 1893.

159. *Maintenance and renewals of locomotive engines.*—Under this head there was a decrease of Rs. 5,761 as compared with the corresponding half-year which occurred almost entirely under "Wages", the expenditure under other sub-heads was almost the same, during the half-year. 2 H. class, 3 L. class and 9 A. class making a total of 14 engines were repaired as against 11 engines.

160. Two locomotives are reported to have received first class repairs as compared with four in the first half of last year.

161. *Maintenance and renewals of machinery, tools and plant.*—There was an increase of Rs. 13,715, which includes a special debit of Rs. 12,746 for a new L. class locomotive boiler which the Locomotive Superintendent states "was issued as a duplicate and was placed on L. class engine No. 30" apparently in replacement of another locomotive boiler which has been used for the stationary engine in the workshops.

162. The further increase of Rs. 2,969 is accounted for by the abolition of the separate head of "Tools and plant" under "Unclassified expenditure" and the inclusion of these charges under the head of B. VI. (A) viz: "Maintenance and renewal of machinery, tools and plant."

163. *Unclassified expenditure.*—There was an increase of Rs. 2,171, of which Rs. 1,928 was under carriage of Revenue stores which was due to the carriage of a larger quantity of coal during the half-year as compared with the corresponding previous period.

164. The cost of the department per train-mile was annas 9·98 as compared with annas 9·39 and per engine-mile annas 8·61 against 8·34 in the second half of 1893. The cost per 1,000 ton-miles was 1·88 as compared with 1·76.

Abstract C. Carriage and Wagon expenses.

165. The expenditure of this department was Rs. 47,290 as compared with Rs. 49,340 in the corresponding half-year which shows a reduction of Rs. 2,050 or 4·15 per cent. The percentage of expenditure to gross receipts was 2·84 as against 3·00.

166. The cost of General Superintendence shows an increase of only Rs. 108, while a sum of Rs. 496 was debited to this sub-head on account of exchange compensation allowance given to the officers from 1st April 1893, this extra expenditure and the excess expenditure of Rs. 116 under Subordinate Superintendents have been counterbalanced by the less expenditure of Rs. 362 under "Office expenses".

167. *Repairs and renewals of vehicles.*—Show a decrease of Rs. 1,547. The repairs to coaching vehicles show a reduction of Rs. 3,617 chiefly under materials and the goods vehicles an increase of Rs. 2,070, of which Rs. 1,610 was under materials.

168. During half-year under reference 86 coaching and 200 goods vehicles were repaired against 171 coaching and 646 goods vehicles during the corresponding half-year, this reduction in the number of vehicles repaired accounts for

169. *Repairs and renewals of machinery, tools and plant.*—This head costs Rs. 99 less than corresponding half-year *i. e.*, Rs. 50 in wages and Rs. 49 in materials.

170. *Cleaning carriages and wagons, & oiling.*—There was an increase of of Rs. 520 in labor and a reduction of Rs. 1,050 under stores, oils &c., resulting in a net reduction of Rs. 530 under this head. The reduction in the vehicle mileage would account for thus.

171. The following comparative statement shows the number of vehicles received repairs during two half-years:—

Particulars.	1st half of 1893.			1st half of 1894.		
	Coaching vehicles.	Goods vehicles.	Total.	Coaching vehicles.	Goods vehicles.	Total.
Heavy repairs and renewals ...	28	79	107	24	52	76
Petty repairs ...	143	567	710	62	148	210
Total ...	171	646	817	86	200	286

172. The cost of the department per train-mile was annas 2·31 as compared with 2·37 in the same half of 1893 and Rs. 7·41 as against 5·94 per 1,000 vehicle-miles.

Abstract D. Traffic expenses.

173. The cost of the department was Rs. 1,14,792 as compared with Rs. 1,20,963 showing a decrease of Rs. 6,171 or 5·10 per cent during the half-year, the lower cost is due to the reduction in the station staff and to the less consumption of stores such as oils, stationery, tickets &c., owing to the transfer of the working of the Bezvada-Godavary section of the East Coast Railway, the differences are dealt with separately under each sub-head.

174. *Salaries, wages &c.*—This head shows a reduction of Rs. 5,815. Under "General Superintendence," the sub-head Traffic Manager and Assistant District Superintendent &c. shows a reduction of Rs. 1,157 caused by the absence of Mr. Gaye on furlough; from the savings of his pay *viz:* Rs. 1,737 a sum of Rs. 360 was paid to Mr. R. Roberts as acting allowances. During the half-year Messrs Llewellin and Joseph, Traffic Inspectors, have received the increments of their respective grades *viz:* Rs. 16 and 12 a month.

175. *Station staff.*—Shows a reduction of Rs. 6,006 mainly due to the transfer of the establishment on the Bezvada-Godavary section to the East Coast Railway from 1st January 1894.

176. *Train staff.*—The reduction of Rs. 673 is due to the above cause.

177. *Fuel, Lighting, Water and General stores*—There is a net increase of Rs. 649 under this head; the sub-head "fires, lights" &c., shows a decrease of Rs. 969 chiefly due to the less consumption of stores on account of the transfer of the Bezvada-Godavary section to the East Coast Railway and to the use of nearly 7 tons of castor oil at Rs. 264 a ton in place of cocoanut oil at Rs. 327 a ton used in the corresponding half-year and also to the quantity consumed having been less.

178. The sub-head wagon covers, ropes, &c., shows an increase of Rs. 1,801 which was due to the purchase of 30 wagon paulins and ropes.

179. The decrease of Rs. 193 under office and station fittings and furniture is also attributable to the transfer of the Bezvada-Godavary section.

180. *Clothing.*—This head shows a decrease of Rs. 956 which was due to the issue of only water proof clothing to the extent of Rs. 225 against Rs. 1,181 spent on account of pointsmen suits and belts during corresponding half-year.

181. *Printing, Stationery and Tickets.*—This head shows a reduction of Rs. 3,474 which is chiefly due to the less expenditure of forms, stationery and tickets owing to the transfer of Bezvada-Godavary Section :—

	1893.	1894.
Stationery &c.	1,205	941
Forms	6,691	4,838
Tickets ...	757	458
	8,653	6,237
Other items	2,600	1,542
	11,253	7,779
	7,779	
Net decrease ...	3,474	

182. The expenditure under miscellaneous shows an increase of Rs. 599 which was due to the value of 2 travelling cash safes debited to this head during the half-year.

183. *Payments to other lines.*—The increase under this head of Rs. 2,879 is due to the inclusion of an approximate amount of Rs. 3,000 on account of Bezvada joint station, the actual amount not being obtainable from the East Coast Railway in time for the closing of the half-year accounts, owing to the working agreement being still under discussion.

184. *Unclassified expenditure.*—Carriage of Revenue stores shows a reduction of Rs. 52 which calls for no remark.

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

	1st half, 1893.	1st half, 1894.	Difference. Amount. Increase.	Amount. Decrease.	Percentage of. Increase.	Percentage of. Decrease.
	Tons.	Tons.	Tons.	Tons.		
Tonnage of Goods ...	215,105	246,753	31,648		14·71	
	Ton miles.	Ton miles.	Ton miles	Ton miles		
* Ton mileage of Goods.	26,958,228	31,496,433	4,538,205		16·83	
	Rs.	Rs.	Rs.	Rs.		
Station staff ...	54,202	48,196	...	6,006	...	12·46
Train staff	15,723	15,050	..	673	...	4·47

* Note.—These figures are taken from Abstract I. Goods Traffic—Half-yearly Revenue Accounts.

186. The department was worked at an average cost of 5·61 annas per train-mile as compared with 5·81 annas in the 1st half of 1893.

Abstract E. General charges.

187. The expenditure under this abstract amounted to Rs. 1,46,205 as against Rs. 1,39,159 or Rs. 7,046 or 5·06 per cent more; the percentage of expenditure to gross receipts was 8·78 as compared with 8·46 during corresponding half-year.

188. *Home expenditure.*—There is an increase of Rs. 3,816 in Indian currency, although there was a reduction of £. 53 in sterling. The increase is chiefly due to the charges having been converted at 1s.—0$\frac{1}{16}$d. per rupee as compared with 1s.—2$\frac{1}{16}$d. in the corresponding half of 1893.

Salaries of Indian management including offices.—

189. "Agent's office."—There was an increase of Rs. 1,764, of which Rs. 1,647 was on account of exchange compensation allowance and the balance of Rs. 117 was due to increases given to the office clerks.

190. "Examiner of Accounts of Bezvada Extension Railway."—Shows a decrease of Rs. 701 which was due to the withdrawal of Government audit staff from January 1894 and only the pay of a clerk and a peon was charged up to 12nd April 1894.

191. "Audit and Accounts".—This sub-head shows an increase of Rs. 1,972, of which Rs. 988 was on account of the exchange compensation allowance and the balance of Rs. 984 was chiefly due to the annual increment of the head accountant and the extra establishment of 6 junior clerks retained till the end of the half-year for the closing of all the accounts and correspondence relating to the Bezvada-Godavary section and 3 additional clerks entertained on account of the cross traffic of the 3 Railways at the Bezvada joint station.

192. "Pay Department"—shows a reduction of Rs. 190 which was effected in the travelling allowances of that department.

193. "Stores Department".—There is an increase of Rs. 2,387, of which Rs. 1,272 was under salaries; Rs. 885 under exchange compensation allowance and Rs. 230 under travelling allowances; the excess under salaries was on account of the increases given to two office clerks and the sub-storekeeper and a temporary additional clerk entertained for 4 months in place of one of the permanent clerks who was deputed to superintend at Godavary South: the unloading and the despatch of the materials received per "S. S. Elwick"; Rs. 717 was saved during the corresponding half-year owing to Mr. Roberts' absence on furlough during that period.

194. The increase of Rs. 868 under "Medical Department" was on account of the exchange compensation allowance.

195. "Rents of buildings and lands"—This head shows an increase of Rs. 2,058 which was due to the rents of the general offices and the barracks used as staff quarters having been increased by the Madras Government from Rs. 90 to Rs. 379 per month from 1st January 1894 and also to the full amount of the rent paid having been debited to this head instead of to several departments in proportion to the space occupied by each as was done in previous half-years.

196. The heads "Furniture, fittings" &c., "Printing and Stationery" and medicine all these show a reduction due to less consumption as compared with corresponding half-year.

197. *Police*—This head shows a net reduction of Rs. 892 which was due to the Company not having to meet the charge for police on Bezvada-Godavary section during the current half-year.

198. *Electric telegraph.*—The reduction of Rs. 2,237 is due to the reduction of signalling staff and to the reductions in rent, maintenance and inspection charges paid to the Government telegraph department owing to the transfer of the working of the Bezvada-Godavary section to the East Coast Railway.

Abstract G. Special and miscellaneous expenditure.

199. The total expenditure on this head shows an increase of Rs. 3,209, of which Rs. 582 was under contributions to Provident fund on account of the increase in the net earnings of the 2nd half of 1893 as compared with the 2nd half of 1892, the only notable increase is that of Rs. 2,793 under "loss by exchange" which occurred owing to the depreciated value of the halli sicca rupee.

200. The sum of Rs. 553 was spent on the locomotive school during the half-year.

201. The expenditure of this head was 0·81 per cent of the gross earnings as compared with 0·63 per cent during corresponding half-year.

Statement XIV. Train Mileage.

202. The miscellaneous engine mileage was 15·91 per cent as against 12·56 per cent of the total train-mileage in the same half of 1893.

203. The increase of 10,633 in the miles of shunting is receiving attention.

We lay the Chief Accountant and Auditor on the Capital and Revenue Accounts

BEZVADA EXTENSION RAILWAY for the first half of 1894.

CAPITAL.

~~204.~~ The Capital expenditure incurred during the half-year amounted to Rs. 5,445. The chief items being, Bridge-work Rs. 4,209; Ballast and Permanent-way Rs. 754 and Stations and Buildings Rs. 482.

2 ~~205.~~ *Bridge-work Rs. 4,209.*—This expenditure was incurred on aprons to causeway from chains 211 to 264 in mile 5.

3 ~~206.~~ *Ballast and Permanent-way Rs. 754.*—For expenditure incurred on account of alteration to the boat basin siding at Bezvada.

4 ~~207.~~ *Stations and Buildings Rs. 482.*—Amount spent on palings to passenger sheds and station platforms at Kondapalli and Gangineni.

5 ~~208.~~ The total Capital expenditure up to 30th June 1894 is Rs. 14,26,902, which gives an outlay of Rs. 66,460 per mile of line open.

REVENUE.

General Results.

6. The following table shows the figures results briefly

	1st half, 1893.	1st half, 1894.	Difference. Amount. Increase.	Difference. Amount. Decrease.	Difference. Percentage of. Increase.	Difference. Percentage of. Decrease.
	Miles.	Miles.	Miles.	Miles.	Per cent.	Per cent.
Mean mileage worked ...	21·47	21·47	...	...	...	...
Train mileage ...	10,996	12,142	1,146	...	10·42	...
	No.	No.	No.	No.		
Average number of trains over each mile daily in both directions ...	2·83	3·12	0·29	...	...	...
	Rs.	Rs.	Rs.	Rs.		
Gross earnings ...	53,851	60,403	6,552	...	12·17	...
Working expenses ...	35,347	37,616	2,269	...	6·42	...
Net profits ...	18,504	22,787	4,283	...	23·15	...
	Per cent.	Per cent.				
Percentage of working expenses to gross earnings ...	65·64	62·28	...	3·36		
Percentage of net earnings to Capital outlay, including suspense	1·30	1·60	0·30	...		

7 ~~209.~~ The gross earnings were Rs. 6,552 or 12·17 per cent more and gross expenses were Rs. 2,269 or 6·42 per cent more than in the 1st half of 1893.

8 ~~210.~~ The return on capital outlay was 1·60 per cent or 0·30 more than in the corresponding period.

9 ~~208.~~ The gross receipts and working expenses per mile open per week were respectively 108 and 67 as compared with Rs. 96 and Rs. 65 in the corresponding half of 1893.

10 ~~211.~~ The receipts per train-mile were Rs. 4·97 and the working expenses Rs. 3·10 as against Rs. 4·90 and Rs. 3·21 in the period compared with.

11 ~~212.~~ The average profits per train-mile were Rs. 1·87 as against Rs. 1·69.

Gross Earnings.

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

	1st half, 1893.	1st half, 1894.	Difference. Amount. Increase.	Difference. Amount. Decrease.	Difference. Percentage of. Increase.	Difference. Percentage of. Decrease.
	Rs.	Rs.	Rs.	Rs.	Per cent.	Per cent.
Coaching	13,877	13,927	50	...	0·36	...
Goods	39,476	46,309	6,833	..	17·31	...
Electric telegraph	357	163	...	194	...	54·34
Sundries	141	4	...	137	...	97·16
Total Rs. ...	53,851	60,403	6,552	...	12·17	...

13 ~~213.~~ Of the total earnings 23·06 per cent were contributed by coaching; 76·66 per cent by goods; 0·27 per cent by electric telegraph and 0·01 per cent by sundries.

Abstract H. Coaching Traffic.

14 ~~214.~~ The number of Passengers of the various classes carried including troops and police and head taken and the earnings therefrom, compared with the corresponding ~~Statement showing the earnings from passenger and other coaching traffic as compared with the corresponding period of 1893.~~ follow.

	1st Class. No.	1st Class. Rs.	2nd Class. No.	2nd Class. Rs.	3rd Class, Ordinary. No.	3rd Class, Ordinary. Rs.	Total. No.	Total. Rs.	Difference. Rs.	Horses, Carriages &c Rs.	Parcels. Rs.	Special Trains. Rs.	Mineral Lease and Rent. Rs.	Grand Total. Rs.
1st half, 1893 ...	143	931	2621	573	77,899	12,69-	78,0[illegible]	13,[illegible]	367	76	[illegible]	...	8[illegible]	[illegible]
1st half, 1894 ...	111	148	6214	319	79,[illegible]	12,[illegible]	76,[illegible]	13,[illegible]	825	61	[illegible]	...	11	[illegible]
Increase ...	...	...	59	46	868	62	1,[illegible]	91	...	...	81	...	...	49
Decrease ..	32	47	...	...	...	...	...	...	58	15	...	...	93	...

15 ~~215.~~ Except under "First class passengers" all others shew a small improvement. The falling off under first class passengers was due to a fall in the booking of Bezvada station to Nizam's Guaranteed State Railway and vice versa.

16 ~~216.~~ *Parcels.*—The increase of Rs. 81 under this head occurred principally in the booking of Great Indian Peninsula Railway to East Coast Railway and East Coast Railway to Nizam's Guaranteed State Railway stations which amount to Rs. 86 and 31 respectively. But the booking from Great Indian Peninsula Railway to Bezvada station fell off by Rs. 36.

17 ~~217.~~ The fluctuations under the other heads of coaching traffic are not important.

18 ~~215.~~ The average number of passengers in a train at any one time was 275 against 244. The average receipts per train-mile were Rs. 2·95 and the average cost of hauling a train one mile was Rs. 3·08 as compared with Rs. 2·61 and Rs. 3·15 respectively.

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.

	1st half, 1893.		1st half, 1894.		Difference.			
	Weight.	Receipts.	Weight.	Receipts.	Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
General merchandise ...	18,509	24,080	18,480	22,681	...	...	29	1,399
Coal for the public ...	17,886	12,311	30,258	20,818	12,372	8,507	...	..
Do Railway ...	1,491	689	41	17	...	...	1,450	672
Wood for the Railway ..	...	...	...	...	...	...	...	...
Railway materials for construction.	3	2	2,343	1,587	2,340	1,585	...	...
Do. Revenue ..	8,621	2,040	9,124	967	503	...	...	1,073
Live stock	...	7	...	7	...	...	...	...
Rents, demurrage &c.... ..	...	347	...	231	...	...	...	116
Total ..	46,510	39,476	60,246	45,308	15,215	10,092	1,479	3,276
Net increase ...					13,736	6,832	...	...

~~19 217.~~ The average number of tons of freight in a goods train at any one mile was 159·65 tons as compared with 158·95 tons; the receipt per goods train-mile was Rs. 6·24 against Rs. 6·09.

~~20 220.~~ The average rate earned per goods unit (one ton) per mile was 7·47 pies against 8·31 pies in the period compared with. The average cost of carrying a ton of goods one mile was ·31 annas or 3·72 pies.

~~21 221.~~ The gross weight of goods moved was 60,246 tons as compared with 46,510 tons in 1st half of 1893. Coal for the public represents 50·21 per cent of the total weight moved.

~~22 222.~~ *Coal.*—This item of goods traffic increased by 12,372 tons and Rs. 8,507 or 69·17 and 69·10 per cent respectively more.

~~23 223.~~ The other important increase occurred in the traffic in castor seed exported to Cocoanada on the East Coast Railway. The net increase was 3,560 tons and Rs. 3,402.

~~24 224.~~ The traffic in *dried fruits and nuts, tobacco* and *grains (others)* also improved.

~~25 225.~~ The important decreases were in *cotton (raw), rice, jawari, til, salt and timber.*

~~26 226.~~ The other increases and decreases do not call for special notice.

included a loan under the head of Merchandise carried during the corresponding year under comparison.

~~227.~~ The following shows the fluctuation in the principal commodities during the half-year as compared with the corresponding half of 1893.

Commodities.	1st half of 1893.		1st half of 1894.		Increase.		Decrease.	
	Tons.	Rs.	Tons.	Rs.	Tons	Rs.	Tons	Rs.
Coal and coke for the public and Rys. ...	17,886	12,311	30,258	20,818	12,372	8,507	...	...
Cotton, raw ...	1,416	2,772	3	8	...	...	1,413	2,764
Cotton, piece goods, Indian	147	361	119	289	...	...	28	72
Dyes and Tans ...	118	288	146	324	28	36	...	...
Grains—Rice ...	3,405	3388	1,059	1,204	...	...	2,346	2,184
Jawari ...	783	1,048	14	18	...	...	769	1,030
Others ...	589	827	976	1,036	387	209	...	...
Metals	309	448	205	343	...	...	104	105
Oils—Kerosine, castor &c.	169	296	174	286	5	...	...	10
Oil-seeds—Til or jinjili..	289	341	5	6	...	...	284	335
Castor ...	3,282	4,081	6,842	7,483	3,560	3,402	...	...
Dried fruits and nuts ...	1,071	1,392	1,887	2,604	816	1,212	...	...
Railway plant and rolling stock ...	91	81	517	600	426	519	...	...
Salt	2,735	3,385	2,223	2,740	...	...	512	643
Spices	351	607	494	585	143	278	...	...
Stone and lime ...	114	133	14	15	...	...	100	118
Sugar	77	130	145	230	68	100	...	...
Timber (firewood, bamboos and timber) ...	2,410	2,730	2,085	2,194	...	...	325	536
Tobacco	450	819	837	1,430	387	611	...	...
All other commodities...	703	1,255	735	1,286	32	31	...	...
Total ...	36,395	36,391	48,738	43,499	18,224	14,905	5,881	7,797

WORKING EXPENSES.

~~228.~~ The working expenses of the two half-years compare as follows:—

	1st half, 1893.		1st half, 1894.		Difference.			
					Amount.		Percentage of	
	Amount.	Per cent on gross earnings.	Amount.	Per cent on gross earnings.	Increase.	Decrease	Increase.	Decrease
	Rs.		Rs.		Rs.	Rs.		
Maintenance	15,330	28·47	15,202	25·17	...	128	...	0·83
Locomotive	6,398	11·88	7,411	12·27	1,013	...	15·83	...
Carriage and Wagon ...	1,617	3·00	1,716	2·84	99	...	6·12	...
Traffic	3,965	7·36	4,162	6·89	197	...	4·97	...
General charges ..	5,005	9·30	5,616	9·30	611	...	12·21	...
Special & Miscellaneous..	3,032	5·63	3,509	5·81	477	...	15·73	...
Total ...	35,347	65·64	37,616	62·28	2,269	...	6·39	...

~~229.~~ The working expenses amounted to Rs. 37,616 as compared with Rs. 35,347 which gives an increase of Rs. 2,269 or 6·39 per cent. The percentage of working expenses to gross earnings was 62·28 as against 65·64 or 3·36 per cent less than the corresponding half-year.

Abstract A. Maintenance of Way, Works and Stations.

~~220.~~ *General Superintendence.*—The expenses of the Engineering department were Rs. 15,202 as against Rs. 15,330 or Rs. 128 or 0·83 per cent less.

~~231.~~ The percentage of expenses to gross receipts was 25·17 as against 28·47.

~~232.~~ There was a net increase under "General Superintendence" of Rs. 468.

~~233.~~ *Maintenance and Renewals of Permanent-way.*—There is a decrease of Rs. 209 under "wages" and also Rs. 510 on account of the workshop establishment having been allocated to this head in 1893, but during 1894 it has been distributed to the heads on which the workmen were actually employed. There was an increase of Rs. 2,582 under "materials," the decrease under wages was due to a reduction in the staff, as the Bezvada yard and the line up to the distant signal is now maintained by the East Coast Railway, and the increase under materials was due to the additional outlay incurred in ballasting the line i. e., 168,203 c. ft. of stone and sand ballast were paid for during the half-year as against 17,378 c. ft. in the corresponding half and also to the issue of 20 new Rangoon teak sleepers and five 30 feet new flat footed steel rails.

~~234.~~ *Repairs of bridges &c.*—This head costs Rs. 2,686 as against Rs. 1,552 or Rs. 1,134 more than the corresponding half-year which was chiefly due to the stone pitching done from mile 320 to Bezvada.

~~235.~~ *Conservancy of rivers.*—There was no expenditure incurred by the Company on dredging the boat basin at Bezvada as the working of that station was handed over to the East Coast Railway.

~~236.~~ *Repairs to stations and buildings*—This head shows a reduction of Rs. 126 which was due to the transfer of Bezvada buildings to the East Coast Railway.

~~237.~~ The reduction of Rs. 805 under "*unclassified expenditure*" was chiefly under the sub-head of carriage of Revenue stores which was due to the reduction in ballast train charges.

~~238.~~ The cost of maintaining a mile of line including sidings was Rs. 705·76 as against Rs. 592·12 during the corresponding half-year.

Statement XIV. Train Mileage.

239. The miscellaneous engine mileage was 59·82 per cent of the total train-mileage as compared with 9·47 per cent of the same half of 1893. The increase in the miscellaneous engine mileage occurred at Bezvada and forms the subject of enquiry.

Secunderabad,
Dated 2nd October 1894.

E. H. DWANE,
Chief Accountant and Auditor.

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No. 584 R. No. 129-10 PUBLIC WORKS DEPARTMENT,

A

No 587 Ro/29-10-94

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Note by the Chief Accountant and Auditor on the Capital and Revenue Accounts of Bezwada Extension Railway for the 1st half of 1894.

Ordered that the Note by the Chief Accountant and Auditor on the Capital and Revenue Accounts of Bezwada Extension Railway for the 1st half of 1894, be forwarded to the Govt of India and to the Secretary of State.

DESPATCHED
-1 NOV. 94-

To The Agent Manager Nizam's G.S. Railway

Examiner E. C. R.

A. S. No. 588 R. 29 Oct/94

Forwarded.

24
~~24 587~~

A. S. No. ~~587~~ R. 29 Oct 1894

To The Rt Honble the Secretary of State for India

Sir,

We have the honour to

forward herewith copy
of Progs of Ctee for 10 ~~[illegible]~~ 58/R
of 29th Oct 94
of ~~[illegible]~~ enclosing a list
by the Chief Accountant
and Auditor Nyasaland
State Rly on the Capital
and Revenue Accounts
Respecting Extension Railway
for the 1st half of 1894.

ASH
12/10/94

J.
Is this according to the standard
form. You might always refer in
this connection when sending up
Statistical returns

ASH
20/10/94