Public Works. (1895) Department.

RAILWAY BRANCH.

G.O., No. 135 R

DATED 15th May

[Despatch Abstract.]

Bridges — The Sanction of the Govt of India to the Estimate of Rs 79,888 for strengthening the weak girders — on the South Indian Railway, Communicated to the agent.

[P. W. 28. 11,000—11-8-94.]

Indexed.

BACK PAPERS.

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FURTHER PAPERS.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Note by the Chief Auditor on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 31st December 1894.

CAPITAL.

Statement No. V.—The capital expenditure for the half-year, after crediting a sum of Rs. 11,115-7-9, amounted to Rs. 1,44,184-15-0 and was incurred chiefly on additions and alterations at stations. The credit of Rs. 11,115-7-9 was the amount recovered from the Kolar Gold Fields Railway towards the cost of junction arrangements at Bowringpet under clause 11 of the working agreement with the Mysore Durbar.

2. *Statement No. VI.*—The total capital outlay, including suspense from the commencement of operations to the end of the half-year under review, was Rupees 12,05,29,868 and the expenditure, excluding suspense, Rs. 11,77,41,334, which gives an average of Rs. 1,40.298 per mile open.

3. The Company have undertaken to carry out the following works for and at the expense of Government, and they were all in progress at the close of the year:—

(*a*) Construction of the Ennore section of the Madras-Bezwada Railway.
(*b*) Survey for a line from Calicut to Cannanore.
(*c*) Survey for a line from Shoranur to Cochin.

REVENUE.

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

—	Half-year ending December 1893.	Half-year ending December 1894.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839·22	839·22	..	..
Train mileage	1,342,258	1,234,088	— 108,170	— 8·06
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8·69	7·99	— ·70	— 8·06
	RS.	RS.	RS.	
Gross earnings	52,18,323	51,47,080	— 71,243	— 1·37
Working expenses	26,37,589	26,91,555	+ 53,966	+ 2·05
Net earnings	25,80,734	24,55,525	— 1,25,209	— 4·85
Percentage of working expenses to gross earnings	50·54	52·29	+ 1·75	..
Percentage of net earnings to capital outlay including suspense	2·14	2·04	— ·10	..

5. The gross earnings per mean mile worked per week averaged Rs. 236 against Rs. 239 and were realized at a cost of 52·29 per cent. against 50·54 per cent. in the corresponding half of the previous year.

6. The percentage of working expenses to gross earnings for the year 1894 was 52·06 against 48·39 for 1893.

7. The net earnings for the half-year, after paying the contribution to the Provident Institution, fell short of the guaranteed interest by Rs. 4,51,951. During the half-year the percentage of net earnings on total capital outlay, including suspense, was 2·04 as compared with 2·14 in 1893.

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

—	Half-year ending December 1893.	Half-year ending December 1894.	Difference.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	
Coaching	19,52,189	20,99,202	+ 1,47,013	+ 7·53
Goods	31,45,103	29,75,904	— 1,69,199	— 5·38
Electric Telegraph	9,518	8,885	— 633	— 6·65
Steam boat	..	..	..	..
Sundries	1,11,513	63,089	— 48,424	— 43·42
Total ..	52,18,323	51,47,080	— 71,243	— 1·37

9. *Abstract II—Coaching Traffic.*—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows :—

—	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		Rs.		Rs.		Rs.		Rs.
Second half of 1893 ..	10,174	84,894	34,176	1,06,449	4,708,556½	14,93,055	4,752,906½	16,84,398
Do. of 1894 ..	10,220	89,445	38,807½	1,05,120	5,078,533	16,06,363	5,127,560½	18,00,928
Increase ..	46	4,551	4,631½	..	369,976½	1,13,308	374,654	1,16,530
Decrease ..	..	..	..	1,329	..	..	..	..

10. The increases and decreases of the various descriptions of passenger traffic are shown in the detail statement of abstract H—*vide* paragraph 113.

11. The first-class traffic shows an increase of 46 in number and Rs. 4,551. This is entirely confined to the ordinary traffic, as a decrease is recorded under the head of troops and police and passengers holding periodical tickets.

12. The second-class traffic shows an increase of 4,631½ passengers and a decrease of Rs. 1,329. The ordinary traffic, as in the first class, shows a satisfactory result, a large decrease having occurred in troops and police traffic.

13. The third-class traffic with an increase of 369,976½ in number and of Rupees 1,13,308 in earnings must also be regarded as very satisfactory, and it may be noticed that the number of passengers travelling, 5,078,533, exceeds the highest number in this class hitherto recorded by nearly 50,000.

14. Passengers' luggage shows an increase of Rs. 1,551.

15. The receipts from ordinary horse, carriage and dog traffic show the substantial increase of Rs. 6,564; a small decrease, Rs. 684, is, however, recorded under the head of Military horse, carriage and dog.

16. Military baggage shows a decrease of Rs. 4,047, which is no doubt attributable to the fact that a smaller number of troops were carried during the half-year under review than in the corresponding period of 1893.

17. *Parcels for the Public.*—An increase of Rs. 17,633 or 11·80 per cent. occurs under this head.

18. *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 :—

—	Half-year ending December 1893.		Half-year ending December 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, general	388,592	28,53,369	369,677	27,10,428
Military stores	820	32,335	913	33,393
Railway materials for construction	9,825	16,870	14,158	7,956
Coal (including Locomotive revenue)	54,108	1,67,423	60,676	1,66,806
Revenue stores (excluding Locomotive coal)	100,232	52,394	96,297	39,337
Other goods traffic	..	22,712	..	17,984
	553,577	31,45,103	541,721	29,75,904
Less—Outstandings irrecoverable or not recovered	..	..	..	..
Total ..	553,577	31,45,103	541,721	29,75,904

19. Under the head of Merchandise, general, a decrease of tons 18,915 and Rs. 1,42,941 occurs. As in June 1894 half-year, the decrease is almost entirely confined to grain traffic. A somewhat large decrease, however, is recorded under the head of raw cotton; with the exception of grain and cotton, a fairly general increase is recorded under nearly all heads. The fluctuations under each head of traffic are given in another paragraph.

20. *Railway Materials for Construction.*—Increase tons 4,333 and decrease Rs. 8,914. The increase in weight, with a falling off in receipts, is brought about by the large quantity of ballast trained on capital account during the half-year ending December 1894 principally in connection with the additional sidings at Olavakkot and Palghat; a low rate in comparison with the weight is levied for this traffic and the apparent decrease in money is the result.

21. *Coal (including Locomotive Revenue).*—Increase tons 6,568 and decrease Rs. 617. The quantity of coal used by the Locomotive Department in the past half-year shows a considerable increase, the tonnage trained for the public being less than in the corresponding period. The decrease in money is attributable to the low rate fixed for the carriage of locomotive coal as compared with that charged to the public.

22. *Revenue Stores (excluding Locomotive Coal).*—Decrease tons 3,935 and Rupees 13,057.

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

—	Half-year ending December 1893.		Half-year ending December 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Cotton—				
Raw	15,606	2,16,645	10,795	1,56,986
Cotton, manufactured—				
Piece-goods, Indian	3,393	47,190	3,819	52,143
Dyes and tans—				
Others	6,084	51,093	8,143	80,753
Grain and pulse—				
Rice in the husk	18,061	1,33,080	16,860	1,16,029
Rice not in the husk	24,981	1,24,041	32,285	1,77,297
Jawar and bajra	16,513	1,19,458	2,984	20,141
Gram and pulse	22,042	1,46,345	13,576	80,201
Others	50,311	3,21,698	27,422	1,85,865
Hides and skins—				
Skins of sheep, &c.—				
(*a*) Dressed or tanned	2,293	36,831	4,354	67,326
(*b*) Raw	7,822	1,12,161	9,430	1,21,332

NOTE I.—The Traffic Manager's report will give the causes of the principal differences in the receipts of the various commodities.

—	Half-year ending December 1893.		Half-year ending December 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	TONS.	RS.	TONS.	RS.
Jute—				
Gunny bags and cloth	3,602	33,218	3,448	31,571
Metals—				
Iron	6,277	68,981	5,185	58,607
Oils—				
Kerosine	4,946	48,112	4,783	56,914
Oil-seeds—				
Til or jingili	5,496	35,762	7,790	54,589
Castor	1,494	9,068	8,612	63,501
Others	6,849	43,273	6,459	37,673
Provisions—				
Others	28,692	2,17,291	29,879	2,13,840
Salt	28,403	1,45,934	25,957	1,35,724
Spices—				
Betel-nuts	4,741	51,774	5,520	63,167
Chillies	2,681	38,759	2,260	27,185
Stone and lime	16,034	28,302	16,670	34,253
Sugar—				
Unrefined, viz., mollasses and jaggery or gur and other saccharine produce	10,687	71,351	8,326	52,753
	35,998	1,38,205	46,573	1,76,004
Timber	4,291	33,450	5,169	40,955
Tobacco—				
Unmanufactured	25,8 2	2,89,384	25,532	2,68,965
All other articles of merchandise				

Note I.—The Traffic Manager's report will give the causes of the principal differences in the receipts of the various commodities.

24. *Cotton, Raw.*—Decrease tons 4,811 and Rs. 59,659. This decrease is almost entirely due to local traffic from stations on the North-west line, Tadpatri, Adóni, Raichur and Timmencherla being most noticeable. The traffic forwarded from Tiruppur and Coimbatore, however, shows an increase over corresponding period.

25. *Cotton, Manufactured—Piece-goods, Indian.*—Increase tons 426 and Rs. 4,953.

26. *Dyes and Tans—Others.*—Increase tons 2,059 and Rs. 29,660. About Rs. 9,000 of this increase is attributable to local traffic forwarded from North-west line stations and from Bangalore. The foreign increase is principally due to traffic from foreign lines *viâ* Guntakal and Raichur.

27. *Grain and Pulse—Rice in the husk.*—Decrease tons 1,201 and Rs. 17,051. The decrease in this case is more than accounted for by the falling off in traffic received from other railways *viâ* Bangalore City. During the half-year ending December 1893, the Madras Railway share of the traffic through this junction amounted to some Rs. 53,000, while in this half-year we received only some Rs. 19,000. Very little traffic was received in the last quarter of the 1894 half-year; the months of July, August and September alone realized some Rs. 17,000 out of the total for the half-year. The local traffic consigned from stations on the South-west line and the Bangalore branch shows a considerable increase and the traffic from Cuddapah on the North-west line is also better than in the corresponding period.

28. *Grain and Pulse—Rice not in the husk.*—Increase tons 7,304 and Rs. 53,256. This increase is almost entirely local. Increased traffic was invoiced at Salt Cotaurs and generally at the North-west line stations up to Rénigunta. On the South-west line Kátpádi and Arcot both contribute to the improvement; in the month of November an exceptional increase of Rs. 8,000 is recorded at Kátpádi station.

29. *Grain and Pulse—Jawar and Bajra.*—Decrease tons 13,529 and Rs. 99,317. The local decrease under this head amounts to Rs. 12,000, principally due to a falling off in the traffic from North-west line stations north of Gooty. The foreign decrease is mainly confined to traffic from foreign lines *viâ* Bangalore city and to the south of India *viâ* Erode, we have also received less traffic from the Southern Mahratta Railway and beyond *viâ* Guntakal.

30. *Grain and Pulse—Gram and Pulse.*—Decrease tons 8,466 and Rs. 66,144. The local decrease in this case is due principally to smaller traffic from Calicut and Madras. A somewhat considerable increase is noted in the traffic consigned locally from stations between Jalarpet and Salem. A large decrease is recorded in traffic received from foreign lines *viâ* Raichur and Guntakal.

31. *Grain and Pulse—Others.*—Decrease tons 22,889 and Rs. 1,35,733. The decrease is principally in traffic received from foreign lines *viâ* Bangalore City and despatched to the south of India *viâ* Erode. The falling off in local traffic is recorded at stations on the Bangalore branch.

32. *Hides and Skins—Skins of sheep, &c.—Dressed or Tanned.*—Increase tons 2,061 and Rs. 30,495.

33. *Hides and Skins—Skins of sheep, &c.—Raw.*—Increase tons 1,608 and Rs. 9,171.

34. *Jute—Gunny bags and cloths.*—Decrease tons 154 and Rs. 1,647.

35. *Metals—Iron.*—Decrease tons 1,092 and Rs. 10,374. The decrease is almost equally divided between local and foreign traffic in this case. The foreign traffic despatched *viâ* Bangalore City and Guntakal shows a considerable decrease, while an increase of some Rs. 10,000 occurs in traffic from the Madras Railway to the Kolar Mines. The local traffic from Madras shows a decrease of nearly Rs. 5,000.

36. *Oils—Kerosine.*—Decrease tons 163 and increase Rs. 8,802.

37. *Oil-seeds—Til or Jinjili.*—Increase tons 2,294 and Rs. 18,827. The traffic in this commodity between local stations shows a decrease, large consignments having been despatched from Morappur station in July and August 1893. The increase in foreign traffic amounts to nearly Rs. 22,000 and this sum is divided almost equally between traffic received *viâ* Bangalore and despatched to Southern India *viâ* Erode junction.

38. *Oil-seeds—Castor.*—Increase tons 7,118 and Rs. 54,433. The bulk of the increase is in local traffic forwarded from South-west line stations between Jalarpet and Salem, the increased traffic from Morappur being most noticeable.

39. *Oil-seeds—Others.*—Decrease tons 390 and Rs. 5,600.

40. *Provisions—Others.*—Increase tons 1,187 and decrease Rs. 3,451.

41. *Salt*—Decrease tons 2,446 and Rs. 10,210.

42. *Spices—Betel-nuts.*—Increase tons 779 and Rs. 11,393. The increase is chiefly local and confined to traffic forwarded from stations west of Olavakkot; large consignments were invoiced from Pattámbi station in September and October 1894.

43. *Spices—Chillies.*—Decrease tons 421 and Rs. 11,594. About Rs. 4,000 of the decrease is attributable to a falling off in the local traffic consigned from stations between Erode and Pódanúr. The remainder is almost entirely due to traffic from other companies' lines *viâ* Bangalore City.

44. *Stone and Lime.*—Increase tons 636 and Rs. 5,951.

45. *Sugar—Unrefined.*—Decrease tons 2,361 and Rs. 18,598. The decrease is mainly in local traffic and is general at stations on the South-west line and the Bangalore branch. Kátpádi alone shows a decrease of some Rs. 7,000.

46. *Timber.*—Increase tons 10,575 and Rs. 37,799.

47. *Tobacco—Unmanufactured.*—Increase tons 878 and Rs. 7,505.

48. *All other Articles of Merchandise.*—Decrease tons 320 and Rs. 20,419.

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

—	Second half of 1893.		Second half of 1894.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	Rs.		Rs.		Rs.	
Maintenance	6,07,835	11·65	5,89,190	11·45	— 18,645	— 3·07
Locomotive	9,98,250	19·13	9,68,520	18·81	— 29,730	— 2·98
Carriage and wagon	2,58,265	4·95	3,41,076	6·63	+ 82,811	+ 32·06
Traffic	4,57,902	8·77	4,23,468	8·22	— 34,434	— 7·52
General	2,75,387	5·28	2,79,363	5·43	+ 3,976	+ 1·44
Steam-boat	*Nil.*	..	*Nil.*	..	..	..
Special and miscellaneous	39,949	·76	89,938	1·75	+ 49,989	+ 125·13
Total ..	26,37,588	50·54	26,91,555	52·29	+ 53,967	+ 2·05

50. *Abstract A.*—The Engineering Department expended Rs. 18,614 less than in the corresponding half-year of 1893.

51. Under "General Superintendence" there is a decrease of Rs. 10,080, of which Rs. 3,667 is in Engineers' salaries and allowances. Mr. Carter, Chief Engineer, retired from the service on 23rd August and therefore drew Rs. 8,446 less than in the corresponding half-year of 1893. Mr. French on furlough from 4th October drew Rs. 1,306 less, Mr. Thompson drew Rs. 1,043 less in the period under review owing to arrears of pay having been drawn by him in the corresponding period of 1893, and there was a further saving of Rs. 2,219 caused by the retirement of Mr. Buscarlet on 3rd October 1893, the vacancy being filled by Mr. Sandford, then a supernumerary on the establishment. The principal increases are Rs. 1,443 to Mr. West promoted to Chief Engineer, Rs. 1,308 to Mr. Ewing as Personal Assistant to the Chief Engineer, Rs. 1,400 to Mr. Browning appointed temporary Engineer on 1st September, and Rs. 5,371 exchange compensation allowance for which nothing was charged to the accounts of December 1893 half-year. Office expenses decreased by Rs. 4,776, of which Rs. 1,812 is due to reduction of staff, Rs. 1,097 to rent not recoverable from employés which is not now charged to working expenses, and Rs. 1,335 to gratuities paid in December 1893 half-year.

52. "Maintenance and Renewal of Permanent-way" shows a decrease of Rs. 34,851, of which Rs. 4,443 is in wages for ordinary maintenance and Rs. 4,275 in the amount expended in covering sand ballast with stones. There is an increase of Rs. 29,140 in the ordinary outlay for materials. But on the other hand the credit for "returned stores" under this head is Rs. 55,273 more than in the corresponding period of 1893, explained by the Engineering Department to be due to the new forms of account which we introduced last year by which they were enabled to price many articles of returned stores which had been previously taken into stock without value.

53. An increaae of Rs. 10,717 occurs in "Repairs of bridges, &c.," of which Rs. 5,261 was expended upon raising the line and increasing water-way at $\frac{106}{2-3}$ mile North-west line.

54. "Repairs of stations and buildings" shows an increase of Rs. 11,237, of which Rs. 6,025 represents a decrease in the value of stores returned to stock.

55. "*Unclassified Expenditure.*"—Under this head there is an increase of Rupees 21,695 for loss by exchange due to a fall in the rate of exchange from 15·425 to 13·226 pence per rupee. There is a decrease of Rs. 10,810 for carriage of Revenue stores.

56. A credit of Rs. 7,705 appears in this abstract being a proportionate part of the sum recovered for working the Kolar Gold Fields Railway.

57. The number of miles of rails removed during the half-year was 35·5180 against 22·5966 in the second half of 1893.

58. The cost of maintaining a mile of single track including sidings was Rupees 579·35 against Rs. 599·51.

59. *Abstract B—Locomotive Expenses.*—The net decrease amounts to Rs. 29,730.

60. "General superintendence" of the Locomotive Department which includes Abstracts "B" and "C" shows an increase of Rs. 3,294 due to exchange compensation allowance which cost Rs. 6,888, and to an increase of Rs. 1,574 in the cost of stationery. But there is a reduction in the cost of subordinate superintendents owing to Rs. 6,300 having been expended in December 1893 half-year in gratuities to Foremen Shortland and Clarke on their leaving the service.

61. "Running expenses" decreased by Rs. 10,007 due to a decrease of 94,288 in the engine mileage.

62. "Fuel" shows a decrease of Rs. 4,919 or 1 per cent. only as compared with a decrease of 6 per cent. in the engine mileage.

63. "Oil, tallow and other stores" decreased by Rs. 4,414 equal to 20 per cent.

64. "Maintenance and renewal of Locomotive engines" decreased by Rs. 1,353.

65. "*Unclassified Expenditure.*"—Notwithstanding that the amount chargeable with "loss by exchange" was less by Rs. 24,173 than in the corresponding period of 1893, the amount charged to this head was greater by Rs. 5,780 consequent on the further fall in exchange. There was an increase of Rs. 2,277 for carriage of Revenue stores.

66. Credit for Rs. 12,661 appears in this abstract for working the Kolar Gold Fields Railway.

67. The cost of the department per train mile was As. 12·54 against As. 11·90 and per engine mile As. 10·64 against As. 10·17.

68. *Abstract C—Carriage and Wagon Expenses.*—There is an increase of Rupees 82,811 under this head.

69. The increase under "Repairs and renewals of vehicles" amounts to Rupees 51,232, made up of Rs. 63,180 increase for goods vehicles and Rs. 11,948 decrease for coaching vehicles. The latter is due to a decrease of 5 in the number of vehicles renewed, while the number of goods vehicles dealt with is as follows:—

	Renewals.	Repairs.
	Rs.	Rs.
December half-year 1894	89	1,428
" " 1893	37	1,271

70. There is a decrease of Rs. 2,175 in the cost of "cleaning carriages," &c., equal to 7 per cent. and corresponding with a similar decrease in the train mileage.

71. "*Unclassified Expenditure.*"—An increase of Rs. 27,232 for "loss by exchange" is due to an increase of Rs. 22,879 in the expenditure subject to that charge and to the further fall in the rate of exchange. The carriage of Revenue stores cost Rs. 1,095 more than in the corresponding half-year of 1893.

72. Credit for Rs. 4,457 appears in this abstract for working the Kolar Gold Fields Railway.

73. The carriage and wagon expenses per train mile were As. 4·42 against As. 3·08 and per 1,000 vehicle miles run by home vehicles Rs. 14·23 against Rs. 9·62 in the corresponding half of 1893.

74. *Abstract D—Traffic Expenses.*—There is a net decrease of Rs. 34,434.

75. Under "Salaries and wages" there is an increase of Rs. 2,535 due to exchange compensation allowance which amounted to Rs. 5,251. On the other hand there were savings due to the Traffic Manager having been on leave without pay for 23 days in July, and to the Deputy Traffic Manager having proceeded on furlough in August 1894. "Contingencies" have cost Rs. 3,506 in consequence of rent not recoverable from employés not now being chargeable to working expenses. There is an increase of Rs. 2,697 in the cost of "station staff."

76. "*Fuel, lighting, water and general stores.*"—Under this head there is a decrease of Rs. 30,632 which is fully explained by the following particulars:—

	1894.	1893.	Decrease.
	RS.	RS.	RS.
Value of oil used	33,042	45,059	12,017
Cost of tarpaulin materials	3,650	22,841	19,191

77. "Clothing" increased by Rs. 1,299.

78. "Printing, Stationery and tickets" decreased by Rs. 1,121.

79. "Payments to other lines" decreased by Rs. 4,389.

80. "Loss by exchange" shows an increase of Rs. 3,159 due to the further fall in exchange; there was a decrease of Rs .11,830 in the value of English materials expended.

81. Credit for Rs. 5,533 appears in this abstract for working the Kolar Gold Fields Railway.

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

—	2nd half of 1893.	2nd half of 1894.	Difference.	
	TONS.	TONS.	TONS.	PER CENT.
Tonnage of goods	553,577	541,721	— 11,856	— 2·14
	TON-MILES.	TON-MILES	TON-MILES.	
Ton-mileage of goods	73,067,287	67,000,138	—6,067,149	— 8·30
	RS.	RS.	RS.	
Station staff	1,87,580	1,90,277	+ 2,697	+ 1·44
Train staff	49,260	49,843	+ 583	+ 1·18

83. The total cost of the department averaged As. 5·48 against As. 5·46 per train mile in the corresponding half-year of 1893.

84. *Abstract E – General charges.*—The net increase is Rs. 3,976.

85. "Home expenditure" shows a decrease of Rs. 12,922.

86. "*Salaries of Indian management.*"—An increase of Rs. 4,794 under this head is due to an increase of Rs. 1,500 in the salary drawn by the Agent and Manager, to an expenditure of Rs. 990 to clerks of the Audit office engaged on overtime in the preparation of a special return of traffic required by the Board of Directors, and to exchange compensation allowance drawn by officers of the Agent's, Audit, Stores and Medical Departments.

87. "Electric Telegraph" shows an increase of Rs. 14,015 and it is explained by the special credit of Rs. 15,559 in December 1893 half-year, for stores returned to stock. There is really a decrease of Rs. 2,063 in the ordinary maintenance charges of the Telegraph Department.

88. "*Unclassified Expenditure.*"—There is a decrease of Rs. 2,197 in the expenses connected with fire engines and an increase of Rs. 1,425 for loss by exchange.

89. Credit for Rs. 3,653 appears in this abstract for working the Kolar Gold Fields Railway.

90. *Abstract G—Special and Miscellaneous.*—The net increase is Rs. 49,989.

91. "Law charges" show an increase of Rs. 2,394.

92. "Compensation" charges are less by Rs. 1,738, but the recoveries from Fire Insurance Fund are also less by Rs. 1,790.

93. "Rates and taxes" are higher by Rs. 8,385, caused by enhanced assessment by the Madras Municipality.

94. "*Payments to other lines*"—*Increase Rs.* 40,038.—A sum of Rs. 11,793 was refunded to the Kolar Gold Fields Railway being portion of the amount charged to

that railway for hire of locomotives and vehicles during construction and previously included in Abstract "K." An increase of Rs. 5,612 occurs in "Mileage and Demurrage" charges. A net charge of Rs. 24,745 also appears for rent of joint stations and this is explained by the estimates for rent of Guntakal joint station entered in Abstract "K" having hitherto been based upon our Chief Engineer's estimate of the capital cost of the joint works while it has now been agreed to accept the figures of the Southern Mahratta Railway which are much higher. The charges have been in dispute since the opening of Guntakal station in May 1887, but a settlement of accounts up to June 1894 was effected in December last when it was found that the charges to be paid by this company had been under-estimated by some Rs. 30,000.

95. Credit appears in this abstract for Rs. 1,176 for working the Kolar Gold Fields Railway.

96. *Statement of train mileage No. XIV.*—As compared with the second half of 1893 there was a decrease in the train mileage of 90,348 miles or about 6·73 per cent.; the miscellaneous engine mileage was 17·91 per cent. of the train mileage run, against 17·00 per cent. in the corresponding half of the previous year.

SUPPLEMENTARY.

CAPITAL.

97. The total capital expenditure of the half-year has been as follows:—

	RS.	A.	P.
Cash	92,296	3	5
Stores	63,004	3	4
	1,55,300	6	9
Less credit—			
Amount recovered from the Kolar Gold Fields Railway towards the cost of the junction arrangements at Bowringpet	11,115	7	9
Net expenditure ...	1,44,184	15	0

98. The following particulars show in detail the capital outlay of the half-year:—

	RS.	A.	P.	RS.	A.	P.
Bridges.						
Raichur Foot bridge	1,294	1	9			
Bangalore City Foot bridge	1,134	15	4	2,429	1	1
Alterations and Additions at stations.						
Bangalore City	42,120	4	9			
Less stores returned to stock	17,283	5	10	24,836	14	11
Bowringpet	13,546	6	4			
Less amount recovered from Mysore Durbar.	11,115	7	9	2,430	14	7
Carried over ...				27,267	13	6	2,429	1	1
									3

		Rs.	A.	P.	Rs.	A.	P.
	Brought over ...	27,267	13	6	2,429	1	1
	Palghat	11,208	0	11			
	Tirutani	8,655	13	7			
	Arkónam	9,255	6	7			
	Jólárpet	8,989	10	10			
	Gooty	6,456	11	6			
	Olavakkot	3,057	12	8			
	Bisanatham	2,918	11	3			
	Vepagunta	2,480	8	5			
	Central Station	2,385	12	10			
	Ferok	1,936	5	8			
	Raichur	1,622	15	1			
	Malagavalli	1,405	3	6			
	Perambúr	1,385	8	0			
	Vinnamangalam	1,384	4	0			
	Nandalur	1,322	6	3			
	Erode	1,262	14	6			
	Church at Perambúr	1,071	0	11			
	Edakolam	1,034	1	8			
	Other stations including new minor works	10,652	2	6	1,05,751	4	2
	Raising line and increasing water-way at $\frac{106}{2-3}$ mile, North-west line	2,455	1	1			
	Side drain and raising at $\frac{320}{10-13}$ mile, South-west line	1,348	14	1			
	Extension of block system	861	3	8	4,665	2	10
Plant—							
	Locomotive shop plant	2,066	0	7			
	Engineering do.	58	0	0	2,124	0	7
Rolling-stock—							
	1 composite carriage	3,820	6	0			
	5 3rd-class carriages	6,856	0	5			
	2 brake-vans	2,417	14	5			
	1 15-ton travelling crane	8,930	3	2			
	1 tank wagon for carrying kerosine oil.	2,054	10	4			
	3,230 screw couplings	4,116	0	0			
	1,200 centre chains	1,020	4	0	29,215	6	4
					1,44,184	15	0

99. The following is a summary of the operations on the store accounts during the half-year :—

		Rs.	A.	P.	Rs.	A.	P.
	Stores balances at 30th June 1894				28,16,090	10	0
Add Receipts—							
	From England	2,15,460	0	8			
	„ Local purchases	8,56,824	2	1	10,72,284	2	9
					38,88,374	12	9
Deduct Issues—							
	Capital account	63,004	3	4			
	Revenue „	8,87,978	0	0			
	Sales „	1,09,960	5	9	10,60,942	9	1
	Stores balances at 31st December 1894				28,27,432	3	8

100. The above figures show that the amount locked up in stores is Rs. 11,341 more than at 30th June 1894. The following particulars show the balances of the several store accounts at 30th June and 31st December 1894 :—

	30th June 1894. Rs.	31st December 1894. Rs.
General Store account	4,05,777	4,43,013
Loco. Store and Workshop account ...	13,88 817	14,00,104
Engineers do.	9,58,584	8,92,149
Telegraph do.	41,936	47,247
Traffic Store account	393	757
Stores in *transitu*	20,461	44,139
Materials lost account	123	23
Total ...	28,16,091	28,27,432

101. The balance of General Store account has increased by Rs. 37,236, but if we exclude the following exceptional items it will be seen that the ordinary stores have been reduced by about Rs. 28,000 :—

	Rs
Returned stores transferred from Engineering Department ...	34,432
New boilers held for Locomotive Department	30,922

102. The Locomotive Store and Workshop account balance has increased by Rs. 11,287, but there were 21,700 tons of coal purchased during the half-year while only 13,855 tons were consumed. But for these abnormal outlay the balance would have shown a satisfactory decrease.

103. The Engineering Store and Workshop account balance has decreased by Rs. 66,435 of which Rs. 34,432 represents stores transferred to custody of General Storekeeper. But, as new permanent-way materials were brought on to stock in November and December to the value of Rs. 75,394, the decrease in the balance of this account must be considered satisfactory.

Revenue.

104. The percentage of expenditure to gross receipts for the past three half-years has been as under :—

December 1893, 50·54 per cent.
June 1894, 51·83 „
December 1894, 52·29 „

105. The net revenue amounts to Rs. 21,55,524-9-3 as compared with Rs. 25,80,733-9-6 in the corresponding half of 1893. It gives at 1*s.* 10*d.* per rupee, £225,089-15-1 equal to a dividend of £2-0-9 per cent. for the half-year on the capital bearing interest raised at the 31st December 1894, viz., £11,057,630.

106. The net earnings fall short of the guaranteed interest by £41,428-15-11, and after providing for interest on debentures the balance is equivalent to a dividend at the rate of £4-2-10 per cent. per annum on the subscribed capital of the company as will be seen from the following figures :—

	£ *s.* *d.*	£ *s.* *d.*
Total amount of net earnings		225,089 15 1
Interest as follows :—		
£337,800 @ 3 per cent. per annum	5,067 0 0	
462,200 @ 3½ „ „	7,510 15 0	
		12,577 15 0
Balance ...		212,512 0 1

equivalent to £4-2-10 per cent. per annum on £10,257,630.

107. The following results of our traffic operations in the way of dividend are continued from the last report:—

Period.	Miles open.	Capital raised at 31st December.	Net revenue.			Average per cent. per annum for periods of five years, &c.		
		£	£	s.	d.	£	s.	d.
Average for five years 1871—75	845	10,280,682	235,549	1	0	2	6	0
,, 1876—80	858	10,528,673	224,439	17	6	2	2	9
,, 1881—85	860	10,638,258	245,448	10	6	2	6	1
,, 1886—90	842	10,697,630	327,998	6	9	3	1	3
The year 1891	810	10,857,630	358,098	11	0	3	6	0
,, 1892	810	11,057,630	393,445	10	3	3	11	2
,, 1893	810	11,057,630	496,993	1	3	4	9	11
,, 1894	810	11,057,630	453,554	1	7	4	2	0

108. The amount charged to revenue for loss by exchange on the cost of revenue stores and Home expenditure was Rs. 2,08,028, being Rs. 59,300 more than in the corresponding period of 1893 notwithstanding a decrease of Rs. 35,000 in the expenditure upon which loss by exchange was chargeable. The rate of exchange was 13·226*d.* per rupee which is 2·199*d.* below the rate for the corresponding half of 1893.

109. The following particulars are taken from the accounts of the Kolar Gold Fields Railway:—

	Rs.	A.	P.	Rs.	A.	P.
Receipts—						
From Coaching traffic				16,763	7	5
,, Goods ,, ...				45,469	5	1
,, Electric telegraph				131	4	9
,, Sundries				188	0	0
Total ...				62,552	1	3
Expenses—						
Madras Railway for cost of working ...	35,185	8	0			
,, ,, ,, use of rolling-stock ...	3,127	9	8	38,313	1	8
Net Revenue ...				24,238	15	7

equal to a return of nearly 7¼ per cent. per annum on the capital outlay of the Mysore Durbar which is stated at Rs. 6,56,175.

110. In the matter of the large sum referred to in paragraph 107 of my report for June 1894 half-year as due by the Mysore Durbar for hire of Madras Railway engines and vehicles during the construction of the Kolar Gold Fields Railway, the company have met the Durbar in a very liberal spirit in agreeing to forego charges to the extent of Rs. 11,793.

111. The principal features presented by the accounts are the very satisfactory increases under every head of coaching traffic except military traffic and miscellaneous; the serious decrease of more than two and a half lakhs of rupees in the earnings from grain traffic and of Rs. 60,000 from raw cotton, to some extent compensated for by increased earnings from dyes and tans, hides and skins, oil-seeds and timber. In the expenses the only increases of importance are in the carriage and wagon department and in miscellaneous expenditure, the former being due to considerable renewals of rolling-stock and the latter being fully explained in paragraph 94 of this report.

112. *Earnings.*—Abstract II, coaching traffic, Form No. X, of the accounts presents the following results when compared with the corresponding half-year:—

	Rs.	A.	P.
Abstract II, December 1893	19,52,188	15	8
Do. do. 1894	20,99,201	8	8
Increase ...	1,47,012	9	0

113. The details of the above results are given in the following table:—

Traffic.	Half-year ending December 1893.			Half-year ending December 1894.			Increase.			Decrease.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Ordinary passengers, 1st class ..	77,065	7	5	85,450	6	3	7,384	14	10	....		
Periodical	1,608	0	0	1,273	0	0	....			335	0	0
Second class	80,625	10	3	92,411	0	7	11,785	6	4	....		
Periodical	2,017	0	0	1,422	6	0	....			594	10	0
Third class	14,55,801	0	4	15,76,336	6	11	1,20,535	6	7	....		
Periodical	1,971	11	0	2,263	4	0	291	9	0	....		
Troops and police, 1st class ..	6,220	14	0	3,721	8	6	....			2,499	5	6
,, 2nd ,, ..	23,806	5	2	11,286	14	0	....			12,519	7	2
,, 3rd ,, ..	35,281	10	4	27,763	1	2	....			7,518	9	2
Passengers' luggage	48,926	12	3	50,477	5	6	1,550	9	3	....		
Carriages	6,488	12	0	8,537	3	6	2,048	7	6	....		
Horses	24,539	6	4	28,809	9	3	4,270	2	11	....		
Dogs	2,544	0	8	2,789	2	10	245	2	2	....		
Parcels	1,49,422	7	5	1,67,055	9	8	17,633	2	3	....		
Do. for revenue	1,975	14	0	1,754	3	2	....			221	10	10
Special Trains	596	0	0	2,079	0	0	1,483	0	0	....		
Miscellaneous	4,974	9	10	563	8	8	....			4,411	1	2
Haulage and hire of Post office vans ..	14,340	1	10	26,955	5	5	12,615	3	7	....		
Military.												
Military baggage	10,880	0	0	6,833	3	6	....			4,046	12	6
Carriages	....			....			....			....		
Horses	3,013	7	0	2,322	3	4	....			691	3	8
Dogs, &c.	89	13	10	97	2	5	7	4	7	....		
Total ..	19,52,188	15	8	20,99,201	8	8	1,79,850	5	0	32,837	12	0
Deduct Decrease ..	....			....			32,837	12	0	....		
Net Increase ..	....			....			1,47,012	9	0	....		

114. The ordinary coaching traffic, ascertained by eliminating all troops and police, and military items of traffic is continued from the last report—

	Rs.	A.	P.
December 1880	11,47,898	1	5
June 1881	12,54,404	1	5
December ,, ...	12,18,181	7	10
June 1882	12,78,447	11	0
December ,, ...	13,02,002	4	1
June 1883	12,97,015	15	6
December ,, ...	12,73,014	2	7
June 1884	14,10,745	4	7
December ,, ...	13,85,847	11	7
June 1885	14,63,321	5	7
December ,, ...	15,29,401	15	10
June 1886	15,02,885	3	6
December ,, ...	15,49,747	3	4
June 1887	15,84,759	3	3
December ,, ...	15,31,357	3	9
June 1888	16,61,024	2	10
December ,, ...	17,13,097	12	10
June 1889	17,81,789	6	8
December ,, ...	17,75,541	7	2
June 1890	17,64,039	8	10
December ,, ...	18,19,560	1	1
June 1891	17,68,118	0	7
December ,, ...	16,52,970	14	10
June 1892	17,24,126	14	10
December ,, ...	18,03,769	5	4
June 1893	19,49,056	4	11
December ,, ...	18,72,896	13	4
June 1894	19,27,016	3	8
December ,, ...	20,47,177	7	9

115. Statement showing 3rd and 4th class receipts *minus* troops and police from 1873 to December 1894 :—

Period.	Third-class single journey, excess, return journey and season tickets.	Fourth or cooly class.	Total 3rd and 4th classes.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Half-year ending June 1873	8,54,760 15 9	93,640 13 0	9,48,401 12 9
,, December ,, ...	8,41,653 1 4	1,08,073 9 0	9,49,726 10 4
,, June 1874	7,89,366 1 11	1,13,226 15 0	9,02,593 0 11
,, December ,, ...	8,31,655 4 7	1,18,789 11 0	9,50,444 15 7
,, June 1875	7,32,250 15 8	1,68,858 13 0	9,01,109 12 8
,, December ,, ...	6,72,465 4 6	1,73,676 13 0	8,46,142 1 6
,, June 1876	7,16,531 11 6	2,03,373 9 0	9,19,905 4 6
,, December ,, ...	7,41,657 1 7	2,19,170 13 0	9,60,827 14 7
,, June 1877	6,38,448 12 8	2,42,352 2 6	8,80,800 15 2
,, December ,, ...	8,79,633 13 10	1,20,088 11 0	9,99,722 8 10
,, June 1878	9,01,376 1 3	67,642 11 0	9,69,018 12 3
,, December ,, ...	8,04,743 8 3	1,14,829 12 0	9,19,573 4 3
,, June 1879	6,35,114 10 2	2,65,729 13 0	9,00,844 7 2
,, December ,, ...	9,29,071 10 9	..	9,29,071 10 9
,, June 1880	9,04,920 9 10	..	9,04,920 9 10
,, December ,, ...	8,96,463 1 1	..	8,96,463 1 1
,, June 1881	9,52,306 12 1	..	9,52,306 12 1
,, December ,, ...	9,43,731 12 9	..	9,43,731 12 9
,, June 1882	9,72,568 4 7	..	9,72,568 4 7
,, December ,, ...	10,05,113 6 2	..	10,05,113 6 2
,, June 1883	10,10,789 4 7	..	10,10,789 4 7
,, December ,, ...	9,61,665 0 1	..	9,61,665 0 1
,, June 1884	10,58,699 12 8	..	10,58,699 12 8
,, December ,, ...	10,47,457 10 4	..	10,47,457 10 4
,, June 1885	10,95,135 7 6	..	10,95,135 7 6
,, December ,, ...	11,65,264 9 5	..	11,65,264 9 5
,, June 1886	11,59,988 9 10	..	11,59,988 9 10
,, December ,, ...	11,84,455 6 3	..	11,84,455 6 3
,, June 1887	12,20,247 9 0	..	12,20,247 9 0
,, December ,, ...	11,61,859 8 10	..	11,61,859 8 10
,, June 1888	12,48,832 15 11	..	12,48,832 15 11
,, December ,, ...	13,34,289 7 9	..	13,34,289 7 9
,, June 1889	13,57,252 6 7	..	13,57,252 6 7
,, December ,, ...	13,92,223 13 3	..	13,92,223 13 3
,, June 1890	13,69,221 5 1	..	13,69,221 5 1
,, December ,, ...	14,48,927 4 1	..	14,48,927 4 1
,, June 1891	14,00,154 9 11	..	14,00,154 9 11
,, December ,, ...	12,73,641 14 9	..	12,73,641 14 9
,, June 1892	13,53,452 15 6	..	13,53,452 15 6
,, December ,, ...	14,11,625 15 5	..	14,11,625 15 5
,, June 1893	15,37,298 5 4	..	15,37,298 5 4
,, December ,, ...	14,57,772 11 4	..	14,57,772 11 4
,, June 1894	15,09,595 15 2	..	15,09,595 15 2
,, December ,, ...	15,78,599 10 11	..	15,78,599 10 11

116. The number, mileage and earnings of 3rd-class ordinary traffic, leaving out troops and police are as follows :—

Period.	Number.	Mileage.	Earnings.
			Rs. A. P.
Half-year ending December 1879	1,774,690	76,638,889½	(a) 9,29,071 10 9
,, June 1880	1,964,346	79,706,402	(b) 9,04,920 9 4
,, December ,, ...	1,943,145	86,424,275	8,96,463 1 1
,, June 1881	2,111,075	91,844,076	9,52,306 12 1
,, December ,, ...	2,067,218½	90,818,781	9,43,731 12 9
,, June 1882	2,189,409	93,761,162	9,72,568 4 7
,, December ,, ...	2,046,457	96,895,425	10,05,113 6 2
,, June 1883	2,195,218½	97,623,795	10,10,789 4 7
,, December ,, ...	2,150,308	97,581,832	(c) 9,61,665 0 1
,, June 1884	2,593,543	108,370,675	10,58,699 12 8
,, December ,, ...	2,488,817	108,124,439	10,47,457 10 4
,, June 1885	2,639,473½	112,860,077	10,95,135 7 6
,, December ,, ...	2,798,556	121,224,909	11,65,264 9 5
,, June 1886	2,928,490	120,522,393	11,59,988 9 10
,, December ,, ...	3,288,543½	135,980,143	(d) 11,84,455 6 3

NOTE.—(a) Half-year ending 1879, 2 pies for ordinary trains from 1st July 1879 and 4 pies for mail trains.
(b) Half-year ending June 1880, 2 pies are charged for ordinary trains and 4 pies for mail trains for first four months and 2 pies by all trains for the last two months, viz., from 1st May 1880.
(c) Fare and half for return tickets from 1st October 1883.
(d) One and half pies for single journey passengers for ordinary trains and 2 pies for mail trains, but to and from stations between Pódanúr and Méttupálaiyam and Pódanúr and Beypore, 1½ pies rate charged by mail trains.

Period.	Number.	Mileage.	Earnings.
			Rs. A. P.
Half-year ending June 1887	3,543,684½	140,170,209	[illegible] 9 0
,, December ,, ...	3,372,135½	133,848,628	[illegible] 8 10
,, June 1888	3,724,290	142,695,239	(e) 12,48,832 15 11
,, December ,, ...	3,951,553½	151,690,598	13,34,289 7 9
,, June 1889	4,198,943	155,414,335	13,57,252 6 7
,, December ,, ...	4,218,179	159,361,635	13,92,223 13 3
,, June 1890	4,184,208	156,902,111	(f) 13,69,221 5 1
,, December ,, ...	4,133,756½	162,833,527	(g) 14,48,927 4 1
,, June 1891	4,206,099½	156,004,790	14,00,154 9 11
,, December ,, ...	3,919,473	148,726,896	(h) 12,73,641 14 9
,, June 1892	4,259,953½	153,063,622	13,53,452 15 6
,, December ,, ...	4,487,133	165,641,362	14,11,625 15 5
,, June 1893	4,998,677	180,292,338	15,37,298 5 4
,, December ,, ...	4,675,724	170,719,562	14,57,772 11 4
,, June 1894	4,954,351	177,046,939	15,09,595 15 2
,, December ,, ...	5,048,748	185,288,555	15,78,599 10 11

(e) Half-year ending June 1888, on and after 5th March 1888, 2 pies are charged for passengers booked to and from stations west of Pódanúr by mail trains except that for stations on the Nilgiri and Palghat branches, the fares by mail trains are 1½ pies per mile.
(f) From 1st March 1890, the fares by mail trains throughout the line are 2 pies per mile.
(g) From 1st October 1890, the fares by mail trains throughout the line are 3 pies per mile.
(h) From 1st August 1891, the fares by mail trains are 2½ pies per mile except that for stations between Pódanúr and Calicut and Palghat branches the fares by mail trains are 1½ pies per mile.

117. The receipts from parcels traffic (public) during the past ten years have been as follows :—

			Rs.	A.	P.
Half-year ending June	1885	... ...	88,992	5	9
,, December	,,	... .	1,07,520	9	0
,, June	1886	... ...	88,999	5	11
,, December	,,	... ...	1,00,021	9	5
,, June	1887	... ...	99,437	10	6
,, December	,,	... ...	1,10,502	0	8
,, June	1888	... ...	1,13,351	13	6
,, December	,,	... ...	1,22,872	15	4
,, June	1889	... ...	1,14,325	6	2
,, December	,,	... ...	1,22,051	4	4
,, June	1890	... ...	1,06,372	12	1
,, December	,,	... ...	1,23,187	6	8
,, June	1891	... ...	1,04,585	8	4
,, December	,,	... ...	1,18,642	12	8
,, June	1892	... ...	1,01,956	0	11
,, December	,,	... ...	1,34,095	5	1
,, June	1893	... ...	1,15,188	2	4
,, December	,,	... ...	1,49,422	7	5
,, June	1894	.. ..	1,30,321	15	4
,, December	,,	... ...	1,67,055	9	8

118. It will be seen from a comparison of the several heads of abstract I, that the following have been the fluctuations which have led to the net decrease of Rs. 1,69,198–12–8 :—

Traffic.	Half-year ending December 1893.	Half-year ending December 1894.	Increase.	Decrease.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1. Merchandise, general	28,53,369 1 3	27,10,427 12 3	..	1,42,941 5 0
2. Military stores	32,334 12 0	33,393 8 0	1,058 12 0	..
3. Railway materials	16,870 2 0	7,955 8 11	..	8,914 9 1
4. Coal	1,67,423 6 0	1,66,806 6 0	..	617 0 0
5. Revenue stores	52,393 14 0	39,336 14 11	..	13,056 15 1
6. Live stock	9,640 4 3	8,787 5 9	..	852 14 6
7. Military live stock	5,865 10 0	1,728 3 0	..	4,137 7 0
8. Rents and demurrage	4,497 7 8	4,805 4 3	307 12 7	..
9. Interest on outstanding bills ..	...	...	..	..
10. Miscellaneous	2,708 9 3	2,663 6 8	..	45 2 7
Total ..	31,45,103 2 5	29,75,904 5 9	1,366 8 7	1,70,565 5 3
			Deduct increase ..	1,366 8 7
			Net decrease ..	1,69,198 12 8

119. The following table prepared from the Analysis will show the progress of our business and the economy observed in conducting it.

Traffic.	Dec. 1883.	June 1884.	Dec. 1884.	June 1885.	Dec. 1885.	June 1886.	Dec. 1886.	June 1887.	Dec. 1887.	June 1888.	Dec. 1888.	June 1889.	Dec. 1889.	June 1890.	Dec. 1890.	June 1891.	Dec. 1891.	June 1892.	Dec. 1892.	June 1893.	Dec. 1893.	June 1894.	Dec. 1894.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total earnings per train-mile	3·478	3·419	3·280	3·483	3·389	3·553	3·459	3·587	3·448	3·584	3·552	3·778	3·908	3·977	3·757	3·802	3·612	3·811	3·828	4·064	3·888	4·031	4·171
Total working expenses per train-mile ..	2·119	1·953	1·993	2·004	1·926	2·036	2·129	2·267	2·289	2·093	2·097	2·128	2·405	2·109	1·948	2·220	2·094	2·147	2·086	1·880	1·965	2·089	2·181
Total net earnings per train-mile ..	1·359	1·466	1·287	1·479	1·463	1·517	1·330	1·320	1·159	1·491	1·455	1·650	1·503	1·868	1·809	1·582	1·518	1·664	1·742	2·184	1·923	1·942	1·990
COACHING TRAFFIC.																							
Average sum received for carrying a unit one mile.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES.	PIES	PIES.	PIES.	PIES.	PIES	PIES.	PIES.	PIES.	PIES.
First-class	12·44	14·30	13·65	14·90	13·09	13·95	11·81	15·29	10·50	13·54	10·95	14·67	9·37	11·66	10·16	11·24	9·73	10·32	10·32	10·18	9·94	11·65	10·42
Second-class	5·79	5·93	6·06	5·96	5·85	5·56	5·97	6·03	5·51	6·10	5·58	5·51	5·21	5·33	4·52	5·48	5·16	5·29	5·34	5·18	4·92	5·25	5·19
Lowest class	1·94	1·88	1·86	1·87	1·85	1·85	1·66	1·66	1·67	1·70	1·70	1·68	1·68	1·68	1·72	1·73	1·65	1·63	1·64	1·64	1·64	1·64	1·64
Average for all classes	2·19	2·13	2·09	2·11	2·05	2·06	1·88	1·86	1·86	1·92	1·87	1·87	1·81	1·84	1·86	1·90	1·81	1·78	1·79	1·78	1·79	1·80	1·78
Average cost of hauling a Coaching unit one mile.																							
Per passenger unit	1·09	·89	·95	·98	·93	·96	·98	1·10	1·21	1·03	1·01	·99	1·07	·90	·91	1·09	1·03	1·04	1·03	·82	·90	·92	·89
Average profit per passenger	1·10	1·24	1·14	1·13	1·12	1·10	·90	·76	·65	·89	·86	·88	·74	·94	·95	·81	·78	·74	·76	·96	·89	·88	·89
Average sum received for other coaching traffic per ton per mile	32·66	32·55	28·89	36·95	34·46	35·35	35·01	36·53	36·27	35·59	37·30	39·25	35·31	38·60	37·60	39·77	37·34	37·92	36·88	39·07	32·21	37·66	31·32
Average cost of hauling other coaching traffic per ton per mile	10·08	13·47	13·06	15·21	14·16	15·25	15·68	15·57	16·80	13·49	13·46	14·06	14·39	12·17	11·81	14·00	12·52	13·29	11·81	11·16	9·31	11·96	9·12
Average profit per ton	22·58	19·08	15·83	21·74	20·30	20·10	19·33	20·96	19·47	22·10	23·84	25·19	20·92	26·43	25·79	25·77	24·82	24·63	25·07	27·91	22·90	25·70	22·20
GOODS TRAFFIC.																							
Average sum received for carrying a ton one mile	8·60	7·75	7·69	7·93	7·65	7·76	7·59	7·73	7·75	7·83	7·79	7·90	7·60	7·83	7·49	7·42	7·16	8·33	8·27	8·12	8·25	8·57	8·52
Average cost of hauling a goods unit, viz., one ton one mile	6·08	5·29	5·57	5·16	5·00	5·00	5·25	5·23	5 38	4·91	5·02	4·73	4·88	4·13	4·05	4·46	4·25	4·63	4·41	3·76	4·30	4·58	4·67
Average profit on working a goods unit (viz., one ton), one mile	2·52	2·46	2·12	2·77	2·65	2·76	2·34	2·50	2·37	2·92	2·77	3·17	2·72	3·70	3·44	2·96	2·91	3·70	3·86	4·36	3·95	3·99	3·85

120. The following classification of all goods carried is designed to show country and foreign trade:—

Description.	Half-year ending December 1893.		Half-year ending December 1894.	
	MDS.	RS.	MDS.	RS.
Country trade.				
Food-grains	3,639,071	8,57,827	2,574,969	5,91,691
Miscellaneous articles for domestic consumption	2,010,505	5,76,614	2,300,135	6,63,007
Salt and saltpetre	774,308	1,46,370	708,199	1,36,287
Materials used in building, construction and manufacture ..	1,622,536	2,50,165	1,894,202	2,82,216
Clothe, piece-goods and twist (Indian)	155,536	72,102	178,493	82,153
Sundries	850,212	3,43,987	853,238	3,56,213
Total ..	9,052,218	22,46,965	8,510,236	20,80,567
Foreign trade.				
Exports or Colonial produce	1,319,197	5,45,942	1,357,746	5,66,539
Imports, cloths, piece-goods and twist (European) ..	82,136	42,944	85,496	45,351
European stores for consumption in India	113,422	43,241	121,569	48,115
Coal and coke for the public	1,140,790	1,56,720	1,071,819	1,50,218
Do. for the company	332,167	10,703	640,441	16,583
Railway materials, &c.	301,127	23,482	898,640	11,205
Total ..	3,288,839	8,23,032	3,615,211	8,38,016
Grand Total ..	12,341,057	30,69,997	12,125,447	29,18,583

121. The following statement is framed to give a comparison of the internal trade (sub-divided into food-grains and other commodities) and the external or foreign trade (exports or imports) passing over the railway for a series of years.

Periods.	Country trade.								Total.	
	Foreign trade, exports or imports.		Railway stores.		Food-grains.		Other commodities.			
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
December 1876	1,961,615	10,20,858	31,521	4,791	6,448,865	15,09,576	8,276,612	17,24,604	16,718,613	42,59,729
,, 1877	1,323,601	6,65,916	36,818	6,159	20,087,072	47,11,730	6,626,894	17,51,285	26,923,885	70,35,090
,, 1878	1,508,633	6,72,187	38,055	4,646	6,068,324	14,59,187	6,897,239	15,83,706	14,512,251	35,19,726
,, 1879	1,791,713	7,66,609	27,769	3,755	6,724,530	12,24,775	10,068,871	16,84,744	17,612,883	36,79,883
,, 1880	1,876,213	7,99,668	51,461	8,685	8,553,664	6,58,852	11,107,066	17,94,168	16,588,404	32,61,373
,, 1881	2,112,658	8,52,893	89,805	16,013	3,377,162	6,38,158	8,070,509	18,42,019	13,646,134	33,49,083
,, 1882	2,676,042	10,35,624	2,723	528	3,380,180	6,44,323	7,131,950	20,54,220	13,190,895	37,34,695
,, 1883	2,679,301	9,82,154	5,067	1,387	3,168,585	4,90,871	8,168,934	21,47,050	14,011,887	36,21,462
,, 1884	3,044,239	9,05,763	2,242,349	20,133	4,757,712	7,03,707	8,628,133	22,07,239	18,672,433	38,36,842
,, 1885	2,306,882	7,83,519	716,631	2,81,658	4,767,417	7,60,500	9,3?0,806	23,08,174	17,796,856	41,33,851
,, 1886	3,070,405	10,77,417	612,079	2,16,169	5,392,637	7,42,809	9,505,486	22,55,441	18,107,189	42,91,836
,, 1887	3,022,418	10,77,268	977,616	2,80,148	4,919,219	7,00,158	11,045,625	24,08,793	19,810,093	44,65,367
,, 1888	2,796,380	10,41,747	556,794	82,813	4,764,534	7,00,158	11,414,388	26,09,664	20,164,846	44,89,286
,, 1889	3,348,244	12,13,196	1,335,291	1,96,869	5,897,284	8,55,962	11,610,840	25,13,396	22,198,163	50,31,232
,, 1890	3,632,286	12,80,920	859,999	1,97,166	5,903,788	11,08,772	12,956,764	25,85,619	23,682,056	51,69,771
,, 1891	1,939,938	6,04,704	763,9·3	1,39,574	5,233,007	10,96,066	12,379,661	13,06,791	11,810,303	26,34,631
,, 1892	1,999,104	5,68,507	240,934	49,263	3,147,023	6,83,562	11,295,863	12,78,849	12,379,661	27,28,956
,, 1893	2,282,189	6,83,330	760,619	40,835	4,669,761	8,32,337	12,359,087	13,95,167	11,295,863	27,26,614
,, 1890	2,424,640	6,82,500	645,552	18,522	2,805,874	6,06,282	12,471,808	13,93,872	12,359,087	28,09,019
Half-year ending June 1891	2,673,839	7,67,636	70,228	11,787	3,444,841	7,14,125	12,341,057	15,48,031	12,471,808	30,91,577
,, Dec. 1891	2,987,712	7,99,550	301,127	23,482	3,656,846	7,74,123	11,778,679	13,89,138	12,341,057	30,69,997
,, June 1892	2,873,597	8,08,340	418,547	19,663	3,639,071	8,57,827	5,991,504	16,37,876	11,778,679	29,39,768
,, Dec. 1892	3,216,571	8,26,811	398,640	11,206	2,495,031	6,73,899	6,935,267	14,88,876	12,125,447	29,18,583
,, June 1893					2,574,969	5,91,691				
,, Dec. 1893										
,, June 1894										
,, Dec. 1894										

The total in the foregoing for the past half-year, viz., Rs. 29,18,583, is made up from items in abstract I of the revenue account, thus—

	Rs.
1. Merchandise	27,10,428
2. Military stores	33,393
3. Railway materials	7,956
4. Coal for the public, &c.	1,66,806
Total ...	29,18,583

122. The following are the chief commodities interchanged with foreign railways working with the Madras Railway in the half-year under review and the corresponding half-year in 1893. This statement shows an increase in weight of 15,972 tons and in amount of Rs. 50,356 during the past half-year :—

Description of commodity.	To and from Foreign Railways.			
	Half-year ending December 1893.		Half-year ending December 1894.	
	Tons.	Rs.	Tons.	Rs.
I. Coal and coke carried for the public and foreign railways	..	..	34,585	1,31,073
II. Cotton, raw	4,179	52,021	3,054	41,760
III. Cotton, manufactured—				
1. Twist and yarn, European	347	4,561	384	5,363
2. Do. Indian	954	8,868	1,145	11,594
3. Piece-goods, European	416	7,221	442	8,307
4. Do. Indian	1,857	24,732	1,985	24,821
IV. Drugs and chemicals—				
1. Intoxicating, other than opium	..	..	..	..
2. Non-intoxicating	..	..	..	..
(a) Cinchona bark	401	4,676	527	4,873
(b) Others	327	7,621	272	5,098
V. Dyes and tans—			158	1,085
1. Indigo	..	..	..	..
2. Myrabolams	..	..	..	..
3. Cutch	594	3,716	802	5,383
4. Turmeric	..	..	..	..
5. Aniline dyes	3,121	26,982	4,130	46,999
6. Others	1,658	12,670	1,334	11,453
VI. Grain and pulse—				
1. Wheat	10,898	85,536	5,423	40,079
2. Rice in the husk	3,362	17,931	5,312	34,621
3. Rice not in the husk	13,450	98,479	1,576	11,197
4. Jawar and Bajra	9,402	63,896	4,306	23,392
5. Gram and pulse	28,819	1,66,066	10,916	77,630
6. Others	..	..	..	..
VII. Hides and skins—				
1. Hides of Cattle—	..	..	..	..
(a) Dressed or tanned	109	1,462	1,061	17,614
(b) Raw	908	18,417	1,750	30,861
2. Skins of sheep, &c.—	4,947	84,428	6,306	97,872
(a) Dressed or tanned	..	..	51	689
(b) Raw	..	..	..	..
VIII. Horns	..	..	..	..
IX. Jute—	1,624	15,334	1,252	12,021
1. Raw	..	..	..	..
2. Gunny bags and cloth	..	..	..	..
X. Lac—	..	..	..	..
1. Stick	35	1,013	29	840
2. Shell	..	..	..	..
XI. Leather, manufactured—	664	11,457	1,002	15,202
XII. Liquors—	915	4,982	847	4,796
1. Beer	39	729	61	783
2. Spirits	..	..	..	..
3. Wines	..	..	..	..
XIII. Metals—	..	..	..	..
1. Copper, unwrought	237	3,187	171	2,514
2. Brass, unwrought	2,205	25,407	1,733	20,548
3. Copper, wrought	87	1,001	106	1,568
4. Brass, wrought	..	..	..	..
5. Iron	962	10,190	931	12,770
6. Others	417	935	339	904
XIV. Oils—	64	936	107	989
1. Kerosine	465	2,340	1,358	8,074
2. Castor				
3. Cocoanut				
4. Others				
Carried forward ..	93,483	7,66,794	93,455	7,12,773

Description of commodity.	To and from Foreign Railways. Half-year ending December 1893.		Half-year ending December 1894.	
	TONS.	RS.	TONS.	RS.
Brought forward ..	93,483	7,66,794	93,455	7,12,773
XV. Oil-seeds—				
1. Linseed	..	..	..	..
2. Rape and mustard	167	1,370	233	2,048
3. Til or jinjili	3,221	22,741	6,125	44,688
4. Poppy	..	..	..	..
5. Earthnuts	976	2,795	884	6,130
6. Castor	387	2,468	3,107	21,745
7. Others	3,320	18,493	1,968	10,260
XVI. Opium	..	..	..	..
XVII. Paper and pasteboard	47	794	45	730
XVIII. Provisions—				
1. Ghee	332	4,116	400	4,569
2. Dried fruits and nuts	634	5,085	468	3,150
3. Others	9,053	57,350	8,569	65,472
XIX. Railway Plant and Rolling-stock carried for the Public and Foreign Railways—				
(1) Locomotive Engines and tenders and parts thereof	..	..	..	..
(2) Carriages and truck and parts thereof ..	..	..	..	..
(3) Materials	..	..	..	..
(*a*) Steel rails and fish plates	..	..	214	1,281
(*b*) Sleepers and keys of steel and cast iron ..	..	..	..	..
(*c*) Other sorts	76	572	61	842
XX. Salt	1,422	8,157	1,616	7,756
XXI. Saltpetre, &c.—				
1. Saltpetre	..	..	..	..
2. Other saline substances	..	..	..	..
XXII. Silk, Raw—				
1. Foreign	..	..	..	..
2. Indian	42	915	44	848
XXIII. Silk, Piece-goods—				
1. Foreign	..	..	..	..
2. Indian	..	..	..	..
XXIV. Spices—				
1. Betel-nuts	2,428	27,324	2,445	31,209
2. Pepper	247	2,871	265	3,362
3. Ginger	57	568	151	1,270
4. Chillies	856	14,187	506	6,576
5. Cardamoms	..	..	..	..
6 Others	301	1,737	207	2,319
XXV. Stone and lime	786	4,474	1,438	5,158
XXVI. Sugar—				
1. Refined or crystallized including sugarcandy ..	897	6,725	792	6,953
2. Unrefined, viz., mollasses and jaggery or gur and other saccharine produce	2,875	26,888	3,375	22,312
XXVII. Tea—				
1. Foreign	..	..	..	..
2. Indian	39	1,387	51	2,177
XXVIII. Timber	3,482	19,929	13,708	49,624
XXIX. Tobacco—				
1. Unmanufactured	1,050	9,117	930	9,555
2. Manufactured	..	..	..	..
(*a*) Cigars	212	3,439	240	3,852
(*b*) Other sorts	225	2,269	445	5,093
XXX. Wool, raw	..	..	71	702
XXXI. Wool, Manufactured—				
1. Piece-goods, European	35	697	35	770
2. Do. Indian	219	2,515	169	1,551
3. Shawls	..	..	..	..
XXXII. All other articles of merchandise	8,048	98,958	8,782	1,30,316
Total ..	134,917	11,14,735	150,889	11,65,091

123. The interchange of passenger traffic with the railways that are connected with the Madras Railway is given in the following table, and shows an increase in numbers by 101,828 and in amount of Rs. 29,179–10–2 as compared with the corresponding half-year.

Passengers' traffic.	To and from Foreign Railways. Half-year ending December 1893. Number.	Amount.	Half-year ending December 1894. Number.	Amount.
		RS. A. P.		RS. A. P.
Passengers, 1st class	1,878	26,805 10 11	2,744½	33,540 9 3
,, 2nd ,, ...	4,894½	28,260 15 0	6,395½	32,862 6 2
,, 3rd ,, ...	212,433½	2,26,773 7 5	315,943½	2,64,225 0 3
Soldiers, 1st ,, ...	388	4,407 2 0	380½	4,304 14 0
,, 2nd ,, ...	3,199	20,299 13 7	3,229½	9,436 5 9
,, 3rd ,, ...	20,468½	30,651 3 9	16,179	21,357 4 5
Return fares, 1st ,, ...	78	1,291 11 0	130	1,130 3 0
,, 2nd ,, ...	82	618 4 0	163	1,298 15 0
,, 3rd ,, ...	1,986	137 3 6	2,070	129 11 0
Excess, 1st ,, ...	..	515 4 0	..	567 15 0
,, 2nd ,, ...	..	148 11 6	..	303 2 6
,, 3rd ,, ...	..	226 5 9	..	359 0 3
Total ..	245,407½	3,40,135 12 5	347,235½	3,69,315 6 7

124. *Expenditure.*—The notes against each head of expenditure in the following table show, generally, in a comparative form, the work done in each department for each half-year:—

Departments.	Half-year ending December 1893. Work of departments.	Cost.	Per cent. of revenue.	Half-year ending December 1894. Work of departments.	Cost.	Per cent. of revenue.
	MS. CH. FT.	RS. A. P.		MS. CH. FT.	RS. A. P.	
Abstract A. Maintenance of way, works and stations.	1,013 71 1½	6,07,834 15 6	11·65	1,016 79 3½	5,89,190 7 11	11·45
Abstract B. Locomotive expenses.	Gross mileage of engines, 1,570,409. Number of engines under repair at any one time, 41.	9,98,250 5 1	19·13	Gross mileage of engines, 1,456,574. Number of engines under repair at any one time, 40.	9,68,519 15 2	18·81
Abstract C. Carriage and wagon expenses.	Number of vehicles under repair at any one time, 148. Number constructed and renewed 43.	2,58,265 0 7	4·95	Number of vehicles under repair at any one time, 188. Number constructed and renewed 99.	3,41,075 14 6	6·63
Abstract D. Traffic expenses ..	Profitable train mileage, 1,342,258. Number of stations, 142.	4,57,901 14 8	8·77	Profitable train mileage, 1,234,088. Number of stations, 144.	4,23,468 2 3	8·22
Abstract E. General charges ..	Miles 840 ..	2,75,387 2 6	5·28	Miles 840 ..	2,79,362 12 3	5·43
Abstract G. Special and miscellaneous expenditure.	....	39,949 9 3	·76	....	89,938 4 1	1·75
Total ..		26,37,588 15 7	50·54		26,91,555 8 2	52·29

125. *Railway Schools.*—The particulars of the attendance and cost of all railway schools during the half-year as under:—

Name of school.	Number on register.	Average attendance.	Expenditure.	Receipts.	Net cost.
			RS. A. P.	RS. A. P.	RS. A. P.
Perambúr	130	96·50	(*a*) 3,016 11 1	693 8 0	2,323 3 1
Jalarpet	52	41·83	1,068 1 10	323 7 7	744 10 3
Salem	34	26·33	837 5 5	190 9 8	646 11 9
Pódanúr	100	84·00	1,790 3 8	599 4 11	1,190 14 9
Rénigunta	19	14·50	550 2 2	104 10 7	445 7 7
Gooty	50	37·68	903 11 8	234 12 4	668 15 4
Raichur	31	23·95	1,072 5 9	627 12 10	444 8 11
Railway School Library ..	..	..	60 0 0	..	60 0 0
Total ..	416	324·79	9,298 9 7	2,774 1 11	6,524 7 8

(*a*) The expenditure on the Perambúr School includes the cost of the Gymnastic Instructors.

126. *Madras Railway Provident Institution.*—The following details are given in continuation of those contained in my report for the half-year ending 30th June 1894 :—

Number of Subscribers.

	On 30th June 1894.	On 31st December 1894.
Obligatory	3,166	3,115
Voluntary	93	90
Total ...	3,259	3,205

Amount at credit at 31st December 1894—

	Rs.	A.	P.
Obligatory	4,08,545	0	5
Voluntary	42,049	6	2
Bonus	20,965	12	0
Profit and loss account	1,614	8	7
Reserve fund	8,870	9	11
Subscribers old Provident fund	1,755	0	0
Total ...	4,83,800	5	1

The above bonus has been included in accounts of the half-year under review.
The following securities were purchased during the half-year :—

	Rs.
Bombay Port Trust Debentures	37,000
Do. Municipal Sanitary Works Debentures	55,000
Madras Municipal Debentures	5,000

127. *Staff.*—The only change in the official staff of the Audit office during the half-year ending 31st December 1894 was the appointment on the 26th July 1894 of Mr. T. H. Woodliffe to be Fourth Assistant Auditor in the place of Mr. W. J. Parr, who left the service on the 6th March 1894.

128. A list of the statements forwarded herewith is annexed.

(Signed) T. WAKE,
Ag. Chief Auditor.

ORDER—dated 23rd March 1895, No. 199 R., Public Works.

Ordered that the note by the Chief Auditor on the Capital and Revenue Accounts of the Madras Railway for the second-half of 1894 be forwarded to the Government of India and to the Secretary of State for India in continuation of G.O., No. 141 R., dated 9th March 1895.

[Here enter No. 200 R., dated 23rd March 1895.]

(True Extract.)

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Railway Accounts, Madras.

ENDORSEMENT—dated 23rd March 1895, No. 200 R., Public Works.

Forwarded.

(By Order.)

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

Exd. C. M. Brisson.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated March, 23rd.

Reed. *Encl.*

G.O., 23rd March 1895, Nos. 199, 200 R.

MARCH.

Madras Railway

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

5

~~MADRAS RAILWAY COMPANY,~~

~~CHIEF AUDITOR'S OFFICE,~~

~~*Madras, 6th March, 1895.*~~

~~THE AGENT AND MANAGER,~~

~~*Madras Railway Company.*~~

Note by the Chief Auditor on the Capital and Revenue Accounts of Madras Railway for the half year ended the 31st December 1894.

~~DEAR SIR,~~

~~I beg to forward herewith the usual note on the Company's Accounts for the half-year ending 31st December, 1894.~~

Capital.

2. *Statement No. V.*—The Capital expenditure for the half-year after crediting a sum of Rupees 11,115-7-9 amounted to Rupees 1,44,184-15-0 and was incurred chiefly on additions and alterations at stations. The credit of Rupees 11,115-7-9 was the amount recovered from the Kolar Gold Fields Railway towards the cost of Junction arrangements at Bowringpet, under clause 11 of the Working Agreement with the Mysore Durbar.

3. *Statement No. VI.*—The total capital outlay including suspense from the commencement of operations to the end of the half-year under review was Rupees 12,05,29,868 and the expenditure excluding suspense Rupees 11,77,41,334 which gives an average of Rupees 1,40,298 per mile open.

4 The Company have undertaken to carry out the following works for and at the expense of Government, and they were all in progress at the close of the year :—

(*a*) Construction of the Ennore section of the Madras, Bezwada Railway.

(*b*) Survey for a line from Calicut to Cannanore.

(*c*) Survey for a line from Shoranur to Cochin.

REVENUE.

General Results.

5. The following table shews the general results of working :—

	Half-year ending December, 1893.	Half-year ending December, 1894.	Difference.	
	Miles.	Miles.	Miles.	Per Cent.
Mean Mileage worked	839·22	839·22	...	...
Train-Mileage	1,342,258	1,234,088	— 108,170	— 8·06
	No.	No.	No.	
Average number of trains over the whole line daily in both directions.	8·69	7·99	— ·70	— 8·06
	Rs.	Rs.	Rs.	
Gross Earnings	52,18,323	51,47,080	— 71,243	— 1·37
Working Expenses	26,37,589	26,91,555	+ 53,966	+ 2·05
Net Earnings ...	25,80,734	24,55,525	— 1,25,209	— 4·85
Percentage of working expenses to Gross Earnings	50·54	52·29	+ 1·75	...
Percentage of Net Earnings to capital outlay, including suspense ...	2·14	2·04	— ·10	...

6. The Gross Earnings per mean mile worked per week averaged Rupees 236, against Rupees 239 and were realized at a cost of 52·29 per cent. against 50·54 per cent. in the corresponding half of the previous year.

7. The Net Earnings for the half-year after paying the contribution to the Provident Institution, fell short of the guaranteed interest by Rupees 4,51,951. During the half-year the percentage of Net Earnings on total capital outlay, including suspense, was 2·04 as compared with 2·14 in 1893.

Gross Earnings.

8. The following table shews the Gross Earnings for the two half-years.

	Half-year ending Dec., 1893.	Half-year ending Dec., 1894.	Difference.	
			Amount.	Per Cent.
	Rs.	Rs.	Rs.	
Coaching	19,52,189	20,99,202	+ 1,47,013	+ 7·53
Goods	31,45,103	29,75,904	— 1,69,199	— 5·38
Electric Telegraph	9,518	8,885	— 633	— 6·65
Steam-boat	...	...	...	...
Sundries	1,11,513	63,089	— 48,424	— 43·42
Total ...	52,18,323	51,47,080	— 71,243	— 1·37

9. **Abstract H.**—*Coaching Traffic.* The number of passengers of the various classes carried including troops and police and season tickets, and the earnings therefrom, compare as follows :—

	First Class.		Second Class.		Third Class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
Second half of 1893.	10,174	84,894	34,176	1,06,449	4,708,556½	14,93,055	4,752,906½	16,84,398
Second half of 1894.	10,220	89,445	38,807½	1,05,120	5,078,533	16,06,363	5,127,560½	18,00,928
Increase	46	4,551	4,631½	...	369,976½	1,13,308	374,654	1,16,530
Decrease	...	...	...	1,329	...	...	...	...

10. The increases and decreases of the various descriptions of Passenger Traffic are shewn in the Detail Statement of Abstract H. *vide* para 113.

11 The first class traffic shews an increase of 46 in number and Rs. 4,551. This is entirely confined to the ordinary Traffic, as a decrease is recorded under the head of Troops and Police and passengers holding Periodical tickets.

12. The second class traffic shews an increase of 4,631½ passengers and a decrease of Rs. 1,329. The ordinary traffic, as in the first class, shews a satisfactory result, a large decrease having occurred in Troops and Police traffic.

13. The third class traffic with an increase of 369,976½ in number and of Rs. 1,13,308 in earnings must also be regarded as very satisfactory, and it may be noticed that the number of passengers travelling 5,078,533 exceeds the highest number in this class hitherto recorded by nearly 50,000.

14. Passengers' Luggage shews an increase of Rs. 1,551.

15. The receipts from ordinary Horse, Carriage and Dog traffic shew the substantial increase of Rs. 6,564, a small decrease, Rs. 684 is however recorded under the head of Military Horse, Carriage and Dog.

16. Military Baggage shews a decrease of Rs. 4,047 which is no doubt attributable to the fact that a smaller number of troops were carried during the half-year under review than in the corresponding period of 1893.

17. Parcels for the Public—An increase of Rs. 17,633 or 11·80 per cent occurs under this head.

18. **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.

	Half-Year Ending, Dec., 1893.		Half-Year Ending, Dec., 1894.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, general	388,592	28,53,369	369,677	27,10,428
Military stores	820	32,335	913	33,393
Railway materials for construction ...	9,825	16,870	14,158	7,956
Coal (including Locomotive Revenue) ...	54,108	1,67,423	60,676	1,66,806
Revenue stores (excluding Locomotive Coal)	100,232	52,394	96,297	39,337
Other goods traffic	...	22,712	...	17,984
	553,577	31,45,103	541,721	29,75,904
Less—Outstandings irrecoverable or not recovered ...	...	...	...	...
Total ...	553,577	31,45,103	541,721	29,75,904

19. Under the head of Merchandise General a decrease of tons 18,915 and Rs. 1,42,941 occurs. As in June 1894 half-year, the decrease is almost entirely confined to Grain traffic. A somewhat large decrease however is recorded under the head of Raw Cotton; with the exception of Grain and Cotton a fairly general increase is recorded under nearly all heads. The fluctuations under each head of traffic are given in another paragraph.

20. Railway Materials for construction—Increase tons 4,333 and decrease Rs. 8,914. The increase in weight with a falling off in receipts is brought about by the large quantity of Ballast trained on capital account during the half-year ending December, 1894, principally in connection with the additional sidings at Olavakkot and Palghat, a low rate in comparison with the weight is levied for this traffic and the apparent decrease in money is the result.

21. Coal (including Loco. Revenue), increase tons 6,568 and decrease Rs. 617. The quantity of Coal used by the Loco. Department in the past half-year shews a considerable increase the tonnage trained for the Public being less than in the corresponding period. The decrease in money is attributable to the low rate fixed for the carriage of Loco. Coal as compared with that charged to the Public.

22. Revenue Stores (excluding Loco. Coal), decrease tons 3,935 and Rs. 13,057.

23. The following table shews some of the Principal Commodities included above, under the head of "Merchandise General" carried during the two half-years under comparison.

	Half-Year ending Dec., 1893.		Half-Year ending Dec., 1894.	
	Quantity.	Earnings.	Quantity	Earnings.
	Tons.	Rs.	Tons.	Rs.
Cotton—				
Raw	15,606	2,16,645	10,795	1,56,986
Cotton Manufactured—				
Piece Goods, Indian	3,393	47,190	3,819	52,143
Dyes and Tans—				
„ Others	6,084	51,093	8,143	80,753
Grain and Pulse—				
Rice in the husk	18,061	1,33,080	16,860	1,16,029
Rice not in the husk	24,981	1,24,041	32,285	1,77,297
Jawar and Bajra	16,513	1,19,458	2,984	20,141
Gram and Pulse	22,042	1,46,345	13,576	80,201
Others	50,311	3,21,598	27,422	1,85,865
Hides and Skins—				
Skins of Sheep, &c.—				
(a). Dressed or tanned ...	2,293	36,831	4,354	67,326
(b). Raw	7,822	1,12,161	9,430	1,21,332
Jute—				
Gunny bags and Cloth ...	3,602	33,218	3,448	31,571
Metals—				
Iron	6,277	68,981	5,185	58,607
Oils—				
Kerosine	4,946	48,112	4,783	56,914
Oil Seeds—				
Til or Jingili	5,496	35,762	7,790	54,589
Castor	1,494	9,068	8,612	63,501
Others	6,849	43,273	6,459	37,673
Provisions—				
Others	28,692	2,17,291	29,879	2,13,840
Salt	28,403	1,45,934	25,957	1,35,724
Spices—				
Betel Nuts	4,741	51,774	5,520	63,167
Chillies	2,654	38,759	2,260	27,165
Stone and Lime	16,034	28,302	16,670	34,253
Sugar—				
Unrefined viz., Mollasses and Jaggery or Gur and other Saccharine produce ...	10,687	71,351	8,326	52,753
Timber	35,998	1,38,205	46,573	1,76,004
Tobacco—				
Unmanufactured	4,291	33,450	5,169	40,955
All other Articles of Merchandise	25,852	2,89,384	25,532	2,68,965

Note.— I. The Traffic Manager's Report will give the causes of the principal differences in the receipts of the various commodities.

24. **Cotton**—*Raw.*—Decrease tons 4,811 and Rs. 59,659. This decrease is almost entirely due to local traffic from stations on the N. W. Line Tadpatri, Adoni, Raichur, and Timmencherla being most noticeable. The traffic forwarded from Tiruppur and Coimbatore however shews an increase over corresponding period.

25. **Cotton-Manufactured**—*Piece Goods, Indian.*—Increase tons 426 and Rs. 4,953.

26. **Dyes and Tans**—*Others.*—Increase tons 2,059 and Rs. 29,660 about Rs. 9,000 of this increase is attributable to local traffic forwarded from N. W. Line stations and from Bangalore. The foreign increase is principally due to traffic from foreign lines *viâ* Guntakal and Raichur.

27. **Grain and Pulse**—*Rice in the husk.*—Decrease tons 1,201 and Rs. 17,051. The decrease in this case is more than accounted for by the falling off in traffic received from other Railways *viâ* Bangalore City. During the half-year ending December, 1893 the Madras Railway share of the traffic through this Junction amounted to some Rs. 53,000 while in this half-year we received only some Rs. 19,000. Very little traffic was received in the last quarter of the '94 half-year the months of July, August and September alone realized some Rs. 17,000 out of the total for the half-year. The local traffic consigned from Stations on the S. W. line and the Bangalore branch shews a considerable increase and the traffic from Cuddapah on the N. W. line is also better than in the corresponding period.

28. **Grain and Pulse**—*Rice not in the husk.*—Increase tons 7,304 and Rs. 53,256. This increase is almost entirely local. Increased traffic was invoiced at Salt Cotaurs and generally at the N. W. line Stations up to Renigunta. On the S. W. line Katpadi and Arcot both contribute to the improvement, in the month of November an exceptional increase of Rs. 8,000 is recorded at Katpadi Station.

29. **Grain and Pulse**—*Jawar and Bajra.*—Decrease tons 13,529 and Rs. 99,317. The local decrease under this head amounts to Rs. 12,000 principally due to a falling off in the traffic from N. W. line Stations north of Gooty. The foreign decrease is mainly confined to traffic from foreign lines *via* Bangalore City and to the South of India *via* Erode, we have also received less traffic from the Southern Mahratta Railway and beyond *via* Guntakal.

30. **Grain and Pulse**—*Gram and Pulse.*—Decrease tons 8,466 and Rs. 66,144. The local decrease in this case is due principally to smaller traffic from Calicut and Madras. A somewhat considerable increase is noted in the traffic consigned locally from stations between Jalarpet and Salem. A large decrease is recorded in traffic received from foreign lines *via* Raichur and Guntakal.

31. **Grain and Pulse**—*Others.*—Decrease tons 22,889 and Rs. 1,35,733. The decrease is principally in traffic received from foreign lines *via* Bangalore City and despatched to the South of India *via* Erode. The falling off in local traffic is recorded at stations on the Bangalore Branch.

32. **Hides and Skins**—*Skins of Sheep, &c. Dressed or Tanned.*—Increase tons 2,061 and Rs. 30,495.

33. **Hides and Skins**—*Skins of Sheep, &c. Raw.*—Increase tons 1,608 and Rs. 9,171.

34. **Jute**—*Gunny Bags and Cloths.*—Decrease tons 154 and Rs. 1,647.

35. **Metals**—*Iron.*—Decrease tons 1,092 and Rs. 10,374. The decrease is almost equally divided between Local and Foreign traffic in this case. The foreign traffic despatched *via* Bangalore City and Guntakal shews a considerable decrease while an increase of some Rs. 10,000 occurs in traffic from the Madras Railway to the Kolar Mines. The local traffic from Madras shews a decrease of nearly Rs. 5,000.

36. **Oils**—*Kerosine.*—Decrease tons 163 and increase Rs. 8,802.

37. **Oil Seeds**—*Til or Jinjili.*—Increase tons 2,294 and Rs. 18,827. The traffic in this commodity between local stations shews a decrease, large consignments having been despatched from Morappur Station in July and August 1893. The increase in foreign traffic amounts to nearly Rs. 22,000 and this sum is divided almost equally between traffic received *viâ* Bangalore and despatched to Southern India *via* Erode Junction.

38. **Oil Seeds**—*Castor.*—Increase tons 7,118 and Rs. 54,433. The bulk of the increase is in local traffic forwarded from South-West line stations between Jalarpet and Salem the increased traffic from Morappur being most noticeable.

39. **Oil Seeds**—*Others.*—Decrease tons 390 and Rs. 5,600.

40. **Provisions**—*Others.*—Increase tons 1,187 and Decrease Rs. 3,451.

41. **Salt**—Decrease tons 2,446 and Rs. 10,210.

42. **Spices**—*Betel-nuts.*—Increase tons 779 and Rs. 11,393. The Increase is chiefly local and confined to traffic forwarded from stations west of Olavakkot, large consignments were invoiced from Pattambi station in September and October 1894.

43. **Spices**—*Chillies.*—Decrease tons 421 and Rs. 11,594. About Rs. 4,000 of the decrease is attributable to a falling off in the local traffic consigned from stations between Erode and Podanur. The remainder is almost entirely due to traffic from other Companies' lines *via* Bangalore city.

44. **Stone and Lime**—Increase tons 636 and Rs. 5,951.

45 **Sugar**.—*Unrefined.*—Decrease tons 2,361 and Rs. 18,598. The decrease is mainly in local traffic and is general at Stations on the South-West line and the Bangalore Branch. Katpadi alone shews a decrease of some Rs. 7,000.

46. **Timber**—Increase tons 10,575 and Rs. 37,799.

47 **Tobacco.**—*Unmanufactured*—Increase tons 878 and Rs. 7,505.

48. **All other Articles of Merchandise**—Decrease tons 320 and Rs. 20,419.

Working Expenses.

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

	SECOND HALF OF 1893.		SECOND HALF OF 1894.		DIFFERENCE.	
	Amount.	Per Cent. on Gross Earnings.	Amount.	Per Cent. on Gross Earnings.	Amount.	Per Cent.
	Rs.		Rs.		Rs.	
Maintenance	6,07,835	11·65	5,89,190	11·45	— 18,645	— 3·07
Locomotive	9,98,250	19·13	9,68,520	18·81	— 29,730	— 2·98
Carriage and Wagon ...	2,58,265	4·95	3,41,076	6·63	+ 82,811	+ 32·06
Traffic	4,57,902	8·77	4,23,468	8·22	— 34,434	— 7·52
General	2,75,387	5·28	2,79,363	5·43	+ 3,976	+ 1·44
Steam-boat ...	Nil.	...	Nil.	...	...	...
Special and Miscellaneous ...	39,949	·76	89,938	1·75	+ 49,989	+ 125·13
Total ...	26,37,588	50·54	26,91,555	52·29	+ 53,967	+ 2·05

50. **Abstract A.**—The Engineering Department expended Rs. 18,644 less than in the corresponding half-year of 1893.

51. Under "General Superintendence" there is a decrease of Rs. 10,080, of which Rs. 3,667 is in Engineers' salaries and allowances. Mr. Carter, Chief Engineer, retired from the service on 23rd August and therefore drew Rs. 8,446 less than in the corresponding half-year of 1893. Mr. French on furlough from 4th October drew Rs. 1,306 less, Mr. Thompson

drew Rs. 1,043 less in the period under review owing to arrears of pay having been drawn by him in the corresponding period of 1893, and there was a further saving of Rs. 2,219 caused by the retirement of Mr. Buscarlet on 3rd October, 1893, the vacancy being filled by Mr. Sandford then a supernumerary on the establishment. The principal increases are Rs. 1,443, to Mr. West promoted to Chief Engineer, Rs. 1,308 to Mr. Ewing as personal assistant to the Chief Engineer, Rs. 1,400 to Mr Browning appointed temporary Engineer on 1st September, and Rs. 5,371 Exchange Compensation allowance for which nothing was charged to the accounts of December 1893 half-year. Office expenses decreased by Rs. 4,776 of which Rs. 1,812 is due to reduction of staff, Rs. 1,097 to Rent not recoverable from employes which is not now charged to working expenses, and Rs. 1,335 to gratuities paid in December, 1893 half-year.

52. "Maintenance and Renewal of Permanent Way" shows a decrease of Rs. 34,851 of which Rs .4,443 is in wages for ordinary maintenance and Rs. 4,275 in the amount expended in covering sand ballast with stones. There is an increase of Rs. 29,140 in the ordinary outlay for materials. But on the other hand the credit for "returned stores" under this head is Rs. 55,273 more than in the corresponding period of 1893, explained by the Engineering Department to be due to the new forms of account which we introduced last year by which they were enabled to price many articles of returned stores which had been previously taken into stock without value.

53. An increase of Rs. 10,717 occurs in "Repairs of Bridges &c." of which Rs. 5,261 was expended upon raising the line and increasing water-way at $\frac{106}{2\text{-}3}$ mile North West line.

54. "Repairs of Stations and Buildings" shows an increase of Rs. 11,237 of which Rs. 6,025 represents a decrease in the value of stores returned to stock.

55. "Unclassified Expenditure"—Under this head there is an increase of Rs. 21,695 for Loss by Exchange due to a fall in the rate of exchange from 15·425 to 13·226 pence per rupee. There is a decrease of Rs. 10,810 for carriage of Revenue Stores.

56. A credit of Rs. 7,705 appears in this Abstract being a proportionate part of the sum recovered for working the Kolar Gold Fields Railway.

57. The number of miles of rails removed during the half-year was 35·5180 against 22·5966 in the second half of 1893.

58. The cost of maintaining a mile of single track including sidings was Rs. 579·35 against Rs. 599·51.

59. **Abstract B.**—*Locomotive Expenses.*—The net decrease amounts to Rs. 29,730.

60. "General Superintendence" of the Locomotive Department which includes Abstracts "B" and "C" shows an increase of Rs. 3,294 due to Exchange Compensation Allowance, which cost Rs. 6,888, and to an increase of Rs. 1,574, in the cost of Stationery. But there is a reduction in the cost of Subordinate Superintendents owing to Rs. 6,300 having been expended in December, 1893 half-year in gratuities to Foremen Shortland and Clarke on their leaving the service.

61. "Running Expenses" decreased by Rs. 10,007 due to a decrease of 94,288 in the engine mileage.

62. "Fuel" shows a decrease of Rs. 4,919 or 1 per cent. only as compared with a decrease of 6 per cent. in the engine mileage.

63. "Oil, Tallow and other Stores" decreased by Rs 4,414 equal to 20 per cent.

64. "Maintenance and Renewal of Locomotive Engines" decreased by Rs. 1,353.

65. "Unclassified Expenditure"—Notwithstanding that the amount chargeable with "Loss by Exchange" was less by Rs. 24,173 than in the corresponding period of 1893, the amount charged to this head was greater by Rs. 5,780 consequent on the further fall in exchange. There was an increase of Rs. 2,277 for carriage of Revenue Stores.

66. Credit for Rs. 12,661 appears in this Abstract for working the Kolar Gold Fields Railway.

67. The cost of the Department per train mile was annas 12·54 against annas 11·90 and per engine mile annas 10·64 against annas 10·17.

68. **Abstract C.**—*Carriage and Wagon Expenses.*—There is an increase of Rs 82,811 under this head.

69. The increase under "Repairs and renewals of vehicles" amounts to Rs. 51,132 made up of Rs. 63,181 increase for goods vehicles and Rs. 11,918 decrease for coaching vehicles. The latter is due to a decrease of 5 in the number of vehicles renewed while the number of Goods vehicles dealt with is as follows:—

	Renewals.	*Repairs.*
December half-year 1894	89	1,428
" " 1893	37	1,271

70. There is a decrease of Rs. 2,175 in the cost of "cleaning carriages" &c., equal to 7 per cent. and corresponding with a similar decrease in the train mileage

71. "Unclassified Expenditure."—An increase of Rs 28,327 for "Loss by Exchange" is due to an increase of Rs. 22,879 in the expenditure subject to that charge and to the further fall in the rate of exchange. The carriage of Revenue Stores cost Rs. 1,095 more than in the corresponding half-year of 1893.

72. Credit for Rs. 4,457 appears in this abstract for working the Kolar Gold Fields Railway.

73. The Carriage and Wagon Expenses per train mile were annas 4·42 against annas 3·08 and per 1,000 vehicle miles run by home vehicles Rs. 14·23 against Rs. 9·62 in the corresponding half of 1893.

74. **Abstract D.**—*Traffic Expenses.*—There is a net decrease of Rs. 34,434.

75. Under "Salaries and Wages" there is an increase of Rs. 2,535, due to Exchange Compensation Allowance which amounted to Rs. 5,251. On the other hand there were savings due to the Traffic Manager having been on leave without pay for 23 days in July, and to the Deputy Traffic Manager having proceeded on furlough in August 1894.—"Contingencies" have cost Rs. 3,506 in consequence of Rent not recoverable from Employès not now being chargeable to working expenses. There is an increase of Rs 2,697 in the cost of "Station Staff."

76. "Fuel, Lighting, Water and General Stores" Under this head there is a decrease of Rs. 30,632 which is fully explained by the following particulars:—

		1894	1893	Decrease
Value of Oil used ...	Rs.	33,042	45,059	12,017
Cost of Tarpaulin Materials ...	"	3,650	22,841	19,191

77. "Clothing" increased by Rs. 1,299.

78. "Printing, Stationery and Tickets" decreased by Rs. 1,121.

79. "Payments to other lines" decreased by Rs. 4,389.

80. "Loss by Exchange" shows an increase of Rs. 3,159 due to the further fall in exchange; there was a decrease of Rs. 11,830 in the value of English materials expended.

81. Credit for Rs. 5,533 appears in this abstract for working the Kolar Gold Fields Railway.

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

	2nd half of 1893.	2nd half of 1894.	Difference.	
				Per Cent.
	Tons.	Tons.	Tons.	
Tonnage of Goods	553,577	541,721	— 11,856	— 2·14
	Ton-miles.	Ton-miles.	Ton-miles.	
Ton-mileage of Goods	73,067,287	67,000,138	— 6,067,149	— 8·30
	Rs.	Rs.	Rs.	
Station Staff	1,87,580	1,90,277	+ 2,697	+ 1·44
Train Staff	49,260	49,843	+ 583	+ 1·18

83. The total cost of the department averaged annas 5·48 against annas 5·46 per train mile in the corresponding half-year of 1893.

84. **Abstract E.**—*General Charges.*—The net increase is Rs. 3,976.

85. "Home Expenditure" shows a decrease of Rs. 12,922.

86. "Salaries of Indian Management" An increase of Rs. 4,794 under this head is due to an increase of Rs. 1,500 in the salary drawn by the Agent and Manager, to an expenditure of Rs. 990 to clerks of the Audit Office engaged on overtime in the preparation of a special return of traffic required by the Board of Directors, and to exchange compensation allowance drawn by Officers of the Agent's, Audit, Stores and Medical Departments.

87. "Electric Telegraph" shows an increase of Rs. 14,015 and it is explained by the special credit of Rs 15,559 in December, 1893, half-year, for stores returned to stock. There is really a decrease of Rs. 2,063 in the ordinary maintenance charges of the Telegraph Department.

88. "Unclassified Expenditure." There is a decrease of Rs. 2,197 in the expenses connected with Fire Engines and an increase of Rs. 1,425 for loss by exchange.

89. Credit for Rs. 3,653 appears in this abstract for working the Kolar Gold Fields Railway.

90. **Abstract G.**—*Special and Miscellaneous.*—The net increase is Rs. 49,989.

91. "Law Charges" show an increase of Rs. 2,394.

92. "Compensation" charges are less by Rs. 1,738 but the recoveries from Fire Insurance Fund are also less by Rs. 1,790.

93. "Rates and Taxes" are higher by Rs. 8,385, caused by enhanced assessment by the Madras Municipality.

94. "Payments to other Lines" Increase Rs. 40,038. A sum of Rs. 11,793 was refunded to the Kolar Gold Fields Railway being portion of the amount charged to that Railway for hire of locomotives and vehicles during construction and previously included in Abstract "K" An increase of Rs. 5,612 occurs in "Mileage and Demurrage" charges. A net charge of Rs. 24,745 also appears for Rent of joint stations and this is explained by the estimates for rent of Guntakal Joint Station entered in Abstract "K" having hitherto been based upon our Chief Engineer's estimate of the capital cost of the joint works while it has now been

agreed to accept the figures of the Southern Mahratta Railway which are much higher. The charges have been in dispute since the opening of Guntakal station in May, 1887, but a settlement of accounts up to June, 1894, was effected in December last when it was found that the charges to be paid by this Company had been under-estimated by some Rs. 30,000.

95. Credit appears in this abstract for Rs. 1,176 for working the Kolar Gold Fields Railway.

96. **Statement of Train Mileage, No. XIV.**—As compared with the second half of 1893 there was a decrease in the Train-mileage of 90,348 miles or about 6·74 per cent.; the miscellaneous Engine-mileage was 17·91 per cent. of the Train-mileage run, against 17·00 per cent. in the corresponding half of the previous year.

SUPPLEMENTARY.

Capital.

97. The total Capital expenditure of the half-year has been as follows:—

	Rs.	A.	P.
Cash	92,296	3	5
Stores...	63,004	3	4
	1,55,300	6	9
Less credit.—			
Amount recovered from the Kolar Gold Fields Railway towards the cost of the junction arrangements at Bowringpet ...	11,115	7	9
Net expenditure	Rs. 1,44,184	15	0

98. The following particulars shew in detail the Capital outlay of the half-year:—

		Rs.	A.	P.	Rs.	A.	P.
Bridges.							
Raichur Foot Bridge		1,294	1	9			
Bangalore City Foot Bridge		1,134	15	4	2,429	1	1
Alterations and Additions at Stations.							
Bangalore City	42,120 4 9						
Less stores returned to stock ...	17,283 5 10						
		24,836	14	11			
Bowringpet	13,546 6 4						
Less Amount recovered from Mysore Durbar	11,115 7 9						
		2,430	14	7			
Carried over...		27,267	13	6	2,429	1	1

	Rs.	A.	P.	Rs.	A.	P.
Brought over...	27,267	13	6	2,429	1	1
Palghat	11,208	0	11			
Tirutani	8,653	13	7			
Arkonam	9,255	6	7			
Jalarpet	8,989	10	10			
Gooty	6,456	11	6			
Olavakkot	3,057	12	8			
Bisanatham	2,918	11	3			
Vepagunta	2,480	8	5			
Central Station	2,385	12	10			
Ferok...	1,936	5	8			
Raichur	1,622	15	1			
Malagavalli	1,405	3	6			
Perambur	1,385	8	0			
Vinnamangalam	1,384	4	0			
Nandalore	1,322	6	3			
Erode	1,262	14	6			
Church at Perambur	1,071	0	11			
Edakolam	1,034	1	8			
Other Stations including New Minor Works	10,652	2	6	1,05,751	4	2
Raising line and increasing Water way at $\frac{106}{2-3}$ Mile N. W. Line.	2,455	1	1			
Side drain and raising at $\frac{320}{10-13}$ Mile S. W. Line. ...	1,348	14	1			
Extension of Block System	861	3	8	4,665	2	10
Plant.						
Locomotive shop Plant	2,066	0	7			
Engineering do	58	0	0	2,124	0	7
Rolling Stock.						
1 Composite carriage	3,820	6	0			
5 3rd Class carriages	6,856	0	5			
2 Brake Vans	2,417	14	5			
1 15 Ton Travelling Crane	8,930	3	2			
1 Tank Wagon for Carrying Kerosine Oil	2,054	10	4			
3,230 Screw Couplings	4,116	0	0			
1,200 Centre Chains	1,020	4	0	29,215	6	4
Rupees ...				1,44,184	15	0

99. The following is a Summary of the operations on the Store Accounts during the half-year:—

	Rs.	A.	P.	Rs.	A.	P.
Stores Balances at 30th June, 1894				28,16,090	10	0
Add Receipts.—						
From England	2,15,460	0	8			
„ Local purchases	8,56,824	2	1	10,72,284	2	9
				38,88,374	12	9
Deduct Issues.—						
Capital Account	63,004	3	4			
Revenue „	8,87,978	0	0			
Sales „	1,09,960	5	9	10,60,942	9	1
Stores Balances at 31st December, 1894				28,27,432	3	8

100. The above figures show that the amount locked up in stores is Rs. 11,341 more than at 30th June 1894. The following particulars show the balances of the several Store Accounts at 30th June, and 31st December, 1894:—

	30th June, 1894.	31st December, 1894.
General Store Account	Rs. 4,05,777	Rs. 4,43,013
Loco. Store & Workshop Account	13,88,817	14,00,104
Engineers ditto.	9,58,584	8,92,149
Telegraph ditto.	41,936	47,247
Traffic Store Account	393	757
Stores in Transitu	20,461	44,139
Materials Lost Account	123	23
Totals.	28,16,091	28,27,432

101. The balance of General Store account has increased by Rs. 37,236, but if we exclude the following exceptional items it will be seen that the ordinary stores have been reduced by about Rs. 28,000 :—

Returned Stores transferred from Engineering Department Rs. 34,432
New boilers held for Locomotive Department 30,922

102. The Locomotive Store and Workshop account balance has increased by Rs. 11,287, but there were 21,700, tons of coal purchased during the half-year while only 13,855 tons were consumed. But for this abnormal outlay the balance would have shown a satisfactory decrease.

103. The Engineering Store and Workshop account balance has decreased by Rs. 66,435 of which Rs. 34,432 represents stores transferred to custody of General Storekeeper. But as new permanent way materials were brought on to stock in November and December to the value of Rs. 75,394 the decrease in the balance of this account must be considered satisfactory.

REVENUE.

104. The percentage of expenditure to gross receipts for the past three half-years has been as under :—

December	1893	50·54 per cent.
June	1894	51·83 „
December	1894	52·29 „

105. The net Revenue amounts to Rs. 24,55,524-9-3 as compared with Rs. 25,80,733-9-6 in the corresponding half of 1893. It gives at 1*s.* 10*d.* per Rupee, £ 225,089-15-1 equal to a dividend of £ 2-0-9 per cent. for the half-year on the capital bearing interest raised at the 31st December, 1894, *viz.*, £ 11,057,630.

106. The net Earnings fall short of the Guaranteed Interest by £41,428-15-11, and after providing for interest on Debentures the balance is equivalent to a dividend at the rate of £ 4-2-10 per cent. per annum on the subscribed Capital of the Company as will be seen from the following figures :—

Total amount of net earnings ...		£ 225,089-15-1
INTEREST AS FOLLOWS :—		
£ 337,800 @ 3 per cent. per annum ...	£ 5,067-0-0	
462,200 @ 3¼ „ „ „ ...	7,510-15-0	
		12,577-15-0
Balance ...		£ 212,512-0-1

equivalent to £ 4-2-10 per cent. per annum on £ 10,257,630.

107. The following results of our Traffic operations in the way of dividend are continued from the last report :—

PERIOD.	Miles Open.	Capital raised at 31st December.	NET REVENUE.			Average per cent. per annum for periods of 5 years, &c.		
		£	£	*s.*	*d.*	£	*s.*	*d.*
Average for 5 years 1871—75 ..	845	10,280,682	235,549	1	0	2	6	0
„ 1876—80 ...	858	10,526,673	224,439	17	6	2	2	9
„ 1881—85 ...	860	10,638,258	245,448	10	6	2	6	1
„ 1886—90 ...	842	10,697,630	327,998	6	9	3	1	3
The year 1891 ...	840	10,857,630	358,098	11	0	3	6	0
„ 1892 ...	840	11,057,630	393,445	10	3	3	11	2
„ 1893 ...	840	11,057,630	496,993	1	3	4	9	11
„ 1894 ...	840	11,057,630	453,554	1	7	4	2	0

108. The amount charged to Revenue for loss by Exchange on the cost of Revenue stores and Home expenditure was Rs. 2,03,028 being Rs. 59,300 more than in the corresponding period of 1893 notwithstanding a decrease of Rs. 35,000 in the expenditure upon which loss by exchange was chargeable. The rate of exchange was 13·226*d.* per rupee which is 2·199*d* below the rate for the corresponding half of 1893.

109. The following particulars are taken from the accounts of the Kolar Gold Fields Railway.:—

Receipts.

From Coaching traffic	Rs.	16,763	7	5
„ Goods „		45,469	5	1
„ Electric Telegraph		131	4	9
„ Sundries		188	0	0
Total	Rs.	62,552	1	3

Expenses.

Madras Railway for cost of Working	Rs.	35,185	8	0	
„ „ „ use of Rolling Stock		3,127	9	8	38,313 1 8
Net Revenue	Rs.				24,238 15 7

equal to a return of nearly 7½ per cent per annum on the Capital outlay of the Mysore Durbar, which is stated at Rs. 6,56,175.

110. In the matter of the large sum referred to in paragraph 107 of my report for June, 1894 half-year as due by the Mysore Durbar for hire of Madras Railway engines and vehicles during the construction of the Kolar Gold Fields Railway, the company have met the Durbar in a very liberal spirit in agreeing to forego charges to the extent of Rs. 11,793.

111. The principal features presented by the accounts are the very satisfactory increases under every head of Coaching traffic except Military traffic and Miscellaneous; the serious decrease of more than two and a half lacs of rupees in the earnings from Grain traffic and of Rs. 60,000 from Raw cotton, to some extent compensated for by increased earnings from Dyes and Tans, Hides and Skins, Oil Seeds and Timber. In the expenses, the only increases of importance are in the Carriage and Wagon department and in Miscellaneous expenditure, the former being due to considerable renewals of Rolling stock and the latter being fully explained in para. 94 of this report.

Earnings.

112. Abstract H, Coaching Traffic, Form No. X of the accounts, presents the following results when compared with the corresponding half-year :—

	Rs.	A.	P.
Abstract H, December, 1893	19,52,188	15	8
Do. „ 1894	20,99,201	8	8
Increase	1,47,012	9	0

113. The details of the above Results are given in the following table :—

TRAFFIC.	Half-year ending December, 1893.			Half-year ending December, 1894.			Increase.			Decrease.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Ordinary Passgrs. 1st Class.	77,065	7	5	84,450	6	3	7,384	14	10	...	...	...
Periodical ...	1,608	0	0	1,273	0	0	...	...	...	335	0	0
2nd Class ...	80,625	10	3	92,411	0	7	11,785	6	4	...	...	...
Periodical ...	2,017	0	0	1,422	6	0	...	...	...	594	10	0
3rd Class ...	14,55,801	0	4	15,76,336	6	11	1,20,535	6	7	...	...	...
Periodical ...	1,971	11	0	2,263	4	0	291	9	0	...	...	...
Troops & Police, 1st Class.	6,220	14	0	3,721	8	6	...	...	...	2,499	5	6
2nd Class.	23,806	5	2	11,286	14	0	...	...	...	12,519	7	2
3rd Class.	35,281	10	4	27,763	1	2	...	...	...	7,518	9	2
Passengers' Luggage ...	48,926	12	3	50,477	5	6	1,550	9	3	...	...	...
Carriages ...	6,488	12	0	8,537	3	6	2,048	7	6	...	...	...
Horses ...	24,539	6	4	28,809	9	3	4,270	2	11	...	...	...
Dogs ...	2,544	0	8	2,789	2	10	245	2	2	...	...	...
Parcels ...	1,49,422	7	5	1,67,055	9	8	17,633	2	3	...	...	...
Do. for Revenue ...	1,975	14	0	1,754	3	2	...	...	...	221	10	10
Special Trains ...	596	0	0	2,079	0	0	1,483	0	0	...	...	...
Miscellaneous ...	4,974	9	10	563	8	8	...	...	...	4,411	1	2
Haulage and hire of Post Office Vans ...	14,340	1	10	26,955	5	5	12,615	3	7	...	...	...
MILITARY.												
Military Baggage ...	10,880	0	0	6,833	3	6	...	...	...	4,046	12	6
Carriages ...	...	...	...	...	...	...	...	...	...	...	...	...
Horses ...	3,013	7	0	2,322	3	4	...	...	...	691	...	8
Dogs, &c. ...	89	13	10	97	2	5	7	4	7	...	...	...
	19,52,188	15	8	20,99,201	8	8	1,79,850	5	0	32,837	12	0
							Deduct Decrease ...			32,837	12	0
							Net Increase ...			1,47,012	9	0

114. The ordinary Coaching Traffic, ascertained by eliminating all Troops and Police, and Military items of traffic is continued from the last Report—

	Rs.	A.	P.
December 1880 ...	11,47,898	1	5
June 1881 ...	12,54,404	1	5
December 1881 ...	12,18,181	7	10
June 1882 ...	12,78,447	11	0
December 1882 ...	13,02,002	4	1
June 1883 ...	12,97,015	15	6
December 1883 ...	12,73,014	2	7
June 1884 ...	14,10,745	4	7
December 1884 ...	13,85,847	11	7
June 1885 ...	14,63,321	5	7
December 1885 ...	15,20,401	15	10
June 1886 ...	15,02,885	3	6
December 1886 ...	15,49,747	3	4
June 1887 ...	15,84,759	3	3
December 1887 ...	15,31,357	3	9
June 1888 ...	16,61,024	2	10
December 1888 ...	17,13,097	12	10
June 1889 ...	17,81,789	6	8
December 1889 ...	17,75,541	7	2
June 1890 ...	17,64,039	8	10
December 1890 ...	18,19,560	1	1
June 1891 ...	17,68,118	0	7
December 1891 ...	16,52,970	14	10
June 1892 ...	17,24,126	14	10
December 1892 ...	18,03,769	5	4
June 1893 ...	19,49,056	4	11
December 1893 ...	18,72,896	13	4
June 1894 ...	19,27,016	3	8
December 1894 ...	20,47,177	7	9

115. Statement showing 3rd and 4th-Class Receipts minus Troops and Police from 1873 to December, 1894.

PERIOD.	3rd-Class Single Journey, excess, Return Journey and Season Tickets.			4th or Cooly Class.			Total 3rd and 4th Classes.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Half-year ending June 1873 ...	8,54,760	15	9	93,640	13	0	9,48,401	12	9
" December 1873 ...	8,41,653	1	4	1,08,073	9	0	9,49,726	10	4
" June 1874 ...	7,89,366	1	11	1,13,226	15	0	9,02,593	0	11
" December 1874 ...	8,31,655	4	7	1,18,789	11	0	9,50,444	15	7
" June 1875 ...	7,32,250	15	8	1,68,858	13	0	9,01,109	12	8
" December 1875 ...	6,72,465	4	6	1,73,676	13	0	8,46,142	1	6
" June 1876 ...	7,16,531	11	6	2,03,373	9	0	9,19,905	4	6
" December 1876 ...	7,41,657	1	7	2,19,170	13	0	9,60,827	14	7
" June 1877 ...	6,38,448	12	8	2,42,352	2	6	8,80,800	15	2
" December 1877 ...	8,79,633	13	10	1,20,088	11	0	9,99,722	8	10
" June 1878 ...	9,01,376	1	3	67,642	11	0	9,69,018	12	3
" December 1878 ...	8,04,743	8	3	1,14,829	12	0	9,19,573	4	3
" June 1879 ...	6,35,114	10	2	2,65,729	13	0	9,00,844	7	2
" December 1879 ...	9,29,071	10	9	...	...	...	9,29,071	10	9
" June 1880 ...	9,04,920	9	10	...	...	...	9,04,920	9	10
" December 1880 ...	8,96,463	1	1	...	...	...	8,96,463	1	1
" June 1881 ...	9,52,306	12	1	...	...	...	9,52,306	12	1
" December 1881 ...	9,43,731	12	9	...	...	...	9,43,731	12	9
" June 1882 ...	9,72,568	4	7	...	...	...	9,72,568	4	7
" December 1882 ...	10,05,113	6	2	...	...	...	10,05,113	6	2
" June 1883 ...	10,10,789	4	7	...	...	...	10,10,789	4	7
" December 1883 ...	9,61,665	0	1	...	...	...	9,61,665	0	1
" June 1884 ...	10,58,699	12	8	...	...	...	10,58,699	12	8
" December 1884 ...	10,47,457	10	4	...	...	...	10,47,457	10	4
" June 1885 ...	10,95,135	7	6	...	...	...	10,95,135	7	6
" December 1885 ...	11,65,264	9	5	...	...	...	11,65,264	9	5
" June 1886 ...	11,59,988	9	10	...	...	...	11,59,988	9	10
" December 1886 ...	11,84,455	6	3	...	...	...	11,84,455	6	3
" June 1887 ...	12,20,247	9	0	...	...	...	12,20,247	9	0
" December 1887 ...	11,61,859	8	10	...	...	...	11,61,859	8	10
" June 1888 ...	12,48,832	15	11	...	...	...	12,48,832	15	11
" December 1888 ...	13,34,289	7	9	...	...	...	13,34,289	7	9
" June 1889 ...	13,57,252	6	7	...	...	...	13,57,252	6	7
" December 1889 ...	13,92,223	13	3	...	...	...	13,92,223	13	3
" June 1890 ...	13,69,221	5	1	...	...	...	13,69,221	5	1
" December 1890 ...	14,48,927	4	1	...	...	...	14,48,927	4	1
" June 1891 ...	14,00,154	9	11	...	...	...	14,00,154	9	11
" December 1891 ...	12,73,641	14	9	...	...	...	12,73,641	14	9
" June 1892 ...	13,53,452	15	6	...	...	...	13,53,452	15	6
" December 1892 ...	14,11,625	15	5	...	...	...	14,11,625	15	5
" June 1893 ...	15,37,298	5	4	...	...	...	15,37,298	5	4
" December 1893 ...	14,57,772	11	4	...	...	...	14,57,772	11	4
" June 1894 ...	15,09,595	15	2	...	...	...	15,09,595	15	2
" December 1894 ...	15,78,599	10	11	...	...	...	15,78,599	10	11

116. The number, mileage and earnings of 3rd-Class Ordinary traffic, leaving out Troops and Police are as follows :—

PERIOD.	Number.	Mileage.	Earnings.		
			Rs.	A.	P.
Half-year ending December 1879 ...	1,774,690	76,638,889½	(a) 9,29,071	10	9
" June 1880 ...	1,964,346	79,706,402	(b) 9,04,920	9	4
" December 1880 ...	1,943,145	86,424,275	8,96,463	1	1
" June 1881 ...	2,111,075	91,844,076	9,52,306	12	1
" December 1881 ...	2,067,218½	90,818,781	9,43,731	12	9
" June 1882 ...	2,189,409	93,761,162	9,72,568	4	7
" December 1882 ...	2,046,457	96,895,425	10,05,113	6	2
" June 1883 ...	2,195,218½	97,623,795	10,10,789	4	7
" December 1883 ...	2,150,308	97,581,832	(c) 9,61,665	0	1
" June 1884 ...	2,593,543	108,370,675	10,58,699	12	8
" December 1884 ...	2,488,817	108,124,439	10,47,457	10	4
" June 1885 ...	2,639,473½	112,860,077	10,95,135	7	6
" December 1885 ...	2,798,556	121,224,909	11,65,264	9	5
" June 1886 ...	2,928,490	120,522,393	11,59,988	9	10
" December 1886 ...	3,288,543½	135,980,143	(d) 11,84,455	6	3
" June 1887 ...	3,543,684½	140,170,209	12,20,247	9	0
" December 1887 ...	3,372,135½	133,848,628	11,61,859	8	10
" June 1888 ...	3,724,290	142,695,239	(e) 12,4° ...	15	11
" December 1888 ...	3,951,553½	151,690,598	13,34,289	7	9
" June 1889 ...	4,198,943	155,414,335	13,57,252	6	7
" December 1889 ...	4,218,179	159,361,635	13,92,223	13	3
" June 1890 ...	4,184,208	156,902,111	(f) 13,69,221	5	1
" December 1890 ...	4,133,756½	162,833,527	(g) 14,48,927	4	1
" June 1891 ...	4,206,099½	156,004,790	14,00,154	9	11
" December 1891 ...	3,919,473	148,726,896	(h) 12,73,641	14	9
" June 1892 ...	4,259,953½	159,063,622	13,53,452	15	6
" December 1892 ...	4,487,133	165,641,362	14,11,625	15	5
" June 1893 ...	4,998,677	180,292,338	15,37,298	5	4
" December 1893 ...	4,675,724	170,719,562	14,57,772	11	4
" June 1894 ...	4,954,351	177,046,939	15,09,595	15	2
" December 1894 ...	5,048,748	185,288,555	15,78,599	10	11

Note.—(*a*). Half-year ending 1879, 2 pies for Ordinary trains from 1st July, 1879, and 4 pies for Mail trains.

(*b*.) Half-year ending June, 1880, 2 pies are charged for Ordinary trains and 4 pies for Mail trains for first four months, and 2 pies by all trains for the last 2 months, *viz.*, from 1st May, 1880.

(*c*). Fare and half for Return tickets from 1st October, 1883.

(*d*). One and half pies for single journey passengers for Ordinary trains and 2 pies for Mail trains, but to and from stations between Podanur and Metupalaiyam and Podanur and Beypore, 1½ pies rate charged by Mail trains.

(*e*). Half-year ending June, 1888, on and after 5th March, 1888, 2 pies are charged for passengers booked to and from stations west of Podanur by Mail trains except that for stations on the Nilgiri and Palghat branches, the fares by Mail trains are 1½ pies per mile.

(*f*). From 1st March, 1890, the fares by Mail trains throughout the Line are 2 pies per mile.

(*g*). From 1st October, 1890, the fares by Mail trains throughout the line are 3 pies per mile.

(*h*). From 1st August, 1891, the fares by Mail trains are 2½ pies per mile except that for stations between Podanur and Calicut and Palghat branches the fares by Mail trains are 1½ pies per mile.

117. The Receipts from Parcels traffic (Public) during the past ten years have been as follows :—

Half-year ending			Rs.	A.	P.
June	1885	...	88,992	5	9
December	1885	...	1,07,520	9	0
June	1886	...	88,999	5	11
December	1886	...	1,00,021	9	5
June	1887	...	99,437	10	6
December	1887	...	1,10,502	0	8
June	1888	...	1,13,351	13	6
December	1888	...	1,22,872	15	4
June	1889	...	1,14,325	6	2
December	1889	...	1,22,051	4	4
June	1890	...	1,06,372	12	1
December	1890	...	1,23,187	6	8
June	1891	...	1,04,585	8	4
December	1891	...	1,18,642	12	8
June	1892	...	1,01,956	9	11
December	1892	...	1,34,095	5	1
June	1893	...	1,15,188	2	4
December	1893	...	1,49,422	7	5
June	1894	...	1,30,321	15	4
December	1894	...	1,67,055	9	8

118. It will be seen from a comparison of the several heads of Abstract I, that the following have been the fluctuations which have led to the net decrease of Rs. 1,69,198-12-8.

TRAFFIC.	Half-year ending Dec., 1893.			Half-year ending Dec., 1894.			Increase.			Decrease.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
1. Merchandise, General...	28,53,589	1	3	27,10,427	12	3	.....	...	...	1,42,941	5	0
2. Military Stores ...	32,334	12	0	33,392	8	0	1,058	12	0	.....	...	...
3. Railway Materials ...	16,870	2	0	7,955	8	11	.....	...	...	8,914	9	1
4. Coal ...	1,67,421	6	0	1,66,806	6	0	.....	...	...	617	0	0
5. Revenue Stores ...	52,393	14	0	39,336	14	11	.....	...	...	13,056	15	1
6. Live Stock ...	9,640	4	3	8,787	5	9	.....	...	...	852	14	6
7. Military Live Stock ...	5,865	10	0	1,728	3	0	.....	...	...	4,137	7	0
8. Rents and Demurrage...	4,497	7	8	4,805	4	3	307	12	7	.....	...	...
9. Interest on Outstanding Bills ...	.....	...	...	.....	...	...	.....	...	...	.....	...	...
10. Miscellaneous ...	2,708	9	3	2,663	6	8	.....	...	...	45	2	7
TOTAL...	31,45,103	2	5	29,75,904	5	9	1,366	8	7	1,70,565	5	3
							Deduct Increase ...			1,366	8	7
							Net Decrease ...			1,69,198	12	8

119. The following table prepared from the Analysis will show the progress of our business and the economy observed in conducting it :—

TRAFFIC.	Dec. 1883.	June 1884.	Dec. 1884.	June 1885.	Dec. 1885.	June 1886.	Dec. 1886.	June 1887.	Dec. 1887.	June 1888.	Dec. 1888.	June 1889.	Dec. 1889.	June 1890.	Dec. 1890.	June. 1891.	Dec. 1891.	June 1892.	Dec. 1892.	June 1893.	Dec. 1893.	June 1894.	Dec. 1894.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total earnings per train-mile ...	3·478	3·419	3·280	3·483	3·389	3·553	3·459	3·587	3·448	3·584	3·552	3·778	3·908	3·977	3·757	3·802	3·612	3·811	3·828	4·064	3·888	4·031	4·171
„ Working expenses per train-mile	2·119	1·953	1·993	2·004	1·926	2·036	2·129	2·267	2·289	2·093	2·097	2·128	2·405	2·109	1·948	2·220	2·094	2·147	2·086	1·880	1·965	2·089	2·181
Total net earnings per train-mile.	1·359	1·466	1·287	1·479	1·463	1·517	1·330	1·320	1·159	1·491	1·455	1·650	1·503	1·868	1·809	1·582	1·518	1·664	1·742	2·184	1·923	1·942	1·990
COACHING TRAFFIC.																							
Average sum received for carrying a unit one mile.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
First class	12·44	14·30	13·65	14·90	13·09	13·95	11·81	15·29	10·50	13·54	10·95	14·67	9·37	11·66	10·16	11·24	9·73	10·32	10·32	10·18	9·94	11·65	10·42
Second class	5·79	5·93	6·06	5·96	5·85	5·56	5·97	6·03	5·51	6·10	5·58	5·51	5·21	5·33	4·52	5·48	5·16	5·29	5·34	5·18	4·92	5·25	5·19
Lowest class	1·94	1·88	1·86	1·87	1·85	1·85	1·66	1·66	1·67	1·70	1·70	1·68	1·68	1·68	1·72	1·73	1·65	1·63	1·64	1·64	1·64	1·64	1·64
Average for all classes... ...	2·19	2·13	2·09	2·11	2·05	2·06	1·88	1·86	1·86	1·92	1·87	1·87	1·81	1·84	1·86	1·90	1·81	1·78	1·79	1·78	1·79	1·80	1·78
Average cost of hauling a Coaching unit one mile.																							
Per passenger unit	1·09	·89	·95	·98	·93	·96	·98	1·10	1·21	1·03	1·01	·99	1·07	·90	·91	1·09	1·03	1·04	1·03	·82	·90	·92	·89
Average profit per passenger ...	1·10	1·24	1·14	1·13	1·12	1·10	·90	·76	·65	·89	·86	·88	·74	·94	·95	·81	·78	·74	·76	·96	·89	·88	·89
Average sum received for other coaching traffic per ton per mile.	32·66	32·55	28·89	36·95	34·46	35·35	35·01	36·53	36·27	35·59	37·30	39·25	35·31	38·60	37·60	39·77	37·34	37·92	36·88	39·07	32·21	37·66	31·32
Average cost of hauling other coaching traffic per ton per mile.	10·08	13·47	13·06	15·21	14·16	15·25	15·68	15·57	16·80	13·49	13·46	14·06	14·39	12·17	11·81	14·00	12·52	13·29	11·81	11·16	9·31	11·96	9·12
Average profit per ton ...	22·58	19·08	15·83	21·74	20·30	20·10	19·33	20·96	19·47	22·10	23·84	25·19	20·92	26·43	25·79	25·77	24·82	24·63	25·07	27·91	22·90	25·70	22·20
GOODS TRAFFIC.																							
Average sum received for carrying a ton one mile ..	8·60	7·75	7·69	7·93	7·65	7·76	7·59	7·73	7·75	7·83	7·79	7·90	7·60	7·83	7·49	7·42	7·16	8·33	8·27	8·12	8·25	8·57	8·52
Average cost of hauling a goods unit, *viz.*, one ton one mile ...	6·08	5·29	5·57	5·16	5·00	5·00	5·25	5·23	5·38	4·91	5·02	4·73	4·88	4·13	4·05	4·46	4·25	4·63	4·41	3·76	4·30	4·58	4·67
Average profit on working a goods unit (*viz.*. one ton), one mile ...	2·52	2·46	2·12	2·77	2·65	2·76	2·34	2·50	2·37	2·92	2·77	3·17	2·72	3·70	3·44	2·96	2·91	3·70	3·86	4·36	3·95	3·99	3·85

120. The following Classification of all Goods carried is designed to shew Country and Foreign Trade:—

Description.	Half-year ending December, 1893.		Half-year ending December, 1894.	
	Maunds.	Rupees.	Maunds.	Rupees.
Country Trade.				
Food Grains	3,639,071	8,57,827	2,574,969	5,91,691
Miscellaneous articles for Domestic Consumption	2,010,505	5,76,514	2,300,135	6,63,007
Salt and Saltpetre	774,308	1,46,370	708,199	1,36,287
Materials used in Building, Construction and Manufacture	1,622,536	2,50,165	1,895,202	2,82,216
Cloths, Piece Goods and Twist, (Indian) ...	155,586	72,102	178,493	82,153
Sundries	850,212	3,43,987	853,238	3,25,213
Total...	9,052,218	22,46,965	8,510,236	20,80,567
Foreign Trade.				
Exports or Colonial Produce	1,319,197	5,45,942	1,357,746	5,66,539
Imports, Cloths, Piece Goods and Twist, (European)	82,136	42,944	85,496	45,351
European Stores for consumption in India ...	113,422	43,241	121,569	48,115
Coal and Coke for the Public	1,140,790	1,56,720	1,071,319	1,50,218
Do. for the Company	332,167	10,703	580,441	16,588
Railway Materials, &c.	301,127	23,482	398,640	11,205
Total...	3,288,839	8,23,032	3,615,211	8,38,016
Grand Total...	12,341,057	30,69,997	12,125,447	29,18,583

121. The following Statement is framed to give a comparison of the Internal Trade (sub-divided into Food Grains and other Commodities) and the External or Foreign Trade (Exports or Imports) passing over the Railway for a series of years:—

Periods.	Country Trade.				Foreign Trade, Exports or Imports.		Railway Stores.		Total.	
	Food Grains.		Other Commodities.							
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
	Maunds.	Rupees.	Maunds.	Rupees.	Maunds.	Rupees.	Maunds.	Rupees.	Maunds.	Rupees.
December, 1876	6,448,865	15,09,576	8,276,612	17,24,504	1,961,615	10,20,858	31,521	4,791	16,718,613	42,59,729
Do. 1877	20,037,072	47,11,730	5,526,394	17,51,285	1,328,601	5,65,916	36,818	6,159	26,929,885	70,35,090
Do. 1878	6,068,324	12,59,187	6,897,239	15,83,706	1,508,163	6,72,187	38,055	4,646	14,512,251	35,19,726
Do. 1879	5,724,550	12,24,775	10,068,871	16,84,744	1,791,713	7,66,609	27,769	3,755	17,612,883	36,79,883
Do. 1880	3,553,664	6,58,852	11,107,066	17,94,168	1,876,213	7,99,668	51,461	8,695	16,588,404	32,61,373
Do. 1881	3,977,162	6,38,158	8,070,309	18,42,019	2,112,658	8,52,893	85,805	16,013	13,646,134	33,49,083
Do. 1882	3,380,180	6,44,323	7,131,950	20,54,220	2,676,042	10,55,624	2,723	529	13,190,895	37,54,695
Do. 1883	3,158,585	4,90,871	8,168,984	21,47,050	2,679,301	9,83,154	5,067	1,387	14,011,987	36,21,462
Do. 1884	4,737,712	7,03,707	8,628,133	22,07,239	3,044,239	9,05,763	2,242,349	20,133	18,672,433	38,36,842
Do. 1885	5,392,637	7,60,500	9,320,806	23,08,174	2,306,882	7,83,519	716,581	2,81,658	17,736,856	41,33,851
Do. 1886	4,919,219	7,42,909	9,305,486	22,56,441	3,070,405	10,77,417	612,079	2,16,169	18,107,189	42,91,836
Do. 1887	4,764,534	7,00,153	11,045,625	24,08,793	3,022,418	10,77,268	977,516	2,80,148	19,810,093	44,66,367
Do. 1888	5,397,284	8,55,062	11,414,388	25,09,664	2,796,380	10,41,747	556,794	82,813	20,164,846	44,89,286
Do. 1889	5,903,788	11,08,772	11,610,840	25,13,396	3,348,244	12,13,195	1,335,291	1,95,869	22,198,163	50,31,232
Do. 1890	6,233,007	10,96,066	12,956,764	25,85,619	3,532,286	12,80,920	859,999	1,97,166	23,582,056	51,59,771
Do. 1891	3,147,023	5,83,562	5,959,419	13,06,791	1,939,938	6,04,704	763,923	1,39,574	11,810,303	26,34,631
Half-year ending June, 1891	4,669,761	8,32,337	5,469,552	12,78,849	1,999,304	5,68,507	240,934	49,263	12,379,551	27,28,956
Do. Dec., 1891	2,805,874	6,06,282	5,447,181	13,95,167	2,282,189	6,83,330	760,619	40,835	11,295,863	27,25,614
Do. June, 1892	3,444,841	7,14,125	5,814,054	13,93,872	2,424,640	6,82,500	645,552	18,522	12,329,087	28,09,019
Do. Dec., 1892	3,556,846	7,74,123	6,270,895	15,48,031	2,573,839	7,57,638	70,228	11,787	12,471,808	30,91,577
Do. June, 1893	3,639,071	8,57,827	5,413,147	13,89,138	2,987,712	7,99,550	301,127	23,482	12,341,057	30,69,997
Do. Dec., 1893	2,495,031	5,73,899	5,991,504	15,37,876	2,873,597	8,08,340	418,547	19,653	11,778,679	29,39,765
Do. June, 1894	2,574,969	5,91,691	5,935,267	14,88,876	3,216,571	8,26,811	398,640	11,205	12,125,447	29,18,583

The total in the foregoing for the past half-year, *viz.*, Rupees 29,18,583 is made up from items in Abstract I. of the Revenue Account thus:—

1.	Merchandise	...	Rs. 27,10,428
2.	Military Stores	...	,, 33,393
3.	Railway Materials	...	,, 7,956
4.	Coal for the Public, &c.	...	,, 1,66,806
			Rs. 29,18,583

122. The following are the chief Commodities interchanged with Foreign Railways working with the Madras Railway in the half-year under review, and the corresponding half-year in 1893:—This statement shews an increase in weight of 15,972 tons and in amount of Rs. 50,356 during the past half-year.

DESCRIPTION OF COMMODITY.	To and from Foreign Railways.			
	Half-year ending December, 1893.		Half-year ending December., 1894.	
	Tons.	Rs.	Tons.	Rs.
I. Coal and Coke carried for the Public & Foreign Railways.	...	...	34,585	1,31,073
II. Cotton Raw ...	4,179	52,021	3,054	41,760
III. Cotton Manufactured—				
1. Twist and Yarn, European	347	4,561	384	5,363
2. Do. Indian...	954	8,868	1,145	11,594
3. Piece Goods, European ...	416	7,221	442	8,307
4. Do. Indian ...	1,857	24,732	1,985	24,821
IV. Drugs and Chemicals—				
1. Intoxicating, other than Opium	...	...	...	...
2. Non-intoxicating—				
(a). Cinchona bark ...	...	...	...	...
(b). Others	401	4,676	527	4,873
V. Dyes and Tans—				
1. Indigo	327	7,621	272	5,098
2. Myrabolams	...	...	158	1,085
3. Cutch ...	...	...	...	...
4. Turmeric ...	594	3,716	802	5,383
5. Aniline dyes	...	...	...	...
6. Others...	3,121	26,982	4,130	46,999
VI. Grain and Pulse—				
1. Wheat...	1,658	12,670	1,334	11,453
2. Rice in the husk ...	10,898	85,536	5,423	40,079
3. Rice not in the husk ...	3,362	17,931	5,312	34,621
4. Jawar and Bajra ...	13,450	98,479	1,576	11,197
5. Gram and Pulse ...	9,402	63,896	4,306	23,392
6. Others	28,819	1,66,066	10,916	77,630
VII. Hides and Skins—				
1. Hides of Cattle—				
(a.) Dressed or tanned...	...	...	...	...
(b.) Raw ...	109	1,462	1,061	17,614
2. Skins of Sheep, &c.—				
(a.) Dressed or tanned...	908	18,417	1,750	30,861
(b.) Raw ...	4,947	84,428	6,306	97,872
VIII. Horns	...	...	51	689
IX. Jute—				
1. Raw	...	...	...	...
2. Gunny bags and Cloth ...	1,624	15,334	1,252	12,021
X. Lac—				
1. Stick	...	...	...	...
2. Shell	...	...	...	...
XI. Leather Manufactured ...	35	1,013	29	840
XII. Liquors—				
1. Beer	664	11,457	1,002	15,202
2. Spirits	915	4,982	847	4,796
3. Wines	39	729	61	783
XIII. Metals—				
1. Copper, unwrought ...	...	...	...	...
2. Brass, unwrought ..	...	...	...	...
3. Copper, wrought ...	237	3,187	171	2,514
4. Brass, wrought ...	2,205	25,407	1,733	20,548
5. Iron	87	1,001	106	1,568
6. Others				
XIV. Oils—				
1. Kerosine	962	10,190	931	12,770
2. Castor...	417	935	339	904
3. Cocoanut	84	936	107	989
4. Others	465	2,340	1,358	8,074
Carried forward...	93,483	7,66,794	93,455	7,12,773

DESCRIPTION OF COMMODITY.	To and from Foreign Railways.			
	Half-year ending Dec., 1893.		Half-year ending Dec., 1894.	
	Tons.	Rs.	Tons.	Rs.
Brought forward...	93,483	7,66,794	93,455	7,12,773
XV. Oil Seeds—				
1. Linseed	...	...	...	...
2. Rape and Mustard ...	167	1,370	233	2,048
3. Til or Jinjili... ...	3,221	22,741	6,125	44,688
4. Poppy	...	...	...	...
5. Earthnuts	976	2,795	884	6,130
6. Castor	387	2,468	3,107	21,745
7. Others...	3,320	18,493	1,968	10,260
XVI. Opium	...	...	...	...
XVII. Paper and Paste Board ...	47	794	45	730
XVIII. Provisions—				
1. Ghee	332	4,116	400	4,569
2. Dried fruits and nuts ...	634	5,085	468	3,150
3. Others...	9,053	57,350	8,569	65,472
XIX. Railway Plant & Rolling Stock *carried for the Public and Foreign Railways.*				
(1). Loco. Engines & Tenders and parts thereof ...	...	...	...	...
(2). Carriages and Truck and parts thereof ...	...	...	...	...
(3). Materials	...	...	214	1,281
(a). Steel Rails & fish plates...	...	...	...	...
(b). Sleepers and keys of steel and cast iron ...	— 76	572	61	842
(c). Other sorts	1,422	8,157	1,616	7,756
XX. Salt	...	...	...	...
XXI. Saltpetre, &c.—				
1. Saltpetre	...	...	...	...
2. Other Saline substances...	...	...	...	...
XXII. Silk, Raw—				
1. Foreign	...	...	...	...
2. Indian	42	915	44	848
XXIII. Silk, Piece Goods—				
1. Foreign	...	...	...	...
2. Indian	...	...	...	...
XXIV. Spices—	2,428	27,324	2,445	31,209
1. Betel nuts	247	2,871	265	3,362
2. Pepper	57	568	151	1,270
3. Ginger	856	14,187	506	6,576
4. Chillies	...	...	...	...
5. Cardamoms	301	1,737	297	2,319
6. Others	786	4,474	1,438	5,158
XXV. Stone and Lime				
XXVI. Sugar—	897	6,725	792	6,953
1. Refined or crystalized including Sugarcandy ...				
2. Unrefined, viz., Mollasses and Jaggery or gur and other Saccharine produce	2,875	26,888	3,375	22,312
XXVII. Tea—	...	...	...	...
1. Foreign	39	1,387	51	2,177
2. Indian	3,482	19,929	13,708	49,624
XXVIII. Timber.	1,050	9,117	930	9,555
XXIX. Tobacco—	...	...	...	...
1. Unmanufactured ...	212	3,439	240	3,852
2. Manufactured	225	2,269	445	5,093
(a). Cigars			71	702
(b). Other sorts ...	...	...		
XXX. Wool, Raw.	35	697	35	770
XXXI. Wool, Manufactured—	219	2,515	169	1,551
1. Piece Goods, European ...	...	...	...	...
2. Peace goods, Indian ...				
3. Shawls				
XXXII. All other Articles of Merchandise	8,048	98,958	8,782	1,30,316
Total...	134,917	11,14,735	150,889	11,65,091

123. The interchange of Passenger Traffic with the Railways that are connected with the Madras Railway is given in the following table, and shews an increase in numbers by 101,828 and in amount of Rupees 29,179-10-2 as compared with the corresponding half-year:—

PASSENGERS' TRAFFIC.	To and from Foreign Railways.							
	Half-year ending December, 1893.				Half-year ending December, 1894.			
	No.	Amount.			No.	Amount.		
		Rs.	A.	P.		Rs.	A.	P.
Passengers ... ... 1st Class... ..	1,878	26,805	10	11	2,744½	33,340	9	3
" ... .. 2nd Class... ...	4,894½	28,260	15	0	6,395½	32,862	6	2
" ... ... 3rd Class... ...	212,433½	2,26,773	7	5	315,943½	2,64,225	0	3
Soldiers ... ... 1st Class..	388	4,407	2	0	380½	4,304	14	0
" ... ... 2nd Class... ...	3,199	20,299	13	7	3,229½	9,436	5	9
" ... ... 3rd Class... ..	20,468½	30,651	3	9	16,179	21,357	4	5
Return Fares ... 1st Class... ...	78	1,291	11	0	130	1,130	3	0
" ... ... 2nd Class... ...	82	618	4	0	163	1,298	15	0
" ... ... 3rd Class... ...	1,986	137	3	6	2,070	129	11	6
" ... ... 1st Class... ...	...	515	4	0	..	567	15	0
Excess ... ... 2nd Class... ...	...	148	11	6	...	303	2	6
" ... ... 3rd Class... ...	...	226	5	9	...	359	0	3
Total...	245,407½	3,40,135	12	5	347,235½	3,69,315	6	7

Expenditure.

124. The notes against each head of Expenditure in the following table shew, generally, in a comparative form, the work done in each department for each half-year:—

DEPARTMENTS.	Half-year ending December, 1893.					Half-year ending December, 1894.				
	Work of Departments.	Cost.			Per cent. of Revenue.	Work of Departments.	Cost.			Per cent. of Revenue.
	Ms. ch. ft.	Rs.	A.	P.		Ms. ch. ft.	Rs.	A.	P.	
Abstract A. Maintenance of Way, Works and Stations	1,013 71 1¼	6,07,834	15	6	11·65	1,016 79 3½	5,89,190	7	11	11·45
Abstract B. Locomotive Expenses ...	Gross Mileage of Engines, 1,570,409 Number of Engines under repair at any one time, 41.	9,98,250	5	1	19·13	Gross Mileage of Engines, 1,456,574 Number of Engines under repair at any one time, 40.	9,68,519	15	2	18·81
Abstract C. Carriage and Wagon Expenses	Number of Vehicles under repair at any one time, 148. Number constructed and renewed 43.	2,58,265	0	7	4·95	Number of Vehicles under repair at any one time, 188. Number constructed, and renewed 99.	3,41,075	14	6	6·63
Abstract D. Traffic Expenses. ...	Profitable Train Mileage, 1,342,258 Number of Stations, 142.	4,57,901	14	8	8·77	Profitable Train Mileage, 1,234,088 Number of Stations, 144.	4,23,468	2	3	8·22
Abstract E. General Charges ...	Miles 840.	2,75,387	2	6	5·28	Miles 840.	2,79,362	12	3	5·43
Abstract G. Special and Miscellaneous Expenditure	.....	39,949	9	3	·76	.....	89,938	4	1	1·75
Total...		26,37,588	15	7	50·54	Total...	26,91,555	8	2	52·29

Railway Schools.

125. The particulars of the Attendance and Cost of all Railway Schools, during the half-year as under:—

NAME OF SCHOOL.	Number on Register.	Average attendance.	Expenditure.			Receipts.			Net Cost.		
			Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Perambur	130	96·50	a 3,016	11	1	693	8	0	2,323	3	1
Jalarpet	52	41·83	1,068	1	10	323	7	7	744	10	3
Salem	34	26·33	837	5	5	190	9	8	646	11	9
Podanur	100	84·00	1,790	3	8	599	4	11	1,190	14	9
Renigunta	19	14·50	550	2	2	104	10	7	445	7	7
Gooty	50	37·68	903	11	8	234	12	4	669	15	4
Raichur	31	23·95	1,072	5	9	627	12	10	444	8	11
Railway School Library	...	....	60	0	0	...	...	...	60	0	0
Total ...	416	324·79	9,298	9	7	2,774	1	11	6,524	7	8

a. The expenditure on the Perambur School includes the cost of the Gymnastic Instructors.

Madras Railway Provident Institution.

126. The following details are given in continuation of those contained in my report for the half-year ending 30th June, 1894:—

Number of Subscribers.

	On 30th June, 1894.	On 31st December, 1894.
Obligatory	3,166	3,115
Voluntary	93	90
Total...	3,259	3,205

Amount at credit at 31st December, 1894.

	Rs.	A.	P.
Obligatory	4,08,545	0	5
Voluntary	42,049	6	2
Bonus	20,965	12	0
Profit and Loss account	1,614	8	7
Reserve Fund	8,870	9	11
Subscribers old Pro. Fund	1,755	0	0
Total...	4,83,800	5	1

The above bonus has been included in accounts of the half-year under review.

BACK PAPERS.

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

FURTHER PAPERS.

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

FINAL ISSUE.

BUDGET ESTIMATE

OF THE

MADRAS RAILWAY

FOR THE YEAR

1895-96.

CAPITAL ACCOUNT.

ABSTRACT of the ESTIMATED CASH EXPENDITURE on the MADRAS RAILWAY for the official year 1895–96.

Particulars.	Actuals for 1893–94.	Budget estimate for 1894–95.	Revised estimate for 1894–95.	Budget estimate for 1895–96.
INDIAN.	RS.	RS.	RS.	RS.
CAPITAL OUTLAY.				
Engineering Department.				
Sanctioned works as per schedule A		1,59,281	1,76,969	80,573
Works to be sanctioned do. B		2,10,791	...	3,44,370
Emergent works do. D		...	...	...
Locomotive Department.				
Sanctioned works as per schedule A		...	100	650
Works to be sanctioned do. B	1,88,893	1,000	...	...
Carriage and Wagon Department.				
Sanctioned works as per schedule A		9,970	11,770	21,905
Works to be sanctioned do. B		22,912	...	34,705
General.				
Establishment		...	...	...
Stores as per schedule E	14,77,191	14,76,990	15,81,161	16,07,797
Miscellaneous	3,287	5,000	5,000	5,000
Suspense Miscellaneous	41,634	34,056	3,45,000	3,25,000
Increase or decrease of balance of Capital Advance Account	23,400	20,000	20,000	20,000
Total withdrawals on Capital Account ...	16,82,605	19,00,000	21,00,000	24,00,000
Receipts to be credited to Capital Account.				
Share capital paid in India	...	...	...	...
Refunds for stores sold to Revenue, &c. ...	19,14,267	20,00,000	20,00,000	20,00,000
Other refunds—				
Home expenditure, &c.	1,74,448	2,00,000	2,50,000	5,00,000
Total Payments on Capital Account ...	20,88,715	22,00,000	22,50,000	25,00,000
Net cash demand in India on Capital Account ...	4,06,110	3,00,000	1,50,000	1,00,000
ENGLAND.				
Purchase of Stores.				
Indents to be sent home during the year ...	...	9,69,670	7,31,821	5,27,191
Previous indents to be complied with	...	3,16,178	4,14,545	7,03,093
Total ...	...	12,85,848	11,46,366	12,30,284
Deduct for indents estimated to be complied with in the following year	...	4,78,939	7,03,093	2,87,284
Total Outlay for Stores ...	6,80,732	8,06,909	4,43,273	9,43,000
Home Expenditure and Payments.				
Home expenditure	1,14,588	70,909	74,182	86,182
Furlough and sick leave allowances		9,818	3,273	7,636
Family and sundry payments less receipts ...		28,364	27,272	26,182
Total, Home Expenditure and Payments ...	1,14,588	1,09,091	1,04,727	1,20,000
Total, Cash Demand in England ...	7,95,320	9,16,000	5,48,000	10,63,000

REVENUE ACCOUNT.

ABSTRACT of ESTIMATED REVENUE RECEIPTS and EXPENDITURE of the MADRAS RAILWAY for the official year 1895–96.

Particulars.	Actuals for 1893–94.	Budget estimate for 1894–95.	Revised estimate for 1894–95.	Budget estimate for 1895–96.
RECEIPTS AS PER SCHEDULE F.	RS.	RS.	RS.	RS.
Coaching traffic	39,41,622	40,00,000	43,20,000	45,00,000
Goods do.	61,81,691	65,00,000	60,00,000	60,00,000
Electric Telegraph earnings	19,003	20,000	20,000	20,000
Sundries	2,41,424	1,60,000	1,60,000	2,30,000
Total (1) ...	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Receipts on account of traffic appertaining to other lines	11,98,716	9,00,000	14,00,000	13,00,000
Receipts from Capital Account other than traffic earnings				
Receipts from foreign lines other than traffic earnings	...	...	...	...
Other abnormal receipts in detail or as per schedule attached	...	...	...	...
Total Payments into Treasury on Revenue Account (2) ...	1,15,82,456	1,15,80,000	1,19,00,000	1,20,50,000
EXPENDITURE AS PER SCHEDULE G.				
Maintenance of way, works and stations ...	10,87,842	13,40,000	11,61,800	12,68,700
Locomotive expenses	20,07,382	19,25,000	19,42,700	19,51,200
Carriage and wagon expenses	5,57,165	6,40,000	7,25,200	6,92,300
Traffic expenses	8,98,382	8,76,500	8,77,400	8,33,600
General charges	5,60,288	5,89,500	5,79,900	5,99,000
Special and miscellaneous expenditure ...	82,739	1,29,000	1,60,000	1,05,200
Total (3) ...	51,93,798	55,00,000	54,50,000	54,50,000
Payments to other lines of their proportion of through traffic, &c.	10,83,629	9,00,000	13,60,000	13,00,000
Payments to Capital Account other than for stores, &c., included in the working expenses in schedule G	...	...	...	...
Other abnormal payments in detail or as per schedule attached	...	...	...	...
Total withdrawals from Treasury on Revenue Account (4) ...	62,77,427	64,00,000	68,10,000	67,50,000
Net earnings (1)—(3) ...	51,89,942	51,80,000	50,50,000	53,00,000
Net receipts (2)—(4) ...	53,05,029	51,80,000	50,90,000	53,00,000
Surplus profits ...	...	...	...	...

CAPITAL.

Schedule A or Construction Works—Part I.

Budget Estimate of Sanctioned Works of the Madras Railway for the official year 1895–96.

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.	Actual expenditure up to close of official year 1893–94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894–95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895–96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
			Engineering Department.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			Earthwork.														
1	G.O., No. 347 R. dated 12th June 1894. M.O.M. dated 27th Mar. 1895.		Raising line and increasing water-way at 106, 2-3 miles, North-west line.	2,165	3,705	5,870	..	..	..	2,165	3,705	5,870	..	..	..	..	
			Stations and Buildings.														
			Ráyapuram.														
2	G.O., No. 24 R. dated 17th Jan. 1895. C.E. No. 548 .. dated 14th Feb. 1895.		Ticket printing office at Ráyapuram ..	5,562	2,364	7,926	..	..	..	1,200	564	1,764	4,362	1,800	6,162	..	
			Washermanpet.														
3	G.O., No. 23 R.	17th Jan. 1895.	Alterations, &c., at Washermanpet station and extension of Ennore branch to Ráyapuram.	9,959	12,501	22,460	..	..	..	7,000	12,501	19,501	2,959	..	2,959	..	
			Perambúr.														
4	G.O., No. 129 R.	2nd Mar. 1894.	Church at Perambúr	5,931	1,609	7,540	..	..	..	1,118	500	1,618	4,813	1,109	5,922	..	
			Perambúr Works.														
5	G.O., No. 2153 R.	18th Sept. 1891.	Bungalow for Assistant Locomotive Superintendent at Perambúr Works.	6,842	4,164	11,006	1,171	3,878	5,049	4,059	100	4,159	1,612	186	1,798	..	
			Arkonam.														
6	G.O., No. 416 R. M.O.M. ..	3rd Aug. 1894. 27th Mar. 1895.	Extension of siding at the west end of Arkonam.	3,140	2,468	5,608	..	..	..	2,646	2,468	5,114	..	..	..	..	
7	G.O., No. 470 R.	6th Sept. 1894.	Four bungalows for upper subordinates at Arkonam.	9,368	4,368	13,736	..	..	..	7,000	3,000	10,000	2,368	1,368	3,736	..	
			Jálárpet.														
8	G.O., No. 2191 R. M.O.M. ..	12th Dec. 1892. 26th July 1894.	Third line goods shed lay-bye, goods godown and loading bank at Jálárpet.	7,151	7,696	14,847	2,247	4,581	6,828	1,250	2,115	3,365	3,654	1,000	4,654	..	
9	G.O., No. 1056 R. M.O.M. ..	27th July 1893. 30th Jan. 1895.	Two double bungalows for guards at Jálárpet.	5,854	2,406	8,260	2,447	1,977	4,424	3,154	428	3,582	..	..	..	..	
10	G.O., No. 1025 R.	20th July 1893.	Twenty houses for native firemen at Jálárpet.	4,527	1,517	6,044	3,062	1,273	4,335	1,219	132	1,351	..	..	..	..	
11	G.O., No. 45 R.	20th Jan. 1894.	Alterations and additions to station-house at Jálárpet.	10,786	6,517	17,303	..	..	..	8,800	5,000	13,800	1,986	1,517	3,503	..	
			Bowringpet.														
12	G.O., No. 436 R. C.E. No. 199. G.I. No. 719 R.C.	15th Aug. 1894. 19th Jan. 1895. 31st July 1894.	Alterations and additions consequent on junction of Kolar Gold Field Railway with the Madras Railway at Bowringpet.	36,793	41,518	78,311	13,466	15,877	29,343	15,500	10,641	26,141	7,827	15,000	22,827	..	
			Bangalore City.														
13	G.O., No. 1147 R.	26th Aug. 1893.	Thirty houses for subordinate staff at Bangalore City.	5,172	2,364	7,536	42	260	302	3,530	1,504	5,034	1,600	600	2,200	..	
14	G.O., No. 51 R. G.I., No. 94 R.C.	6th Feb. 1894. 30th Jan. 1894.	Alterations and additions to station house, platform, &c., at Bangalore City.	83,891	59,439	1,43,330	20,902	38,110	59,012	52,000	20,000	72,000	10,989	1,329	12,318	..	
			Olavakkót.														
15	G.O., No. 479 R.	12th Sept. 1894.	Additional siding and removing and rebuilding fuel shed at Olavakkót.	4,696	4,791	9,487	..	..	..	4,708	4,000	8,708	..	3,791	3,791	..	
16	G.O., No. 134 R.	6th Mar. 1895.	Through siding, &c., at crossing station at 186¼ miles, South-west line.	4,338	8,577	12,915	..	..	..	..	..	..	4,338	8,577	12,915	..	
			Palghat.														
17	G.O., No. 120 R. M.O.M. ..	28th Feb. 1894. 27th ,, 1895.	Alterations and additions to sidings at Palghat.	8,682	7,242	15,924	329	422	751	8,353	6,701	15,054	..	..	..	..	
18	G.O., No. 384 R.	10th July 1894.	Loading bank and extension of goods shed siding at Palghat.	3,954	1,659	5,613	..	..	..	3,980	1,200	5,180	..	459	459	..	
			Kallayi.														
19	G.O., No. 414 R.	3rd Aug. 1894.	An additional siding at Kallayi ..	2,089	3,664	5,753	..	..	..	2,089	3,664	5,753	..	..	..	..	
			Méttupálaiyam.														
20	G.O., No. 2675 R. C.E., No. 1062.	11th Nov. 1892. 5th Dec. ,,	Alterations and additions in connection with the junction of the Nilgiri Railway with the Madras Railway at Méttupálaiyam.	14,972	7,791	22,763	11,365	3,583	14,948	1,575	..	1,575	2,032	4,208	6,240	..	

Budget Estimate of Sanctioned Works of the Madras Railway for the official year 1895-96—*cont.*

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.	Actual expenditure up to close of official year 1893-94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894-95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895-96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
			STATIONS AND BUILDINGS—*cont.*	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			Tiruttani.														
21	G.O., No. 1444 R.	13th Dec. 1893.	Interlocking points and signals at Tiruttani.	64	9,804	9,868	..	..	..	878	8,990	9,868	..	..	..	..	
			Nagari.														
22	G.O., No. 18 R.	10th Jan. 1894.	Interlocking points and signals at Nagari.	114	7,254	7,368	..	..	..	..	..	..	114	7,254	7,368	..	
			Vapagunta.														
23	G.O., No. 1203 R. M.O.M. ..	13th Sept. 1893. 30th Jan. 1895.	Station-house, &c., at Vepagunta ..	4,178	1,498	5,676	854	811	1,665	3,324	354	3,678	..	..	..	..	
			Pudi.														
24	G.O., No. 253 R. M.O.M. ..	25th Apr. 1894. 31st Oct. „	Complete interlocking of all points and signals and working the same by one man from the platform without pointsman at Pudi.	1,356	4,639	5,995	1,356	4,003	5,359	..	636	636	..	..	..	..	
			Gooty.														
25	G.O., No. 1456 R. M.O.M. ..	28th Dec. 1893. 27th Mar. 1895.	Double guards' bungalow at Gooty ..	4,533	783	5,316	157	465	622	4,375	319	4,694	..	..	..	..	
26	G.O., No. 464 R.	30th Aug. 1894	Block of four houses for European and Eurasian fireman at Gooty.	4,492	1,458	5,950	..	..	..	3,392	1,000	4,392	1,100	458	1,558	..	
27	G.O., No. 775 R. M.O.M. ..	26th Apr. 1893. 30th Aug. 1894.	Institute building at Gooty	8,209	6,517	14,726	8,004	6,117	14,121	205	125	330	..	..	..	..	
28	G.O., No. 40 R.	24th Jan. 1895.	A double bungalow for European and East Indian drivers at Gooty.	4,565	1,437	6,002	..	..	..	..	..	..	4,565	1,437	6,002	..	
			Electric Telegraph.														
29	G.O., No. 798 R. G.I., No. 649 R.C.	25th July 1889. 9th July „	Revised estimate for the extension of the block system and the introduction of starting semaphore signals on South-west and North-west lines including additional stations.	64,943	1,01,818	1,66,761	59,027	95,612	1,54,639	2,125	1,763	3,888	3,791	4,443	8,234	..	
30	M.G.O., No. 111 R.	1st Feb. „	Single needle instruments, batteries, &c., for trial or additional stations.	4,122	3,588	7,710	1,095	1,385	2,480	561	450	1,011	2,466	1,753	4,219	..	
31	G.O., No. 429 R.	15th Aug. 1894.	Lighting the Arkonam station and yard by electricity.	3,830	12,170	16,000	..	..	..	1,360	..	1,360	2,470	12,170	14,640	..	
			Sanctioned minor works as per Schedule C.	58,761	44,974	1,03,735	12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
			Total, Engineering Department ..	3,95,039	3,82,300	7,77,339	1,37,544	1,84,525	3,22,069	1,76,969	1,16,917	2,93,886	80,573	78,891	1,59,464	..	
			LOCOMOTIVE DEPARTMENT.														
1	C.E., No. 4013.	21st Dec. 1894.	Six locomotive engines and tenders ..	..	7,028	7,028	..	..	..	..	4,685	4,685	..	2,343	2,343	..	
2	G.I., No. 417 R.S. G.O., No. 682 R.	3rd „ „ 11th „ „	Fitting automatic vacuum brake gear for engines.	750	12,270	13,020	..	..	..	100	1,500	1,600	650	10,770	11,420	..	
			Total, Locomotive Department ..	750	19,298	20,048	..	..	..	100	6,185	6,285	650	13,113	13,763	..	
			CARRIAGE AND WAGON DEPARTMENT.														
1	G.O., No. 3-A R.	8th Jan. 1894.	Fitting carriages with apparatus for gas lighting.	12,469	1,41,280	1,53,749	..	..	..	1,100	15,000	16,100	11,369	1,26,280	1,37,649	..	
2	G.O., No. 118 R.	27th Feb. „	One composite carriage	2,220	4,626	6,846	101	..	101	2,119	4,626	6,745	..	..	..	..	
3	G.O., No. 118 R.	27th „ „	Five third-class carriages	3,200	15,800	19,000	1,061	3,702	4,763	2,139	12,098	14,237	..	..	..	..	
4	G.O., No. 118 R.	27th „ „	Two brake-vans	1,240	5,760	7,000	426	1,445	1,871	814	4,315	5,129	..	..	..	..	
5	G.O., No. 148 R.	8th Mar. „	One fifteen-ton travelling crane ..	400	6,170	6,570	..	..	..	520	8,430	8,950	..	..	..	..	
6	G.O., No. 585 R.	20th Oct. „	Two composite carriages, night ..	4,422	9,284	13,706	..	..	..	..	..	..	..	..	..	..	
7	G.I., No. 417 R. G.O., No. 682 R.	3rd Dec. „ 11th „ „	Fitting automatic vacuum brake gear for carriages.	1,250	27,098	28,348	..	..	..	..	..	..	4,422	9,284	13,706	..	
			Furnishing additional screw couplings to vehicles.				..	..	..	..	..	..	1,250	27,098	28,348	..	
8	G.O., No. 1515 R.	17th Oct. 1890.	Three thousand two hundred and thirty screw couplings.	15,376	23,384	38,760	7,671	12,234	19,905	3,078	4,698	7,776	4,627	6,452	11,079	..	
9	G.O., No. 1515 R	17th „ „	One thousand two hundred centre chains.	1,050	6,900	7,950	888	5,176	6,064	110	1,215	1,325	52	509	561	..	
				41,627	2,40,302	2,81,929	10,147	22,557	32,704	9,880	50,352	60,262	21,720	1,69,623	1,91,343	..	
			Sanctioned minor works as per schedule C.	2,075	10,295	12,370	..	..	..	1,890	9,790	11,680	185	505	690	..	
			Total, Carriage and Wagon Department.	43,702	2,50,597	2,94,299	10,147	22,557	32,704	11,770	60,172	71,942	21,905	1,70,128	1,92,033	..	
			Total, Schedule A ..	4,39,491	6,52,195	10,91,686	1,47,691	2,07,082	3,54,773	1,88,839	1,83,274	3,72,113	1,03,128	2,62,132	3,65,260	..	

SCHEDULE B OR CONSTRUCTION

Budget Estimate of Unsanctioned Works of the

WORKS—PART II.

Madras Railway for the official year 1895-96—*cont.*

Number of items.	Sanctions.		Particulars.	Amount of estimate.			Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
			ENGINEERING DEPARTMENT.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
			Stations and Buildings.														
			Ráyapuram.														
1	..	..	Sheds for export and import traffic at Ráyapuram.	16,666	8,334	25,000	..	..	..	..	..	..	..	..	..	25,000	
2	..	..	Madras Railway and South Indian Railway joint beach station and line from Ráyapuram.	37,841	83,820	1,21,661	..	..	..	..	..	..	37,841	83,820	1,21,661	..	
			Washermanpet.														
3	..	..	Through siding at Washermanpet ..	3,879	7,191	11,070	..	..	..	..	..	..	3,879	7,191	11,070	..	
			Veyasarpaudy.														
4	..	..	Houses for signallers and pointsmen at Veyasarpaudy.	5,000	1,956	6,956	..	..	..	..	..	..	..	..	..	6,956	
			Perambúr Works.														
5	..	..	Upstair accommodation for bungalows Nos. 6/1 to 6/6 at Perambúr works.	4,940	4,694	9,634	..	..	..	..	..	..	..	..	..	9,634	
6	..	..	Line on north side of Smith's shop to be extended across the tank and carried out into the timber yard at Perambúr works.	4,953	3,386	8,339	..	..	..	..	..	..	4,953	3,386	8,339	..	
7	..	..	Erecting shop to be extended towards the smithy by 65 feet at Perambúr works.	26,662	15,761	42,423	..	..	..	..	..	..	26,662	15,761	42,423	..	
8	..	..	Billiard room to be provided at institute and room altered at Perambúr works.	4,821	6,251	11,072	..	..	..	..	..	..	4,821	6,251	11,072	..	
9	..	..	New bungalow for Assistant Locomotive Superintendent at Perambúr works.	6,705	6,266	12,971	..	..	..	..	..	..	6,705	6,266	12,971	..	
			Konnur.														
10	..	..	Sorting sidings at Konnur	7,644	4,037	11,681	..	..	..	..	..	..	..	..	..	11,681	
			Arkonam.														
11	..	..	Improvement and additions to the station yard at Arkonam.	3,500	6,500	10,000	..	..	..	..	..	..	3,500	6,500	10,000	..	
12	..	..	Twenty houses for artisans at Arkonam ..	3,895	1,665	5,560	..	..	..	..	..	..	3,895	1,665	5,560	..	
			Thalangai.														
13	..	..	Platform, lay-bye, loading bank, goods godown and new feeder road at Thalangai.	4,272	3,879	8,151	..	..	..	..	..	..	4,272	3,879	8,151	..	
			Jálárpet.														
14	..	..	Houses for four European and East Indian drivers at Jálárpet.	6,322	2,758	9,080	..	..	..	..	..	..	..	..	..	9,080	
15	..	..	Houses for five European and East Indian firemen at Jálárpet.	3,859	1,951	5,810	..	..	..	..	..	..	3,859	1,951	5,810	..	
16	..	..	Bungalow for Assistant Traffic Manager on new site at Jálárpet.	6,803	6,266	13,069	..	..	..	..	..	..	6,803	6,266	13,069	..	
17	..	..	Conversion of Assistant Traffic Manager's bungalow into institute at Jálárpet.	4,051	6,757	10,808	..	..	..	..	..	..	4,051	6,757	10,808	..	
			Bisanattam.														
18	..	..	Through siding at Bisanattam	1,725	6,291	8,016	..	..	..	..	..	..	..	..	..	8,016	
			Whitefield (Watering Station).														
19	..	..	Water from nullah at 203/14 miles ..	4,329	3,042	7,371	..	..	..	..	..	..	..	..	..	7,371	
			Bangalore City.														
20	..	..	Carriage shed at Bangalore City ..	4,261	2,148	6,409	..	..	..	..	..	..	..	..	..	6,409	
21	..	..	Supplementary estimate for alterations and additions to station-house at Bangalore City.	68,661	92,789	1,61,450	..	..	..	..	..	..	68,661	92,789	1,61,450	..	
22	..	..	Institute at Bangalore City	10,372	9,720	20,092	..	..	..	..	..	..	10,372	9,720	20,092	..	
23	..	..	Purchasing Southern Mahratta Railway office and Assistant Traffic Manager's bungalow at Bangalore City.	24,000	..	24,000	..	..	..	..	..	..	24,000	..	24,000	..	
24	..	..	Lines for Native joint clerks at Bangalore City.	13,032	5,048	18,080	..	..	..	..	..	..	13,032	5,048	18,080	..	
25	..	..	Bungalows for Eurasian traffic staff at Bangalore City.	8,658	3,354	12,012	..	..	..	..	..	..	8,658	3,354	12,012	..	

Budget Estimate of Unsanctioned Works of the Madras Railway for the official year 1895-96—*cont.*

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Amount of estimate. Value of stores.	Amount of estimate. Total expenditure.	Actual expenditure up to close of official year 1893-94. Cash outlay in India.	Actual expenditure up to close of official year 1893-94. Value of stores.	Actual expenditure up to close of official year 1893-94. Total.	Probable expenditure during 1894-95. Cash outlay in India.	Probable expenditure during 1894-95. Value of stores.	Probable expenditure during 1894-95. Total.	Budget estimate of expenditure for official year 1895-96. Cash outlay in India.	Budget estimate of expenditure for official year 1895-96. Value of stores.	Budget estimate of expenditure for official year 1895-96. Total.	Estimated expenditure in future years.	Remarks.
			ENGINEERING DEPARTMENT—*cont.*	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			Stations and Buildings—cont.														
			Pódanúr.														
26	..	..	Two double blocks of bungalows for European and Eurasian drivers at Pódanúr.	6,322	2,758	9,080	..	..	..	..	..	..	..	..	..	9,080	
27	..	..	New booking office, 3rd-class waiting room, native latrine and re-arrangement of present rooms at Pódanúr.	13,687	9,144	22,831	..	..	..	..	..	..	..	..	..	22,831	
28	..	..	Steam pump at Noyel river and water led into station by 6" piping at Pódanúr.	1,243	7,021	8,264	..	..	..	..	..	..	1,243	7,021	8,264	..	
			Olavakkót.														
29	..	..	Extension of 2nd and 3rd lines, &c., to the west of station at Olavakkót.	3,683	5,682	9,365	..	..	..	..	..	..	3,683	5,682	9,365	..	
			Palghat.														
30	..	..	Station-house at Palghat	25,000	15,000	40,000	..	..	..	..	..	..	15,000	10,000	25,000	15,000	
			Kallayi.														
31	..	..	Additional dock at Kallayi	8,351	7,768	16,119	..	..	..	..	..	..	..	..	..	16,119	
			Calicut.														
32	..	..	Siding proposed to be laid from Calicut station to the Beach.	7,533	17,929	25,462	..	..	..	..	..	..	..	..	..	25,462	
			Nandalúru.														
33	..	..	One double bungalow for European Engine Drivers at Nandalúru.	4,465	1,408	5,873	..	..	..	..	..	..	4,465	1,408	5,873	..	
34	..	..	Running driver's bungalow at Nandalúru.	5,678	1,515	7,193	..	..	..	..	..	..	5,678	1,515	7,193	..	
35	..	..	Engine shed, turn-table, locomotive foreman's office and stores, ashpit, &c., at Nandalúru.	9,769	10,162	19,931	..	..	..	..	..	..	9,769	10,162	19,931	..	
			Ballast and Permanent-way.														
36	..	..	Laying new permanent-way girder bridges.	29,022	45,978	75,000	..	..	..	..	..	..	..	..	..	75,000	
			Miscellaneous.														
37	..	..	Six houses for native assistant station-masters.	3,414	2,502	5,916	..	..	..	..	..	..	3,414	2,502	5,916	..	
38	..	..	Twenty-five houses for subordinate staff.	4,868	2,082	6,950	..	..	..	..	..	..	4,868	2,082	6,950	..	
39	..	..	Two complete trial stations	9,236	6,374	15,610	..	..	..	..	..	..	9,236	6,374	15,610	..	
40	..	..	Distant signals for six stations, South-west and North-west Lines.	1,320	5,016	6,336	..	..	..	..	..	..	129	5,016	5,145	1,191	
..	..	..	Unsanctioned minor works as per Schedule C.	50,921	27,937	78,858	..	..	..	..	..	..	50,921	27,937	78,858	..	
			Total, Engineering Department ..	4,71,363	4,62,140	9,33,503	..	..	..	..	..	..	3,44,370	3,40,303	6,84,673	2,48,830	
			LOCOMOTIVE DEPARTMENT—*Nil.*														
			CARRIAGE AND WAGON DEPARTMENT.														
1			Two composite carriages, day	3,950	7,610	11,560	..	..	..	..	..	..	3,950	7,610	11,560	..	
2	..	..	Twenty-five third-class carriages, day ..	16,000	79,000	95,000	..	..	..	..	..	..	16,000	79,000	95,000	..	
3	..	..	Five second-class carriages, day ..	10,075	14,925	25,000	..	..	..	..	..	..	10,075	14,925	25,000	..	
4	..	..	Four brake vans	2,480	11,520	14,000	..	..	..	..	..	..	2,480	11,520	14,000	..	
5	..	..	Two tool vans	1,240	5,760	7,000	..	..	..	..	..	..	1,240	5,760	7,000	..	
6	..	..	Two tank wagons for carrying kerosine oil, 15 tons.	900	6,584	7,484	..	..	..	..	..	..	900	6,584	7,484	..	
				34,645	1,25,399	1,60,044	..	..	..	..	..	..	34,645	1,25,399	1,60,044	..	
			Unsanctioned Minor Works as per Schedule C.	60	1,145	1,205	..	..	..	..	..	..	60	1,145	1,205	..	
			Total, Carriage and Wagon Department.	34,705	1,26,544	1,61,249	..	..	..	..	..	..	34,705	1,26,544	1,61,249	..	
			Total, Schedule B ..	5,06,068	5,88,684	10,94,752	..	..	..	..	..	..	3,79,075	4,66,847	8,45,922	2,48,830	

SCHEDULE C OR CONSTRUCTION

BUDGET Estimate of Minor Works of the

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.
			SANCTIONED WORKS.	RS.	RS.	RS.
			ENGINEERING DEPARTMENT.			
			Earthwork.			
1	C.E. No. 833 ..	12th Mar. 1894.	Constructing a side drain for raising the line at 320/10-13 miles, Nilgiri branch.	1,282	..	1,282
			Stations and Buildings.			
			Ráyapuram.			
2	C.E. No. 66 ..	9th Jan. 1895.	Supply of Red Hills water to engines at Ráyapuram.	342	2,255	2,597
			Salt Cotaurs.			
3	C.E. No. 126 ..	12th Jan. ,,	House for Yard Inspector at Salt Cotaurs.	1,537	731	2,268
			Central Station.			
4	G.O. No. 3/A. R.	8th Jan. 1894.	Shed for making gas at Central Station ..	2,128	867	2,995
			Perambúr Works.			
5	C.E. No. 3838.	8th Dec. ,,	School house to be extended at Perambúr Works.	2,298	1,107	3,405
			Manur.			
6	C.E. No. 1972..	22nd June ,,	Platform at Manur	1,433	1,335	2,768
			Arkonam.			
7	C.E. No. 2940..	21st Sept. ,,	Proposed institute at Arkonam ..	2,459	1,759	4,218
8	C.E. No. 1070..	27th Mar. 1895.	Well for supplying water to the station rooms and sodawater manufactory at Arkonam.	987	969	1,956
			Vinnamangalam.			
9	C.E. No. 781 ..	5th Oct. 1893.	Platform at Vinnamangalam	1,741	1,335	3,076
			Kátpádi.			
10	C.E. No. 996 ..	21st Mar. 1895.	New auxiliary well at the west end of station at Kátpádi.	3,546	226	3,772
			Bisanattam.			
11	C.E. No. 75-O. G.O. No. 375-R	29th June 1894.	Station-house at Bisanattam	897	3,123	4,020
			Bowringpet.			
12	C.E. No. 137 ..	15th Jan. ,,	Enlarging the Locomotive well at Bowringpet.	2,430	..	2,430
13	C.E. No. 764 ..	4th Mar. 1895.	Single twelve foot arch in lieu of single 8' culvert No. 70 at 180-14 miles, Bangalore branch.	3,134	..	3,134
			Devankundi.			
14	C.E. No. 88 ..	8th Jan. 1895 ..	Goods godown at Devankundi.	1,414	568	1,982
			Kadiampatti.			
15	C.E. No. 1551.. M.O.M. ..	16th May 1894. 30th Jan. 1895.	Goods godown at Kadiampatti	350	1,068	1,418
			Sankaridrug.			
16	C.E. No. 3132..	11th Oct. 1894.	Raising tank at Sankaridrug	967	48	1,015
			Cauvery.			
17	C.E. No. 689 ..	29th Aug. 1893.	Station-house, &c., at Cauvery ..	2,542	1,406	3,948
			Erode.			
18	C.E. No. 821 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	New well at Erode	1,177	6	1,183
			Uttukuli.			
19	C.E. No. 820 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	Raising and enlarging tank, &c., at Uttukuli.	652	848	1,500
20	C.E. No. 2061..	30th June ,,	Stoney's patent point indicators to be fixed at eleven stations between Mullapuram and Pólanúr.	230	900	1,130
			Pólanúr.			
21	C.E. No. 601 .. M.O.M. ..	21st July 1893. 30th Aug. 1894.	Double bungalow for guards at Pólanúr.	2,984	1,258	4,242

WORKS, PART III.

Madras Railway for the official year 1895-96—*cont.*

Actual expenditure up to close of official year 1893-94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894-95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895-96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	1,281	..	1,281	..	..	..	..	
..	..	..	..	..	..	342	2,255	2,597	..	
..	..	..	300	400	700	1,237	331	1,568	..	
..	83	83	2,107	1,613	3,720	..	..	..	..	
..	..	..	1,100	607	1,707	1,198	500	1,698	..	
..	..	..	560	100	660	873	1,235	2,108	..	
..	..	..	2,568	1,759	4,327	..	..	..	..	
..	..	..	..	..	..	987	969	1,956	..	
509	385	894	824	561	1,385	..	..	..	..	
..	..	..	..	..	..	3,546	226	3,772	..	
..	..	..	1,123	1,839	2,962	..	..	..	..	
755	..	755	245	..	245	1,430	..	1,430	..	
..	..	..	..	..	..	3,134	..	3,134	..	
..	..	..	200	300	500	1,214	268	1,482	..	
..	..	..	350	1,067	1,417	..	..	..	..	
..	..	..	480	373	853	162	..	162	..	
2,162	1,342	3,504	512	26	538	..	..	..	..	
439	..	439	661	5	666	..	..	..	..	
543	848	1,391	109	..	109	..	..	..	..	
..	..	..	230	229	459	..	..	..	..	
2,983	1,258	4,241	1	..	1	..	..	..	..	

Budget Estimate of Minor Works of the

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT—*cont.*	Rs.	Rs.	Rs.
			Stations and Buildings—cont.			
			Kuttipuram.			
22	C.E. No. 3418..	2nd Nov. 1894.	Four houses for subordinate staff at Kuttipuram.	819	289	1,108
			Edakolam.			
23	C.E. No. 1552..	16th May ,,	Feeder road and removal of lay-bye at Edakolam.	1,904	660	2,564
			Ferock.			
24	C.E. No. 2449 ..	4th Aug. ,,	Two extra godowns at Ferock	1,901	1,010	2,911
			Ponpadi.			
25	C.E. No. 606 ..	22nd July 1893.	Platform at Ponpadi	1,235	1,124	2,359
	M.O.M. ..	27th Feb. 1895.				
			Puttur.			
26	C.E. No. 98 ..	11th Jan. 1894.	Interlocking points and signals at Puttur.	111	3,057	3,168
			Mamandur.			
27	C.E. No. 451 ..	29th May 1893.	Points to be worked and locked locally by pointsmen, signals to be worked and controlled by stationmaster, who also detects and locks points at Mamandur.	931	1,734	2,665
	C.E. No. 2133..	7th July 1894.				
			Kodur.			
28	C.E. No. 792 ..	7th Oct. 1893..	Four houses for subordinate staff for Traffic department at Kodur.	779	333	1,112
			Nandalur.			
29	C.E. No. 1822..	11th June 1894.	Extension of through siding and shifting main line to standard dimension at Nandalur.	1,199	598	1,797
			Cuddapah.			
30	C.E. No. 530 ..	21st June 1893.	Eight houses for subordinate staff for Traffic department at Cuddapah.	1,355	698	2,053
	M.O.M. ..	26th July 1894.				
			Yerragudipad.			
31	C.E. No. 822 ..	18th Oct. 1893..	Platform at Yerragudipad	985	1,090	2,075
	M.O.M. ..	27th Mar. 1895.				
			Gooty.			
32	C.E. No. 1439..	4th May 1894.	Enlargement of locomotive well at Gooty.	1,521	75	1,596
	M.O.M. ..	27th Mar. 1895.				
33	C.E. No. 4026..	21st Dec. 1894.	Additions to the station house at Gooty ..	848	1,035	1,883
34	C.E. No. 97 ..	11th Jan. 1895.	Extension of the store-room at Gooty ..	979	859	1,838
			Guntakal.			
35	C.E. No. 816 ..	17th Oct. 1893..	Native signallers' bungalow at Guntakal..	2,620	610	3,230
36	C.E. No. 3365.	30th Oct. 1894..	Three houses for subordinate staff for Traffic department at Guntakal.	786	242	1,028
			Molagavalli.			
37	C.E. No. 1154..	10th April 1894.	Loading bank and lay-bye at Molagavalli.	2,164	1,984	4,148
	M.O M. ..	30th Jan 1895..				
			Raichur.			
38	C.E. No. 813 ..	9th Mar. 1894.	Engine turn-table, 50 feet diameter, in lieu of existing one at Raichur.	793	3,024	3,817
39	C.E. No. 1727..	4th June ,, ..	Additional cross over road at Raichur ..	143	1,568	1,711
40	C.E. No. 2068..	2nd July ,, ..	Removal of foot bridge at Raichur ..	420	968	1,388
41	C.E. No. 2389..	17th Sept. ,, ..	Refreshment stall for 3rd-class passengers at Raichur.	778	280	1,058
42	C.E. No. 3848..	10th Dec. 1894.	Institute at Raichur	1,285	1,820	3,105
			Electric Telegraph.			
43	C.E. No. 581 ..	12th July 1893.	Estimate for the Soda-water manufactory at Arkónam.	441	851	1,292
	M.O.M. ..	31st Oct. 1894.				
44	C.E. No. 1428..	2nd May ,, ..	Telephone circuit between Rayapuram, Central station and Perambur.	234	1,256	1,490
			Total, Engineering Department, carried to schedule A.	58,761	44,974	1,03,735
			CARRIAGE AND WAGON DEPARTMENT.			
1	C.E No. 141-O.	19th Sept. 1894.	One tank wagon for carrying kerosine oil.	410	1,640	2,050
2	C.E. No. 2874.	14th Sept. ,,	Hydraulic jack and portable steam crane.	380	1,750	2,130
3	C.E. No. 3609.	19th Nov. ,,	One tank wagon for conveying oil, 10 tons.	420	2,900	3,320

Madras Railway for the official year 1895-96—*cont.*

Actual expenditure up to close of official year 1893-94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894-95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895-96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
..	..	..	235	200	435	584	89	673	..	
..	..	..	1,904	376	2,280	..	..	..	..	
..	..	..	2,091	1,111	3,202	..	..	..	..	
117	470	587	1,118	501	1,619	..	..	..	..	
..	..	..	25	1,057	1,082	86	2,000	2,086	..	
785	722	1,507	533	865	1,398	..	..	..	..	
487	237	724	290	4	294	..	..	..	..	
..	..	..	1,222	494	1,716	..	..	..	..	
855	613	1,468	460	84	544	..	..	..	..	
312	..	312	673	930	1,603	..	..	..	..	
..	..	..	1,521	75	1,596	..	..	..	..	
..	..	..	248	535	783	600	500	1,100	..	
..	..	..	..	..	..	979	859	1,838	..	
2,072	213	2,285	544	88	632	..	..	..	..	
..	..	..	616	242	858	170	..	170	..	
..	..	..	2,164	1,099	3,263	..	..	..	..	
..	..	..	793	3,024	3,817	..	..	..	..	
..	..	..	143	1,568	1,711	..	..	..	..	
..	..	..	420	968	1,388	..	..	..	..	
..	..	..	778	280	1,058	..	..	..	..	
..	..	..	300	620	920	985	1,200	2,185	..	
1	..	1	440	851	1,291	..	..	..	..	
..	..	..	234	1,256	1,490	..	..	..	..	
12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
..	..	..	410	1,640	2,050	..	..	..	..	
..	..	..	380	1,750	2,130	..	..	..	..	
..	..	..	850	2,700	3,050	70	200	270	..	

Budget Estimate of Minor Works of the Madras Railway for the official year 1895–96—*cont.*

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.	Actual expenditure up to close of official year 1893–94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894–95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895–96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			CARRIAGE AND WAGON DEPARTMENT —*cont.*														
4	C.E. No. 3550..	13th Nov. 1894..	One tank wagon for conveying kerosine oil, 10 tons.	410	1,640	2,050	..	..	..	350	1,500	1,850	60	140	200	..	
5	Do. ..	13th Nov. ,, ..	One tank wagon for conveying kerosine oil, 15 tons.	455	2,365	2,820	..	..	..	400	2,200	2,600	55	165	220	..	
			Total, Carriage and Wagon Department, carried to schedule A.	2,075	10,295	12,370	..	..	..	1,890	9,790	11,680	185	505	690	..	
			Total, Sanctioned Minor works ..	60,836	55,269	1,16,105	12,020	6,171	18,191	31,293	34,847	66,140	17,712	10,937	28,649	..	
			UNSANCTIONED WORKS.														
			ENGINEERING DEPARTMENT.														
			Stations and Buildings.														
			Rayapuram.														
1	..	..	Alteration of sidings and signals and also grouping and interlocking points with signals at Rayapuram.	826	2,725	3,551	..	..	..	..	..	..	826	2,725	3,551	..	
			Perambur Works.														
2	..	..	Construction of a new shed at the west side of the present scantling shed at Perambur works.	360	2,576	2,936	..	..	..	..	..	..	360	2,576	2,936	..	
			Mosur.														
3	..	..	Platform on the up line at Mosur ..	1,908	1,335	3,243	..	..	..	..	..	..	1,908	1,335	3,243	..	
			Jalarpet.														
4	..	..	Ten huts for native firemen and artisans at Jalarpet.	2,264	758	3,022	..	..	..	..	..	..	2,264	758	3,022	..	
5	..	..	One block of four houses for European firemen at Jalarpet.	3,023	1,553	4,576	..	..	..	..	..	..	3,023	1,553	4,576	..	
6	..	..	One double bungalow for family guards at Jalarpet.	2,939	1,191	4,130	..	..	..	..	..	..	2,939	1,191	4,130	..	
7	..	..	Travelling auditor's bungalow at Jalarpet.	1,731	669	2,400	..	..	..	..	..	..	1,731	669	2,400	..	
			Mulanur.														
8	..	..	Booking office, 3rd-class waiting room and approach road at Mulanur.	1,366	661	2,027	..	..	..	..	..	..	1,366	661	2,027	..	
			Gudupalli.														
9	..	..	Station-house, goods godown, &c., at Gudupalli.	2,768	1,093	3,861	..	..	..	..	..	..	2,768	1,093	3,861	..	
			Bangalore City.														
10	..	..	Bungalow for East Indian Carriage Examiner at Bangalore City.	3,021	790	3,811	..	..	..	..	..	..	3,021	790	3,811	..	
11	..	..	One double bungalow for ticket collector at Bangalore City.	3,655	1,319	4,974	..	..	..	..	..	..	3,655	1,319	4,974	..	
12	..	..	One double bungalow for married guards at Bangalore City.	3,655	1,319	4,974	..	..	..	..	..	..	3,655	1,319	4,974	..	
13	..	..	Store-room for Carriage Examiner at Bangalore City.	798	308	1,106	..	..	..	..	..	..	798	308	1,106	..	
			Mangalam.														
14	..	..	Doubling goods shed in length at Mangalam.	948	1,121	2,069	..	..	..	..	..	..	948	1,121	2,069	..	
			Podanur.														
15	..	..	Emergency stock shed and lay-bye at Podanur.	479	918	1,397	..	..	..	..	..	..	479	918	1,397	..	

Schedule D or Construction Works—Part IV.

Budget Estimate of Emergent Works of the Madras Railway for the official year 1895–96—*Nil.*

Schedule E.

Budget Estimate of Expenditure for Purchase of Stores for the Madras Railway during 1895–96.

Details.		Actual purchases during 1893–94.		Probable purchases during 1894–95.		Estimated purchases during 1895–96.	
		Quantity.	Amount.	Quantity.	Amount.	Quantity.	Amount.
In India.			Rs.		Rs.		Rs.
Firewood	Tons.	71,269	3,44,695	75,300	3,76,500	65,000	3,25,000
Oil of sorts	lb.	..	1,53,156	..	1,45,100	..	1,30,000
Cotton, waste, &c.	,,	76,619	9,837	48,000	5,000	48,000	5,000
Timber of all kinds	..	..	2,45,241	..	2,34,020	..	2,66,350
Wooden sleepers	..	..	22,121	..	20,000	..	20,000
Do. keys	..	..	7,561	..	15,000	..	15,000
Materials for tarpaulins	..	..	8,987	..	9,000	..	9,000
Manufacture of stores	..	..	1,42,257	..	1,43,000	..	1,20,000
Freight and landing charges	..	..	54,320	..	50,000	..	50,000
Coal, Indian	Tons.	24,288	3,41,107	31,000	4,53,000	32,000	4,80,000
Tallow, country	lb.	12,471	1,936	1,500	320	1,450	310
Sundry stores	..	..	1,45,973	..	1,30,221	..	1,87,137
Total	..	..	14,77,191	..	15,81,161	..	16,07,797
In England.							
Coal, coke and patent fuel	Tons.	700	10,833	1,000	28,000	1,000	26,000
Brass and copper pipes, tubes, &c.	,,	44	28,056	..	38,066	..	25,000
Iron and steel plates and bars	,,	288	41,577	..	20,453	..	15,000
Materials for renewals of rolling-stock, chiefly iron works	,,	44	14,523	..	38,408	..	30,000
Tyres, engine and carriages	No.	..	11,223	174	13,276	..	6,000
Machinery and tools	..	..	3,843	..	2,434	..	1,000
Axles, crank	..	..	4,200	..	..	..	..
Do. carriages	No.	..	..	450	17,829	..	25,000
Locomotives	,,	10	2,06,831	..	..	..	1,36,200
Iron under frames for carriages	..	..	2,842	50	30,227	..	..
Apparatus for carriages for gas lightings	..	..	..	..	..	..	1,23,007
Automatic vacuum brake fittings	Sets.	..	..	..	..	..	74,646
Permanent-way materials	Tons.	4,983	2,61,291	..	86,344	..	4,50,000
Telegraph stores	..	..	..	..	20,672	..	4,300
Materials for tarpaulins	..	..	20,253	..	5,000	..	5,000
Axle engines and tenders	No.	..	..	4	2,702	..	..
Boilers	,,	..	..	6	47,045	..	..
Sundry stores	..	..	75,260	..	92,617	..	21,847
Total	..	..	6,80,732	..	4,43,273	..	9,43,000
Total, Schedule E	..	..	21,57,923	..	20,24,434	..	25,50,797

Memorandum.

	Rs.
Actual balance of stores on hand, 1st April 1894	29,21,106
Estimated purchases during 1894–95 as above	20,24,434
Total	49,45,540
Estimated issues during 1894–95	21,83,274
Estimated balances on 1st April 1895	27,62,266
Estimated purchases during 1895–96	25,50,797
Total	53,13,063
Estimated issues during 1895–96	27,28,979
Estimated balances on 1st April 1896	25,84,084

English Transactions.

	1895–96. Rs.
Indents to be sent home during the year	5,27,191
Add for indents of previous year expected to be complied with in official year	7,03,093
Add English establishment charges	1,20,000
Total	13,50,284
Deduct amount of orders not expected to be complied with until next year	2,87,284
Net Capital cash transactions in England	10,63,000

Schedule F.

Estimate of Traffic Receipts of the Madras Railway, 1895–96.

Number of miles open for traffic on 1st April 1894	840
Expected to be opened during 1894–95	...
Total on 1st April 1895	840
Expected to be opened during 1895–96	...
Total likely to be opened at end of 1895–96	...
Average number of miles expected to be opened during the whole of 1895–96	840

—	Actuals in 1893–94.	Sanctioned budget estimate, 1894–95.	Revised estimate, 1894–95.	Budget estimate, 1895–96.
	Rs.	Rs.	Rs.	Rs.
Coaching traffic	39,41,622	40,00,000	43,20,000	45,00,000
Goods do.	61,81,691	65,00,000	60,00,000	60,00,000
Electric telegraph earnings	19,003	20,000	20,000	20,000
Sundries	2,41,424	1,60,000	1,60,000	2,30,000
Total	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Train mileage	26,35,689	26,40,000	26,00,000	27,00,000

Schedule G.

Estimate of Revenue Expenditure on the Madras Railway for the official year 1895–96.

—	Actuals in 1893–94.	Sanctioned budget estimate, 1894–95.	Revised estimate, 1894–95.	Budget estimate, 1895–96.
Maintenance of Way, Works and Stations.				
	Rs.	Rs.	Rs.	Rs.
1. General superintendence	2,81,655	2,70,000	2,80,000	2,70,000
2. Maintenance and renewal of permanent way.	3,83,052	5,15,000	4,00,000	4,75,000
3. Repairs of bridges, &c., wages and materials.	93,066	1,50,000	1,00,000	1,35,000
3-A. Conservancy of rivers	...	...	...	...
4. Repairs of stations and buildings, wages and materials	1,64,232	1,80,000	1,65,000	1,73,700
5. Maintenance by contract	...	...	...	...
6. New minor works	21,368	25,000	25,000	25,000
7. Unclassified expenditure	1,44,491	2,00,000	2,06,400	2,00,000
Total ...	10,87,864	13,40,000	11,76,400	12,78,700
Deduct sum chargeable to Fire Insurance Fund	22	...	...	...
	10,87,842	13,40,000	11,76,400	12,78,700
Deduct cost of working Kolar Gold Fields Railway	...	...	11,600	10,000
Total ...	10,87,842	13,40,000	11,64,800	12,68,700
Locomotive Expenses.				
1. General superintendence	1,24,770	1,25,000	1,22,634	1,32,000
2. Running expenses (wages connected with the working of locomotive engines) ...	3,70,874	3,70,000	3,74,337	3,60,000
3. Fuel	7,39,366	7,15,000	7,52,598	7,40,000
4. Water (including wages and stores) ...	25,728	28,000	26,739	26,000
5. Oil, tallow and other stores, &c. (expended on engines in work)	42,742	45,000	41,971	41,000
6. Maintenance and renewals of locomotive engines	5,06,763	4,25,000	4,83,675	5,06,700
6-A. Maintenance and renewals of machinery, tools and plant	31,215	50,000	9,082	9,000
7. New minor works	1,999	2,000	1,750	2,500
8. Payments to other lines	...	...	...	...
9. Unclassified expenditure	1,63,925	1,65,000	1,44,815	1,64,000
Total ...	20,07,382	19,25,000	19,57,601	19,81,200
Deduct cost of working Kolar Gold Fields Railway	...	...	14,901	30,000
Total ...	20,07,382	19,25,000	19,42,700	19,51,200
Carriage and Wagon Expenses.				
1. General superintendence	38,002	37,000	52,558	44,000
2. Repairs and renewals of vehicles	3,93,327	4,30,000	5,49,282	5,26,000
2-A. Do. do. of machinery, tools and plant	19,026	60,000	7,830	8,000
3. Cleaning carriages and wagons and oiling.	63,552	62,000	63,516	62,000
4. New minor works	...	2,000	...	2,000
5. Unclassified expenditure	43,383	49,000	57,843	59,700
Total ...	5,57,290	6,40,000	7,31,029	7,01,700
Deduct sum chargeable to Fire Insurance Fund	125	...	3	...
	5,57,165	6,40,000	7,31,026	7,01,700
Deduct cost of working Kolar Gold Fields Railway	...	...	5,826	9,400
Total ...	5,57,165	6,40,000	7,25,200	6,92,300

Estimate of Revenue Expenditure on the Madras Railway for the official year 1895–96—*cont.*

—	Actuals in 1893–94.	Sanctioned budget estimate, 1894–95.	Revised estimate, 1894–95.	Budget estimate, 1895–96.
Traffic Expenses.				
	Rs.	Rs	Rs.	Rs.
1. Salaries, wages, &c.	6,14,276	6,20,000	6,27,000	6,01,600
2. Fuel, lighting, water and general stores ...	1,33,392	1,22,000	1,25,400	1,10,000
3. Clothing	9,491	10,500	10,000	10,000
4. Printing, stationery and tickets	78,564	75,000	74,000	74,000
5. Charges for delivery and collection of goods, &c.	1,947	2,000	2,000	2,000
6. Miscellaneous expenses	6,501	6,000	5,000	5,000
7. Payments to other lines	12,091	10,000	9,000	9,000
8. Unclassified expenditure	42,219	31,000	37,000	37,000
Total ...	8,98,481	8,76,500	8,89,400	8,48,600
Deduct sum chargeable to Fire Insurance Fund	99	...	...	...
	8,98,382	8,76,500	8,89,400	8,48,600
Deduct cost of working Kolar Gold Fields Railway	...	...	12,000	15,000
Total ...	8,98,382	8,76,500	8,77,400	8,33,600
General Charges.				
1. Home expenditure	80,975	70,000	72,000	73,000
2. Salaries of Indian management including offices	2,64,196	2,71,260	2,68,400	2,77,000
3. Police	36,943	39,000	36,400	38,000
4. Advertising (all advertisements of all departments)	4,598	5,000	5,600	6,000
5. Electric telegraph	1,22,328	1,58,240	1,42,000	1,50,000
6. Clearing accounts with other lines ...	...	...	...	...
7. Unclassified expenditure	57,618	50,000	65,000	65,000
Total ...	5,66,658	5,93,500	5,89,400	6,09,000
Deduct sum chargeable to Fire Insurance Fund	6,370	4,000	4,000	4,000
	5,60,288	5,89,500	5,85,400	6,05,000
Deduct cost of working Kolar Gold Fields Railway	...	...	5,500	6,000
Total ...	5,60,288	5,89,500	5,79,900	5,99,000
Special and Miscellaneous Expenditure.				
1. Law charges	1,387	3,000	6,000	2,500
2. Compensation	8,435	7,000	6,000	6,000
3. Rates and taxes (including municipal water rates)	13,373	22,000	34,000	25,000
4. Payments to other lines	2,597	30,000	48,000	8,000
5. Prizes for station gardens, &c.	667	1,000	1,000	1,000
6. Contributions to Railway Provident Institution	41,644	46,000	44,000	43,700
7. Miscellaneous	18,710	20,000	22,000	20,000
Total ...	86,813	1,29,000	1,61,000	1,06,200
Deduct sum chargeable to Fire Insurance Fund	4,074	...	...	...
	82,739	1,29,000	1,61,000	1,06,200
Deduct cost of working Kolar Gold Fields Railway	...	...	1,000	1,000
Total ...	82,739	1,29,000	1,60,000	1,05,200

Madras,
April 1895.

(Signed) L. S. MOSS,
Agent and Manager.

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 23rd.

Read. *Encl.*

G.O., 23rd April 1895, No. 300 R.

APRIL.

Madras Railway

Ordered that the final issue of the Capital and Revenue revised and budget estimates, —, for 1894–95 and 1895–96 be forwarded to the Government of India.

FINAL ISSUE.

BUDGET ESTIMATE

OF THE

MADRAS RAILWAY

FOR THE YEAR

1895-96.

CAPITAL ACCOUNT.

ABSTRACT of the ESTIMATED CASH EXPENDITURE on the MADRAS RAILWAY for the official year 1895–96.

Particulars.	Actuals for 1893-94.	Budget estimate for 1894-95.	Revised estimate for 1894-95.	Budget estimate for 1895-96.
INDIAN.	RS.	RS.	RS.	RS.
CAPITAL OUTLAY.				
Engineering Department.				
Sanctioned works as per schedule A		1,59,281	1,76,969	80,573
Works to be sanctioned do. B		2,10,791	...	3,44,570
Emergent works do. D		...	...	...
Locomotive Department.				
Sanctioned works as per schedule A		...	100	650
Works to be sanctioned do. B	1,88,893	1,000	...	...
Carriage and Wagon Department.				
Sanctioned works as per schedule A		9,970	11,770	21,905
Works to be sanctioned do. B		22,912	...	34,705
General.				
Establishment		...	...	...
Stores as per schedule E	14,77,191	14,76,990	15,81,161	16,07,797
Miscellaneous	3,287	5,000	5,000	5,000
Suspense Miscellaneous	41,631	34,056	3,45,000	3,25,000
Increase or decrease of balance of Capital Advance Account	23,400	20,000	20,000	20,000
Total withdrawals on Capital Account ...	16,82,605	19,00,000	21,00,000	24,00,000
Receipts to be credited to Capital Account.				
Share capital paid in India	...	...	...	...
Refunds for stores sold to Revenue, &c. ...	19,14,267	20,00,000	20,00,000	20,00,000
Other refunds—				
Home expenditure, &c.	1,74,448	2,00,000	2,50,000	5,00,000
Total Payments on Capital Account ...	20,88,715	22,00,000	22,50,000	25,00,000
Net cash demand in India on Capital Account ...	4,03,110	3,00,000	1,50,000	1,00,000
ENGLAND.				
Purchase of Stores.				
Indents to be sent home during the year ...	...	9,69,670	7,31,821	5,27,191
Previous indents to be complied with	...	3,16,178	4,14,545	7,03,093
Total ..	...	12,85,848	11,46,366	12,30,284
Deduct for indents estimated to be complied with in the following year	...	4,78,939	7,03,093	2,87,284
Total Outlay for Stores ...	6,80,732	8,06,909	4,43,273	9,43,000
Home Expenditure and Payments.				
Home expenditure		70,909	74,182	86,182
Furlough and sick leave allowances	1,14,588	9,818	3,273	7,636
Family and sundry payments less receipts ...		28,364	27,272	26,182
Total, Home Expenditure and Payments ...	1,14,588	1,09,091	1,04,727	1,20,000
Total, Cash Demand in England ...	7,95,320	9,16,000	5,48,000	10,63,000

REVENUE ACCOUNT.

ABSTRACT of ESTIMATED REVENUE RECEIPTS and EXPENDITURE of the MADRAS RAILWAY for the official year 1895–96.

Particulars.	Actuals for 1893-94.	Budget estimate for 1894-95.	Revised estimate for 1894-95.	Budget estimate for 1895-96.
RECEIPTS AS PER SCHEDULE F.	RS.	RS.	RS.	RS.
Coaching traffic	39,41,622	40,00,000	43,20,000	45,00,000
Goods do.	61,81,691	65,00,000	60,00,000	60,00,000
Electric Telegraph earnings	19,003	20,000	20,000	20,000
Sundries	2,41,424	1,60,000	1,60,000	2,30,000
Total (1) ...	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Receipts on account of traffic appertaining to other lines	11,98,716	9,00,000	14,00,000	13,00,000
Receipts from Capital Account other than traffic earnings				
Receipts from foreign lines other than traffic earnings	...	...	...	...
Other abnormal receipts in detail or as per schedule attached	...	...	...	...
Total Payments into Treasury on Revenue Account (2) ...	1,15,82,456	1,15,80,000	1,19,00,000	1,20,50,000
EXPENDITURE AS PER SCHEDULE G.				
Maintenance of way, works and stations ...	10,87,842	13,40,000	11,64,800	12,68,700
Locomotive expenses	20,07,382	19,25,000	19,42,700	19,51,200
Carriage and wagon expenses	5,57,165	6,40,000	7,25,200	6,92,300
Traffic expenses	8,98,382	8,76,500	8,77,400	8,33,600
General charges	5,60,288	5,89,500	5,79,900	5,99,000
Special and miscellaneous expenditure ...	82,739	1,29,000	1,60,000	1,05,200
Total (3) ...	51,93,798	55,00,000	54,50,000	54,50,000
Payments to other lines of their proportion of through traffic, &c.	10,83,629	9,00,000	13,60,000	13,00,000
Payments to Capital Account other than for stores, &c., included in the working expenses in schedule G	...	...	...	...
Other abnormal payments in detail or as per schedule attached	...	...	...	...
Total withdrawals from Treasury on Revenue Account (4) ...	62,77,427	64,00,000	68,10,000	67,50,000
Net earnings (1)—(3) ...	51,89,942	51,80,000	50,50,000	53,00,000
Net receipts (2)—(4) ...	53,05,029	51,80,000	50,90,000	53,00,000
Surplus profits ...	...	...	...	...

CAPI

TAL.

SCHEDULE A OR CONSTRUCTION

WORKS—PART I.

BUDGET ESTIMATE of SANCTIONED WORKS of the

MADRAS RAILWAY for the official year 1895–96.

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.	Actual expenditure up to close of official year 1893–94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894–95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895–96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
			ENGINEERING DEPARTMENT.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			Earthwork.														
1	G.O., No. 347 R. M.O.M.	12th June 1894. 27th Mar. 1895.	Raising line and increasing water-way at 106/2-3 miles, North-west line.	2,165	3,705	5,670	..	..	..	2,165	3,705	5,870	..	..	..	..	
			STATIONS AND BUILDINGS.														
			Réyapuram.														
2	G.O., No. 24 R. C.E. No. 548 ..	17th Jan. 1895. 14th Feb. 1895.	Ticket printing office at Ráyapuram ..	5,562	2,364	7,926	..	..	..	1,200	564	1,764	4,362	1,800	6,162	..	
			Washermanpet.														
3	G.O., No. 23 R.	17th Jan. 1895.	Alterations, &c., at Washermanpet station and extension of Ennore branch to Ráyapuram.	9,959	12,501	22,460	..	..	..	7,000	12,501	19,501	2,959	..	2,959	..	
			Perambúr.														
4	G.O., No. 129 R.	2nd Mar. 1894.	Church at Perambúr	5,931	1,609	7,540	..	..	..	1,118	500	1,618	4,813	1,109	5,922	..	
			Perambúr Works.														
5	G.O., No. 2153 R.	18th Sept. 1891.	Bungalow for Assistant Locomotive Superintendent at Perambúr Works.	6,842	4,164	11,006	1,171	3,878	5,049	4,059	100	4,159	1,612	186	1,798	..	
			Arkonam.														
6	G.O., No. 416 R. M.O.M. ..	3rd Aug. 1894. 27th Mar. 1895.	Extension of siding at the west end of Arkonam.	3,140	2,468	5,608	..	..	..	2,646	2,468	5,114	..	..	..	..	
7	G.O., No. 470 R.	6th Sept. 1894.	Four bungalows for upper subordinates at Arkonam.	9,368	4,368	13,736	..	..	..	7,000	3,000	10,000	2,368	1,368	3,736	..	
			Jálárpet.														
8	G.O., No. 2191 R. M.O.M. ..	12th Dec. 1892. 26th July 1894.	Third line goods shed lay-bye, goods godown and loading bank at Jálárpet.	7,151	7,696	14,847	2,247	4,581	6,828	1,250	2,115	3,365	3,654	1,000	4,654	..	
9	G.O., No. 1056 R. M.O.M. ..	27th July 1893. 30th Jan. 1895.	Two double bungalows for guards at Jálárpet.	5,854	2,406	8,260	2,447	1,977	4,424	3,154	428	3,582	..	..	..	..	
10	G.O., No. 1025 R.	20th July 1893.	Twenty houses for native firemen at Jálárpet.	4,527	1,517	6,044	3,062	1,273	4,335	1,219	132	1,351	..	..	..	..	
11	G.O., No. 45 R.	20th Jan. 1894.	Alterations and additions to station-house at Jálárpet.	10,786	6,517	17,303	..	..	..	8,800	5,000	13,800	1,986	1,517	3,503	..	
			Bowringpet.														
12	G.O., No. 436 R. C.E. No. 199. G.I. No. 719 R.C.	15th Aug. 1894. 19th Jan. 1895. 31st July 1894.	Alterations and additions consequent on junction of Kolar Gold Field Railway with the Madras Railway at Bowringpet.	36,793	41,518	78,311	13,466	15,877	29,343	15,500	10,641	26,141	7,827	15,000	22,827	..	
			Bangalore City.														
13	G.O., No. 1147 R.	26th Aug. 1893.	Thirty houses for subordinate staff at Bangalore City.	5,172	2,364	7,536	42	260	302	3,530	1,504	5,034	1,600	600	2,200	..	
14	G.O., No. 81 R. G.I., No. 94 R.C.	6th Feb. 1894. 30th Jan. 1894.	Alterations and additions to station house, platform, &c., at Bangalore City.	83,891	59,439	1,43,330	20,902	38,110	59,012	52,000	20,000	72,000	10,989	1,329	12,318	..	
			Olavakkót.														
15	G.O., No. 479 R.	12th Sept. 1894.	Additional siding and removing and rebuilding fuel shed at Olavakkót.	4,696	4,791	9,487	..	..	..	4,708	4,000	8,708	..	3,791	3,791	..	
16	G.O., No. 134 R.	6th Mar. 1895.	Through siding, &c., at crossing station at 186¼ miles, South-west line.	4,338	8,577	12,915	..	..	..	..	..	..	4,338	8,577	12,915	..	
			Palghat.														
17	G.O., No. 120 R. M.O.M. ..	28th Feb. 1894. 27th „ 1895.	Alterations and additions to sidings at Palghat.	8,682	7,242	15,924	329	422	751	8,353	6,701	15,054	..	..	..	..	
18	G.O., No. 384 R.	10th July 1894.	Loading bank and extension of goods shed siding at Palghat.	3,954	1,659	5,613	..	..	..	3,980	1,200	5,180	..	459	459	..	
			Kallayi.														
19	G.O., No. 414 R.	3rd Aug. 1894.	An additional siding at Kallayi ..	2,089	3,664	5,753	..	..	..	2,089	3,664	5,753	..	..	..	..	
			Méttupálaiyam.														
20	G.O., No. 2675 R. C.E., No. 1062.	11th Nov. 1892. 5th Dec. „	Alterations and additions in connection with the junction of the Nilgiri Railway with the Madras Railway at Méttupálaiyam.	14,972	7,791	22,763	11,365	3,583	14,948	1,575	..	1,575	2,032	4,208	6,240	..	

Budget Estimate of Sanctioned Works of th

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.
			STATIONS AND BUILDINGS—*cont.*	RS.	RS.	RS.
			Tiruttani.			
21	G.O., No. 1444 R.	13th Dec. 1893.	Interlocking points and signals at Tiruttani.	64	9,804	9,868
			Nagari.			
22	G.O., No. 18 R.	10th Jan. 1894.	Interlocking points and signals at Nagari.	114	7,254	7,369
			Vapagunta.			
23	G.O., No. 1203 R. M.O.M. ..	13th Sept. 1893. 30th Jan. 1895.	Station-house, &c., at Vepagunta ..	4,178	1,498	5,676
			Pudi.			
24	G.O., No. 253 R. M.O.M. ..	25th Apr. 1894. 31st Oct. „	Complete interlocking of all points and signals and working the same by one man from the platform without pointsman at Pudi.	1,356	4,639	5,995
			Gooty.			
25	G.O., No. 1456 R. M.O.M. ..	28th Dec. 1893. 27th Mar. 1895.	Double guards' bungalow at Gooty ..	4,533	783	5,316
26	G.O., No. 464 R.	30th Aug. 1894	Block of four houses for European and Eurasian fireman at Gooty.	4,492	1,458	5,950
27	G.O., No. 775 R. M.O.M. ..	26th Apr. 1893. 30th Aug. 1894.	Institute building at Gooty	8,209	6,517	14,726
28	G.O., No. 40 R.	24th Jan. 1895.	A double bungalow for European and East Indian drivers at Gooty.	4,565	1,437	6,002
			Electric Telegraph.			
29	G.O., No. 798 R. G.I., No. 649 R.C.	25th July 1889. 9th July „	Revised estimate for the extension of the block system and the introduction of starting semaphore signals on South-west and North-west lines including additional stations.	64,943	1,01,818	1,66,761
30	M.G.O., No. 111 R.	1st Feb. „	Single needle instruments, batteries, &c., for trial or additional stations.	4,122	3,588	7,710
31	G.O., No. 429 R.	15th Aug. 1894.	Lighting the Arkonam station and yard by electricity.	3,830	12,170	16,000
			Sanctioned minor works as per Schedule C.	58,761	44,974	1,03,735
			Total, Engineering Department ..	3,95,039	3,82,300	7,77,339
			LOCOMOTIVE DEPARTMENT.			
1	C.E., No. 4013.	21st Dec. 1894.	Six locomotive engines and tenders ..	..	7,028	7,028
2	G.I., No. 417 R.S. G.O., No. 682 R.	3rd „ „ 11th „ „	Fitting automatic vacuum brake gear for engines.	750	12,270	13,020
			Total, Locomotive Department ..	750	19,298	20,048
			CARRIAGE AND WAGON DEPARTMENT.			
1	G.O., No. 3-A R.	8th Jan. 1894.	Fitting carriages with apparatus for gas lighting.	12,469	1,41,280	1,53,749
2	G.O., No. 118 R.	27th Feb. „	One composite carriage	2,220	4,626	6,846
3	G.O., No. 118 R.	27th „ „	Five third-class carriages	3,200	15,800	19,000
4	G.O., No. 118 R.	27th „ „	Two brake-vans	1,240	5,760	7,000
5	G.O., No. 148 R.	8th Mar. „	One fifteen-ton travelling crane ..	400	6,170	6,570
6	G.O., No. 565 R.	20th Oct. „	Two composite carriages, night ..	4,422	9,284	13,706
7	G.I., No. 417 R. G.O., No. 682 R.	3rd Dec. „ 11th „ „	Fitting automatic vacuum brake gear for carriages.	1,250	27,098	28,348
			Furnishing additional screw couplings to vehicles.			
8	G.O., No. 1515 R.	17th Oct. 1890.	Three thousand two hundred and thirty screw couplings.	15,376	23,384	38,760
9	G.O., No. 1515 R	17th „ „	One thousand two hundred centre chains.	1,050	6,900	7,950
				41,627	2,40,302	2,81,929
			Sanctioned minor works as per schedule C.	2,075	10,295	12,370
			Total, Carriage and Wagon Department.	43,702	2,50,597	2,94,299
			Total, Schedule A ..	4,39,491	6,52,195	10,91,686

Madras Railway for the official year 1895–96—*cont.*

Actual expenditure up to close of official year 1893–94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894–95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895–96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
..	..	..	878	8,990	9,868	..	..	..	..	
..	..	..	..	..	..	114	7,254	7,368	..	
854	811	1,665	3,324	354	3,678	..	..	..	..	
1,356	4,003	5,359	..	636	636	..	..	..	..	
157	465	622	4,375	319	4,694	..	..	..	..	
..	..	..	3,392	1,000	4,392	1,100	458	1,558	..	
8,004	6,117	14,121	205	125	330	..	..	..	..	
..	..	..	..	..	..	4,565	1,437	6,002	..	
59,027	95,612	1,54,639	2,125	1,763	3,888	3,791	4,443	8,234	..	
1,095	1,385	2,480	561	450	1,011	2,466	1,753	4,219	..	
..	..	..	1,360	..	1,360	2,470	12,170	14,640	..	
12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
1,37,544	1,84,525	3,22,069	1,76,969	1,16,917	2,93,886	80,573	78,891	1,59,464	..	
..	..	..	..	4,685	4,685	..	2,343	2,343	..	
..	..	..	100	1,500	1,600	650	10,770	11,420	..	
..	..	..	100	6,185	6,285	650	13,113	13,763	..	
..	..	..	1,100	15,000	16,100	11,369	1,26,280	1,37,649	..	
101	..	101	2,119	4,626	6,745	..	..	..	..	
1,061	3,702	4,763	2,139	12,098	14,237	..	..	..	..	
426	1,445	1,871	814	4,315	5,129	..	..	..	..	
..	..	..	520	8,430	8,950	..	..	..	..	
..	..	..	..	..	..	4,422	9,284	13,706	..	
..	..	..	..	..	..	1,250	27,098	28,348	..	
7,671	12,234	19,905	3,078	4,698	7,776	4,627	6,452	11,079	..	
888	5,176	6,064	110	1,215	1,325	52	509	561	..	
10,147	22,557	32,704	9,880	50,382	60,262	21,720	1,69,623	1,91,343	..	
..	..	..	1,890	9,790	11,680	185	505	690	..	
10,147	22,557	32,704	11,770	60,172	71,942	21,905	1,70,128	1,92,033	..	
1,47,691	2,07,082	3,54,773	1,88,839	1,83,274	3,72,113	1,03,128	2,62,132	3,65,260	..	

SCHEDULE B OR CONSTRUCTION

Budget Estimate of Unsanctioned Works of the

Number of items.	Sanctions.		Particulars.	Amount of estimate.		
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.
			ENGINEERING DEPARTMENT.	Rs.	Rs.	Rs.
			Stations and Buildings.			
			Ráyapuram.			
1	..	..	Sheds for export and import traffic at Ráyapuram.	16,666	8,334	25,000
2	..	..	Madras Railway and South Indian Railway joint beach station and line from Ráyapuram.	37,841	83,820	1,21,661
3	..	..	Washermanpet.			
			Through siding at Washermanpet ..	3,879	7,191	11,070
			Veyasarpaudy.			
4	..	..	Houses for signallers and pointsmen at Veyasarpaudy.	5,000	1,956	6,956
			Perambúr Works.			
5	..	..	Upstair accommodation for bungalows Nos. 6/1 to 6/6 at Perambúr works.	4,940	4,694	9,634
6	..	..	Line on north side of Smith's shop to be extended across the tank and carried out into the timber yard at Perambúr works.	4,953	3,386	8,339
7	..	..	Erecting shop to be extended towards the smithy by 65 feet at Perambúr works.	26,662	15,761	42,423
8	..	..	Billiard room to be provided at institute and room altered at Perambúr works.	4,821	6,251	11,072
9	..	..	New bungalow for Assistant Locomotive Superintendent at Perambúr works.	6,705	6,266	12,971
			Konnur.			
10	..	..	Sorting sidings at Konnur	7,644	4,037	11,681
			Arkonam.			
11	..	..	Improvement and additions to the station yard at Arkonam.	3,500	6,500	10,000
12	..	..	Twenty houses for artisans at Arkonam ..	3,895	1,665	5,560
			Thalangai.			
13	..	..	Platform, lay-bye, loading bank, goods godown and new feeder road at Thalangai.	4,272	3,879	8,151
			Jálárpet.			
14	..	..	Houses for four European and East Indian drivers at Jálárpet.	6,322	2,758	9,080
15	..	..	Houses for five European and East Indian firemen at Jálárpet.	3,859	1,951	5,810
16	..	..	Bungalow for Assistant Traffic Manager on new site at Jálárpet.	6,803	6,266	13,069
17	..	..	Conversion of Assistant Traffic Manager's bungalow into institute at Jálárpet.	4,051	6,757	10,808
			Bisanattam.			
18	..	..	Through siding at Bisanattam	1,725	6,291	8,016
			Whitefield (Watering Station).			
19	..	..	Water from nullah at 203/14 miles ..	4,329	3,042	7,371
			Bangalore City.			
20	..	..	Carriage shed at Bangalore City ..	4,261	2,148	6,409
21	..	..	Supplementary estimate for alterations and additions to station-house at Bangalore City.	68,661	92,789	1,61,450
22	..	..	Institute at Bangalore City	10,372	9,720	20,092
23	..	..	Purchasing Southern Mahratta Railway office and Assistant Traffic Manager's bungalow at Bangalore City.	24,000	..	24,000
24	..	..	Lines for Native joint clerks at Bangalore City.	13,032	5,048	18,080
25	..	..	Bungalows for Eurasian traffic staff at Bangalore City.	8,658	3,354	12,012

WORKS—PART II.

Madras Railway for the official year 1895-96—*cont.*

Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
									25,000	
..	..	..	..	..	..	37,841	83,820	1,21,661	..	
..	..	..	..	..	..	3,879	7,191	11,070	..	
..	..	..	..	..	..	..	..	..	6,956	
..	..	..	..	..	..	4,953	3,386	8,339	9,634	
..	..	..	..	..	..	26,662	15,761	42,423	..	
..	..	..	..	..	..	4,821	6,251	11,072	..	
..	..	..	..	..	..	6,705	6,266	12,971	..	
..	..	..	..	..	..	..	..	..	11,681	
..	..	..	..	..	..	3,500	6,500	10,000	..	
..	..	..	..	..	..	3,895	1,665	5,560	..	
..	..	..	..	..	..	4,272	3,879	8,151	..	
..	..	..	..	..	..	..	..	..	9,080	
..	..	..	..	..	..	3,859	1,951	5,810	..	
..	..	..	..	..	..	6,803	6,266	13,069	..	
..	..	..	..	..	..	4,051	6,757	10,808	..	
..	..	..	..	..	..	..	..	..	8,016	
..	..	..	..	..	..	..	..	..	7,371	
..	..	..	..	..	..	..	..	..	6,409	
..	..	..	..	..	..	68,661	92,789	1,61,450	..	
..	..	..	..	..	..	10,372	9,720	20,092	..	
..	..	..	..	..	..	24,000	..	24,000	..	
..	..	..	..	..	..	13,032	5,048	18,080	..	
..	..	..	..	..	..	8,658	3,354	12,012	..	

Budget Estimate of Unsanctioned Works of the Madras Railway for the official year 1895–96—*cont.*

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.
				Rs.	Rs.	Rs.
			ENGINEERING DEPARTMENT—*cont.*			
			Stations and Buildings—cont.			
			Pódanúr.			
26	..	..	Two double blocks of bungalows for European and Eurasian drivers at Pódanúr.	6,322	2,758	9,080
27	..	..	New booking office, 3rd-class waiting room, native latrine and re-arrangement of present rooms at Pódanúr.	13,687	9,144	22,831
28	..	..	Steam pump at Noyel river and water led into station by 6" piping at Pódanúr.	1,243	7,021	8,264
			Olavakkót.			
29	..	..	Extension of 2nd and 3rd lines, &c., to the west of station at Olavakkót.	3,683	5,682	9,365
			Palghat.			
30	..	..	Station-house at Palghat	25,000	15,000	40,000
			Kallayi.			
31	..	..	Additional dock at Kallayi	8,351	7,768	16,119
			Calicut.			
32	..	..	Siding proposed to be laid from Calicut station to the Beach.	7,533	17,929	25,462
			Nandalúru.			
33	..	..	One double bungalow for European Engine Drivers at Nandalúru.	4,465	1,408	5,873
34	..	..	Running driver's bungalow at Nandalúru.	5,678	1,515	7,193
35	..	..	Engine shed, turn-table, locomotive foreman's office and stores, ashpit, &c., at Nandalúru.	9,769	10,162	19,931
			Ballast and Permanent-way.			
36	..	..	Laying new permanent-way over girder bridges.	29,022	45,978	75,000
			Miscellaneous.			
37	..	..	Six houses for native assistant station-masters.	3,414	2,502	5,916
38	..	..	Twenty-five houses for subordinate staff.	4,868	2,082	6,950
39	..	..	Two complete trial stations	9,236	6,374	15,610
40	..	..	Distant signals for six stations, South-west and North-west Lines.	1,320	5,016	6,336
..	..	..	Unsanctioned minor works as per Schedule C.	50,921	27,937	78,858
			Total, Engineering Department ..	4,71,363	4,62,440	9,33,503
			LOCOMOTIVE DEPARTMENT—*Nil.*			
			CARRIAGE AND WAGON DEPARTMENT.			
1			Two composite carriages, day	3,950	7,610	11,560
2	..	..	Twenty-five third-class carriages, day ..	16,000	79,000	95,000
3	..	..	Five second-class carriages, day ..	10,075	14,925	25,000
4	..	..	Four brake vans	2,480	11,520	14,000
5	..	..	Two tool vans	1,240	5,760	7,000
6	..	..	Two tank wagons for carrying kerosine oil, 15 tons.	900	6,584	7,484
				34,645	1,25,399	1,60,044
			Unsanctioned Minor Works as per Schedule C.	60	1,145	1,205
			Total, Carriage and Wagon Department.	34,705	1,26,544	1,61,249
			Total, Schedule B ..	5,06,068	5,88,984	10,94,752

Madras Railway for the official year 1895–96—*cont.*

Actual expenditure up to close of official year 1893–94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894–95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895–96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
									9,080	
..	..	..	..	..	..	..	..	..	22,831	
..	..	..	..	..	..	1,243	7,021	8,264	..	
..	..	..	..	..	..	3,683	5,682	9,365	..	
..	..	..	..	..	..	15,000	10,000	25,000	15,000	
..	..	..	..	..	..	..	..	..	16,119	
..	..	..	..	..	..	..	..	..	25,462	
..	..	..	..	..	..	4,465	1,408	5,873	..	
..	..	..	..	..	..	5,678	1,515	7,193	..	
..	..	..	..	..	..	9,769	10,162	19,931	..	
..	..	..	..	..	..	..	..	..	75,000	
..	..	..	..	..	..	3,414	2,502	5,916	..	
..	..	..	..	..	..	4,868	2,082	6,950	..	
..	..	..	..	..	..	9,236	6,374	15,610	..	
..	..	..	..	..	..	129	5,016	5,145	1,191	
..	..	..	..	..	..	50,921	27,937	78,858	..	
..	..	..	..	..	..	3,44,370	3,40,303	6,84,673	2,48,830	
..	..	..	..	..	..	3,950	7,610	11,560	..	
..	..	..	..	..	..	16,000	79,000	95,000	..	
..	..	..	..	..	..	10,075	14,925	25,000	..	
..	..	..	..	..	..	2,480	11,520	14,000	..	
..	..	..	..	..	..	1,240	5,760	7,000	..	
..	..	..	..	..	..	900	6,584	7,484	..	
..	..	..	..	..	..	34,645	1,25,399	1,60,044	..	
..	..	..	..	..	..	60	1,145	1,205	..	
..	..	..	..	..	..	34,705	1,26,544	1,61,249	..	
..	..	..	..	..	..	3,79,075	4,66,847	8,45,922	2,48,830	

SCHEDULE C OR CONSTRUCTION WORKS, PART III.

BUDGET Estimate of Minor Works of the Madras Railway for the official year 1895-96—*cont.*

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.	Actual expenditure up to close of official year 1893-94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894-95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895-96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
			SANCTIONED WORKS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	
			ENGINEERING DEPARTMENT.														
			Earthwork.														
1	C.E. No. 833 ..	12th Mar. 1894.	Constructing a side drain for raising the line at 320, 10-13 miles, Nilgiri branch.	1,282	..	1,282	..	..	..	1,281	..	1,281	..	..	..	..	
			Stations and Buildings.														
			Ráyapuram.														
2	C.E. No. 66 ..	9th Jan. 1895.	Supply of Red Hills water to engines at Ráyapuram.	342	2,255	2,597	..	..	..	..	..	..	342	2,255	2,597	..	
			Salt Cotaurs.														
3	C.E. No. 126 ..	12th Jan. ,,	House for Yard Inspector at Salt Cotaurs.	1,537	731	2,268	..	..	..	300	400	700	1,237	331	1,568	..	
			Central Station.														
4	G.O. No. 3/A. R.	8th Jan. 1894.	Shed for making gas at Central Station ..	2,128	867	2,995	..	83	83	2,107	1,613	3,720	..	..	..	..	
			Perambúr Works.														
5	C.E. No. 3838.	8th Dec. ,,	School house to be extended at Perambúr Works.	2,298	1,107	3,405	..	..	..	1,100	607	1,707	1,198	500	1,698	..	
			Manur.														
6	C.E. No. 1972..	22nd June ,,	Platform at Manur	1,433	1,335	2,768	..	..	..	560	100	660	873	1,235	2,108	..	
			Arkonam.														
7	C.E. No. 2940..	21st Sept. ,,	Proposed institute at Arkonam ..	2,459	1,759	4,218	..	..	..	2,568	1,759	4,327	..	..	..	..	
8	C.E. No. 1070..	27th Mar. 1895.	Well for supplying water to the station rooms and sodawater manufactory at Arkonam.	987	969	1,956	..	..	..	..	..	..	987	969	1,956	..	
			Vinnamangalam.														
9	C.E. No. 781 ..	5th Oct. 1893.	Platform at Vinnamangalam	1,741	1,335	3,076	509	385	894	824	561	1,385	..	..	..	..	
			Kátpádi.														
10	C.E. No. 996 ..	21st Mar. 1895.	New auxiliary well at the west end of station at Kátpádi.	3,546	226	3,772	..	..	..	..	..	..	3,546	226	3,772	..	
			Bisanattam.														
11	C.E. No. 75-O. G.O. No. 375-R	29th June 1894.	Station-house at Bisanattam	897	3,123	4,020	..	..	..	1,123	1,839	2,962	..	..	..	..	
			Bowringpet.														
12	C.E. No. 137 ..	15th Jan. ,,	Enlarging the Locomotive well at Bowringpet.	2,430	..	2,430	755	..	755	245	..	245	1,430	..	1,430	..	
13	C.E. No. 764 ..	4th Mar. 1895.	Single twelve feet arch in lieu of single 5' culvert No. 70 at 180-14 miles, Bangalore branch.	3,134	..	3,134	..	..	..	..	..	..	3,134	..	3,134	..	
			Devankundi.														
14	C.E. No. 88 ..	8th Jan. 1895 ..	Goods godown at Devankundi.	1,414	568	1,982	..	..	..	200	300	500	1,214	268	1,482	..	
			Kadiampatti.														
15	C.E. No. 1551.. M.O.M. ..	16th May 1894. 30th Jan. 1895.	Goods godown at Kadiampatti	350	1,068	1,418	..	..	..	350	1,067	1,417	..	..	..	..	
			Sankaridrug.														
16	C.E. No. 3132..	11th Oct. 1894.	Raising tank at Sankaridrug	967	48	1,015	..	..	..	480	373	853	162	..	162	..	
			Cauvery.														
17	C.E. No. 689 ..	29th Aug. 1893.	Station-house, &c., at Cauvery ..	2,542	1,406	3,948	2,162	1,342	3,504	512	26	538	..	..	..	..	
			Erode.														
18	C.E. No. 821 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	New well at Erode	1,177	6	1,183	439	..	439	661	5	666	..	..	..	..	
			Uttukuli.														
19	C.E. No. 820 .. M.O.M. ..	18th Oct. 1893. 30th Aug. 1894.	Raising and enlarging tank, &c., at Uttukuli.	652	848	1,500	543	848	1,391	109	..	109	..	..	..	..	
20	C.E. No. 2061..	30th June ,,	Stoney's patent point indicators to be fixed at eleven stations between Mullapuram and Pódanúr.	230	900	1,130	..	..	..	230	229	459	..	..	..	..	
			Pódanúr.														
21	C.E. No. 601 .. M.O.M. ..	21st July 1893. 30th Aug. 1894.	Double bungalow for guards at Pódanúr.	2,984	1,258	4,242	2,983	1,258	4,241	1	..	1	..	..	..	..	

Budget Estimate of Minor Works of the Madras Railway for the official year 1895-96—*cont.*

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.	Actual expenditure up to close of official year 1893-94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894-95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895-96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
			ENGINEERING DEPARTMENT—*cont.*	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			Stations and Buildings—cont.														
			Kuttipuram.														
22	C.E. No. 3418..	2nd Nov. 1894.	Four houses for subordinate staff at Kuttipuram.	819	289	1,108	..	..	..	235	200	435	584	89	673	..	
			Edakolam.														
23	C.E. No. 1552..	16th May ,,	Feeder road and removal of lay-bye at Edakolam.	1,904	660	2,564	..	..	..	1,904	376	2,280	..	..	..	..	
			Ferock.														
24	C.E. No. 2449 ..	4th Aug. ,,	Two extra godowns at Ferock	1,901	1,010	2,911	..	..	..	2,091	1,111	3,202	..	..	..	..	
			Ponpadi.														
25	C.E. No. 606 ..	22nd July 1893.	Platform at Ponpadi	1,235	1,124	2,359	117	470	587	1,118	501	1,619	..	..	..	..	
	M.O.M. ..	27th Feb. 1895.															
			Puttur.														
26	C.E. No. 98 ..	11th Jan. 1894.	Interlocking points and signals at Puttur.	111	3,057	3,168	..	..	..	25	1,057	1,082	86	2,000	2,086	..	
			Mamandur.														
27	C.E. No. 451 ..	29th May 1893.	Points to be worked and locked locally by pointsmen, signals to be worked and controlled by stationmaster, who also detects and locks points at Mamandur.	931	1,734	2,665	785	722	1,507	533	865	1,398	..	..	..	..	
	C.E. No. 2133..	7th July 1894.															
			Kodur.														
28	C.E. No. 792 ..	7th Oct. 1893..	Four houses for subordinate staff for Traffic department at Kodur.	779	333	1,112	487	237	724	290	4	294	..	..	..	..	
			Nandalur.														
29	C.E. No. 1822..	11th June 1894.	Extension of through siding and shifting main line to standard dimension at Nandalur.	1,199	598	1,797	..	..	..	1,222	494	1,716	..	..	..	..	
			Cuddapah.														
30	C.E. No. 530 ..	21st June 1893.	Eight houses for subordinate staff for Traffic department at Cuddapah.	1,355	698	2,053	855	613	1,468	460	84	544	..	..	..	..	
	M.O.M. ..	26th July 1894.															
			Yerragudipad.														
31	C.E. No. 822 ..	18th Oct. 1893..	Platform at Yerragudipad	985	1,090	2,075	312	..	312	673	930	1,603	..	..	..	..	
	M.O.M. ..	27th Mar. 1895.															
			Gooty.														
32	C.E. No. 1439..	4th May 1894.	Enlargement of locomotive well at Gooty.	1,521	75	1,596	..	..	..	1,521	75	1,596	..	..	..	..	
	M.O.M. ..	27th Mar. 1895.															
33	C.E. No. 4026..	21st Dec. 1894.	Additions to the station house at Gooty ..	848	1,035	1,883	..	..	..	248	535	783	600	500	1,100	..	
34	C.E. No. 97 ..	11th Jan. 1895.	Extension of the store-room at Gooty ..	979	859	1,838	..	..	..	..	..	..	279	859	1,838	..	
			Guntakal.														
35	C.E. No. 816 ..	17th Oct. 1893..	Native signallers' bungalow at Guntakal..	2,620	610	3,230	2,072	213	2,285	544	38	582	..	..	..	..	
36	C.E. No. 3365.	30th Oct. 1894..	Three houses for subordinate staff for Traffic department at Guntakal.	786	242	1,028	..	..	..	616	242	858	170	..	170	..	
			Molagavalli.														
37	C.E. No. 1154..	10th April 1894.	Loading bank and lay-bye at Molagavalli.	2,164	1,984	4,148	..	..	..	2,164	1,099	3,263	..	..	..	..	
	M.O M. ..	30th Jan 1895..															
			Raichur.														
38	C.E. No. 813 ..	9th Mar. 1894.	Engine turn-table, 50 feet diameter, in lieu of existing one at Raichur.	793	3,024	3,817	..	..	..	793	3,024	3,817	..	..	..	..	
39	C.E. No. 1727..	4th June ,, ..	Additional cross over road at Raichur ..	143	1,568	1,711	..	..	..	143	1,568	1,711	..	..	..	..	
40	C.E. No. 2068..	2nd July ,, ..	Removal of foot bridge at Raichur ..	420	968	1,388	..	..	..	420	968	1,388	..	..	..	..	
41	C.E. No. 2889..	17th Sept. ,, ..	Refreshment stall for 3rd-class passengers at Raichur.	778	280	1,058	..	..	..	778	280	1,058	..	..	..	..	
42	C.E. No. 3848..	10th Dec. 1894.	Institute at Raichur	1,285	1,820	3,105	..	..	..	300	620	920	985	1,200	2,185	..	
			Electric Telegraph.														
43	C.E. No. 581 ..	12th July 1893.	Estimate for the Soda-water manufactory at Arkónam.	441	851	1,292	1	..	1	440	851	1,291	..	..	..	..	
	M.O.M. ..	31st Oct. 1894.															
44	C.E. No. 1428..	2nd May ,, ..	Telephone circuit between Rayapuram, Central station and Perambur.	234	1,256	1,490	..	..	..	234	1,256	1,490	..	..	..	..	
			Total, Engineering Department, carried to schedule A.	58,761	44,974	1,03,735	12,020	6,171	18,191	29,403	25,057	54,460	17,527	10,432	27,959	..	
			CARRIAGE AND WAGON DEPARTMENT.														
1	C.E No. 141-O.	19th Sept. 1894.	One tank wagon for carrying kerosine oil.	410	1,640	2,050	..	..	..	410	1,640	2,050	..	..	..	..	
2	C.E. No. 2874.	14th Sept. ,,	Hydraulic jack and portable steam crane.	380	1,750	2,130	..	..	..	380	1,750	2,130	..	..	..	..	
3	C.E. No. 3609.	19th Nov. ,,	One tank wagon for conveying oil, 10 tons.	420	2,900	3,320	..	..	..	350	2,700	3,050	70	200	270	..	

Budget Estimate of Minor Works of the Madras Railway for the official year 1895–96—*cont.*

Number of items.	Sanctions. Number.	Sanctions. Date.	Particulars.	Amount of estimate. Cash outlay in India.	Value of stores.	Total expenditure.	Actual expenditure up to close of official year 1893-94. Cash outlay in India.	Value of stores.	Total.	Probable expenditure during 1894–95. Cash outlay in India.	Value of stores.	Total.	Budget estimate of expenditure for official year 1895–96. Cash outlay in India.	Value of stores.	Total.	Estimated expenditure in future years.	Remarks.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			CARRIAGE AND WAGON DEPARTMENT —*cont.*														
4	C.E. No. 3550..	13th Nov. 1894..	One tank wagon for conveying kerosine oil, 10 tons.	410	1,640	2,050	..	..	..	350	1,500	1,850	60	140	200	..	
5	Do. ..	13th Nov. ,, ..	One tank wagon for conveying kerosine oil, 15 tons.	455	2,365	2,820	..	..	..	400	2,200	2,600	55	165	220	..	
			Total, Carriage and Wagon Department, carried to schedule A.	2,075	10,295	12,370	..	..	..	1,890	9,790	11,680	185	505	690	..	
			Total, Sanctioned Minor works ..	60,836	55,269	1,16,105	12,020	6,171	18,191	31,293	34,847	66,140	17,712	10,937	28,649	..	
			UNSANCTIONED WORKS.														
			ENGINEERING DEPARTMENT.														
			Stations and Buildings.														
			Rayapuram.														
1	..	..	Alteration of sidings and signals and also grouping and interlocking points with signals at Rayapuram.	826	2,725	3,551	..	..	..	..	..	..	826	2,725	3,551	..	
			Perambur Works.														
2	..	..	Construction of a new shed at the west side of the present scantling shed at Perambur works.	360	2,576	2,936	..	..	..	..	..	..	360	2,576	2,936	..	
			Mosur.														
3	..	..	Platform on the up line at Mosur ..	1,908	1,335	3,243	..	..	..	..	..	..	1,908	1,335	3,243	..	
			Jalarpet.														
4	..	..	Ten huts for native firemen and artisans at Jalarpet.	2,264	758	3,022	..	..	..	..	..	..	2,264	758	3,022	..	
5	..	..	One block of four houses for European firemen at Jalarpet.	3,023	1,553	4,576	..	..	..	..	..	..	3,023	1,553	4,576	..	
6	..	..	One double bungalow for family guards at Jalarpet.	2,939	1,191	4,130	..	..	..	..	..	..	2,939	1,191	4,130	..	
7	..	..	Travelling auditor's bungalow at Jalarpet.	1,731	669	2,400	..	..	..	..	..	..	1,731	669	2,400	..	
			Mulanur.														
8	..	..	Booking office, 3rd-class waiting room and approach road at Mulanur.	1,366	661	2,027	..	..	..	..	..	..	1,366	661	2,027	..	
			Gudupalli.														
9	..	..	Station-house, goods godown, &c., at Gudupalli.	2,768	1,093	3,861	..	..	..	..	..	..	2,768	1,093	3,861	..	
			Bangalore City.														
10	..	..	Bungalow for East Indian Carriage Examiner at Bangalore City.	3,021	790	3,811	..	..	..	..	..	..	3,021	790	3,811	..	
11	..	..	One double bungalow for ticket collector at Bangalore City.	3,655	1,319	4,974	..	..	..	..	..	..	3,655	1,319	4,974	..	
12	..	..	One double bungalow for married guards at Bangalore City.	3,655	1,319	4,974	..	..	..	..	..	..	3,655	1,319	4,974	..	
13	..	..	Store-room for Carriage Examiner at Bangalore City.	798	308	1,106	..	..	..	..	..	..	798	308	1,106	..	
			Mangalam.														
14	..	..	Doubling goods shed in length at Mangalam.	948	1,121	2,069	..	..	..	..	..	..	948	1,121	2,069	..	
			Podanur.														
15	..	..	Emergency stock shed and lay-bye at Podanur.	479	918	1,397	..	..	..	..	..	..	479	918	1,397	..	

Budget Estimate of Minor Works of the Madras Railway for the official year 1895-96—*cont.*

Number of items.	Sanctions.		Particulars.	Amount of estimate.			Actual expenditure up to close of official year 1893-94.			Probable expenditure during 1894-95.			Budget estimate of expenditure for official year 1895-96.			Estimated expenditure in future years.	Remarks.
	Number.	Date.		Cash outlay in India.	Value of stores.	Total expenditure.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.	Cash outlay in India.	Value of stores.	Total.		
			ENGINEERING DEPARTMENT—*cont.*	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
			Stations and Buildings—cont.														
			Rénigunta.														
16	..	..	Ten houses for native firemen at Rénigunta.	2,720	580	3,300	..	..	..	..	..	..	2,720	580	3,300	..	
17	..	..	Extension of transhipping shed at Rénigunta.	784	1,928	2,712	..	..	..	..	..	..	784	1,928	2,712	..	
18	..	..	Watering arrangements to be improved at Thocock at Rénigunta.	3,052	..	3,052	..	..	..	..	..	..	3,052	..	3,052	..	
			Nandalúru.														
19	..	..	Five huts for native firemen, fitters, &c., at Nandalúru.	1,306	445	1,751	..	..	..	..	..	..	1,306	445	1,751	..	
20	..	..	One block of three houses for native drivers at Nandalúru.	2,150	1,037	3,187	..	..	..	..	..	..	2,150	1,037	3,187	..	
21	..	..	Chutram for native firemen at Nandalúru.	802	352	1,154	..	..	..	..	..	..	802	352	1,154	..	
22	..	..	Bungalow for Locomotive firemen at Nandalúru.	3,055	1,657	4,712	..	..	..	..	..	..	3,055	1,657	4,712	..	
			Gooty.														
23	..	..	Additions to school at Gooty	849	658	1,507	..	..	..	..	..	..	849	658	1,507	..	
			Guntakal.														
24	..	..	Ash-pits to be provided near the water column, one at each side of the station at Guntakal.	986	640	1,626	..	..	..	..	..	..	986	640	1,626	..	
			Raichur.														
25	..	..	Additions to goods shed at Raichur ..	2,802	210	3,012	..	..	..	..	..	..	2,802	210	3,012	..	
26	..	..	Additions to Apothecary's quarters at Raichur.	965	482	1,447	..	..	..	..	..	..	965	482	1,447	..	
			Miscellaneous.														
27	..	..	Overbridge at Elephant gate crossing ..	709	1,612	2,321	..	..	..	..	..	..	709	1,612	2,321	..	
28	..	..	Two trial stations	1,000	..	1,000	..	..	..	..	..	..	1,000	..	1,000	..	
			Total, Engineering Department, carried to schedule B.	50,921	27,937	78,858	..	..	..	..	..	..	50,921	27,937	78,858	..	
			LOCOMOTIVE DEPARTMENT.—*Nil.*														
			CARRIAGE AND WAGON DEPARTMENT.														
1	..	..	One support wagon for 15-ton crane carried to schedule B.	60	1,145	1,205	..	..	..	..	..	..	60	1,145	1,205	..	
			Total, Unsanctioned Minor Works ..	50,981	29,082	80,063	..	..	..	..	..	..	50,981	29,082	80,063	..	

Schedule D or Construction Works—Part IV.

Budget Estimate of Emergent Works of the Madras Railway for the official year 1895–96—Nil.

Schedule E.

Budget Estimate of Expenditure for Purchase of Stores for the Madras Railway during 1895–96.

Details.		Actual purchases during 1893–94.		Probable purchases during 1894–95.		Estimated purchases during 1895–96.	
		Quantity.	Amount.	Quantity.	Amount.	Quantity.	Amount.
In India.			Rs.		Rs.		Rs.
Firewood	Tons.	71,269	3,44,695	75,300	3,76,500	65,000	3,25,000
Oil of sorts	lb.	..	1,53,156	..	1,45,100	..	1,30,000
Cotton, waste, &c.	,,	76,619	9,837	48,000	5,000	48,000	5,000
Timber of all kinds	..	..	2,45,241	..	2,34,020	..	2,66,350
Wooden sleepers	..	..	22,121	..	20,000	..	20,000
Do. keys	..	..	7,561	..	15,000	..	15,000
Materials for tarpaulins	..	..	8,987	..	9,000	..	9,000
Manufacture of stores	..	..	1,42,257	..	1,43,000	..	1,20,000
Freight and landing charges	..	..	54,320	..	50,000	..	50,000
Coal, Indian	Tons.	24,288	3,41,107	31,000	4,53,000	32,000	4,80,000
Tallow, country	lb.	12,471	1,936	1,500	320	1,450	310
Sundry stores	..	..	1,45,973	..	1,30,221	..	1,87,137
	Total ..	..	14,77,191	..	15,81,161	..	16,07,797
In England.							
Coal, coke and patent fuel	Tons.	700	10,833	1,000	28,000	1,000	26,000
Brass and copper pipes, tubes, &c.	,,	44	28,056	..	38,066	..	25,000
Iron and steel plates and bars	,,	288	41,577	..	20,453	..	15,000
Materials for renewals of rolling-stock, chiefly iron works	,,	44	14,523	..	38,408	..	30,000
Tyres, engine and carriages	No.	..	11,223	174	13,276	..	6,000
Machinery and tools	..	..	3,843	..	2,434	..	1,000
Axles, crank	..	..	4,200	..	..	..	..
Do. carriages	No.	..	..	450	17,829	..	25,000
Locomotives	,,	10	2,06,831	..	..	..	1,36,200
Iron under frames for carriages	..	..	2,842	50	30,227	..	..
Apparatus for carriages for gas lightings	..	..	..	..	..	..	1,23,007
Automatic vacuum brake fittings	Sets.	..	..	..	..	..	74,646
Permanent-way materials	Tons.	4,983	2,61,291	..	86,344	..	4,50,000
Telegraph stores	..	..	..	..	20,672	..	4,300
Materials for tarpaulins	..	..	20,253	..	5,000	..	5,000
Axle engines and tenders	No.	..	..	4	2,702	..	..
Boilers	,,	..	..	6	47,045	..	..
Sundry stores	..	..	75,260	..	92,617	..	21,847
	Total ..	..	6,80,732	..	4,43,273	..	9,43,000
Total, Schedule E	..	..	21,57,923	..	20,24,434	..	25,50,797

Memorandum.

		Rs.
Actual balance of stores on hand, 1st April 1894		29,21,106
Estimated purchases during 1894–95 as above		20,24,434
	Total	49,45,540
Estimated issues during 1894–95		21,83,274
Estimated balances on 1st April 1895		27,62,266
Estimated purchases during 1895–96		25,50,797
	Total	53,13,063
Estimated issues during 1895–96		27,28,979
Estimated balances on 1st April 1896		25,84,084

English Transactions.

	1895–96. Rs.
Indents to be sent home during the year	5,27,191
Add for indents of previous year expected to be complied with in official year	7,03,093
Add English establishment charges	1,20,000
Total	13,50,284
Deduct amount of orders not expected to be complied with until next year	2,87,284
Net Capital cash transactions in England	10,63,000

Schedule F.

Estimate of Traffic Receipts of the Madras Railway, 1895–96.

Number of miles open for traffic on 1st April 1894	840
Expected to be opened during 1894–95	...
Total on 1st April 1895	840
Expected to be opened during 1895–96	...
Total likely to be opened at end of 1895–96	...
Average number of miles expected to be opened during the whole of 1895–96	840

—	Actuals in 1893–94.	Sanctioned budget estimate, 1894–95.	Revised estimate, 1894–95.	Budget estimate, 1895–96.
	Rs.	Rs.	Rs.	Rs.
Coaching traffic	39,41,622	40,00,000	43,20,000	45,00,000
Goods do.	61,81,691	65,00,000	60,00,000	60,00,000
Electric telegraph earnings	19,003	20,000	20,000	20,000
Sundries	2,41,424	1,60,000	1,60,000	2,30,000
Total	1,03,83,740	1,06,80,000	1,05,00,000	1,07,50,000
Train mileage	26,35,689	26,40,000	26,00,000	27,00,000

23rd April 1895, No. 301 R., Public Works.

PUBLIC WORKS DEPARTMENT.

Railway.

Letter—from

Captain A. D. G. SHELLEY, R.E.,
Under Secretary to the Government of Madras,
Public Works Department,
Railway Branch.

To

The SECRETARY to the GOVERNMENT of INDIA,
Public Works Department.

Sir,

With reference to Government of India Public Works Department Resolution No. $\frac{3}{\text{B.O.}}$ A.R., dated the 21st March 1895, I am directed to forward herewith the final issue of the Capital and Revenue revised and budget estimates, Madras Railway, for the years 1894–95 and 1895–96 and to state that the estimates have been prepared for the amounts accepted by the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

Madras,
23rd April 1895.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 23rd.

Recd. *Encl.*

23rd April 1895, No. 301 R.

APRIL.

Madras Railway

Forwarding the final issue of the Capital and Revenue revised and budget estimates, —, for 1894-95 and 1895-96.

Estima

Number o
Expected

Expected to
Total like
Average
during th

Madras R

Budget

189

Coaching
Goods Tra
Electric
Sundries

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 23rd.

Recd.

Encl.

23rd April 1895, No. 301 R.

APRIL.

Madras Railway

Forwarding the final issue of the Capital and Revenue revised and budget estimates, —, for 1894-95 and 1895-96.

Madras Railway

Budget Estimate

1895-96

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated April, 23rd.

Recd. *Encl.*

23rd April 1895, No. 301 R.

APRIL.

Madras Railway

Forwarding the final issue of the Capital and Revenue revised and budget estimates, —, for 1894-95 and 1895-96.

Abstract of the e

Particu

Indian
Capital
Engineering Departm
Sanctioned Works
Works to be sanc
Emergent Works
Locomotive Departm
Sanctioned Works
Works to be sanc
Carriage and Wagon
Sanctioned Works
Works to be sanc
General
Establishment
Stores as per Sche
Miscellaneous
Suspense, Miscellaneo
Increase or decrease of
Advan
Total withdrawals on
Receipts to be credite
Share Capital
Refunds for
Other receipts
Home Expend
Total payments on
Net Cash demand
England
Purchase of Stores
Indents to be
Previous Indents
Deduct for
wi
Home Expenditure

Expenditure 1894-95 Total	Estimated Expenditure in future years	Remarks
Rs	Rs	
96568	84147	
	9080	
	22831	
8764		
1365		
5000	15000	
	16119	
	25462	

21

Estimate of the Madras Railway for 1895-96

Revised Estimate for 1894-95	Budget Estimate for 1895-96
Rs	Rs
43,20,000	45,00,000
6,00,000	6,00,000
20,000	20,000
1,60,000	2,30,000
10,500,000	10,760,000
1,40,0000	1,30,000
1,900,000	12,050,000
1,64,800	12,68,700
9,42,700	19,51,200
7,25,200	6,92,300
8,77,400	8,33,600
79,900	5,99,000
60,000	1,05,200
4,50,000	54,50,000
1,00,000	1,30,000
10,000	67,50,000
50,000	53,00,000
	53,00,000

Railway Budget Estimate 1895-96

Capital Account

timated Cash Expenditure on the Madras Railway for the Official year 1895-96.

Govt. / Particulars	Actuals for 1893-94	Budget Estimate for 1894-95	Revised Estimate for 1894-95	Budget Estimate for 1895-96
	Rs	Rs	Rs	Rs
Buildings				
Land				
as per Schedule A		159281	176969	80573
tioned do B		210791	.	344370
do D		.	.	.
ement				
Dated as per Schedule A		.	100	650
tioned do E	188893	1000	.	.
Department				
Recd as per Schedule A		9970	11770	21905
tioned do B		22912	.	34705
Schedule E	1477191	1476990	1581161	1607797
	3287	5000	5000	6000
	41634	34056	345000	325000
balance of Capital Account	25400	20000	20000	20000
Capital Account	1682605	1900000	2100000	2400000
d to Capital Account				
and in India				
ues sold to Revenue &c	1714267	2000000	2000000	2000000
ture	174448	200000	250000	500000
Capital Account	2088715	2200000	2250000	2500000
in India on Capital Account	406110	300000	150000	100000
d home during the year	.	967670	731821	527191
to be completed with	.	316781	414545	703093
Total	.	1285548	1146366	1230284
ments estimated to be				
in the following year	.	478939	703093	287284
Outlay for Stores	68032	856909	443273	743000
Payments				
		70909	74182	86182

Revenue Account

Abstract of estimated Revenue Receipts and Expenditure Railway for the Official year

Particulars	Actuals for 1893-94	Budget Estimate for 1894-95
	Rs	Rs
Receipts as per Schedule F.		
Coaching Traffic	3941622	4000000
Goods Traffic	6181691	6600000
Electric Telegraph earnings	19003	20000
Sundries	241424	160000
Total (1)	10383740	10680000
Receipts on account of traffic appertaining to other Lines		
Receipts from Capital Account other than traffic earnings	1198716	900000
Receipts from Foreign Lines other than traffic earnings	"	"
Other Abnormal receipts in detail or as per Schedule attached	"	.
Total payments into Treasury on Revenue Account (2)	11582456	11580000
Expenditure as per Schedule G.		
Maintenance of Way, Works and Stations	1087842	1340000
Locomotive Expenses	2067382	1925000
Carriage and Wagon Expenses	567165	640000
Traffic Expenses	898382	876500
General Charges	560288	589500
Special and Miscellaneous Expenditure	82739	129000
Total (3)	5193798	5500000
Payments to other Lines of their proportion of through traffic	1083629	900000
Payments to Capital Account other than for Stores included in the Working Expenses in Schedule G	.	.
Other abnormal payments in detail or as per Schedule attached	.	.
Total withdrawals from Treasury on Revenue Account (4)	6277427	6400000
Net Earnings (1)-(3)	5189942	5180000
Net Receipts (2)-(4)	5305029	5180000

Capital Account

Budget Estimate of Sanctioned Works of Capital Schedule A of Construction Works - Part I of the Madras Railway for the Official year 1895-96.

Particulars	Amount of Estimate			Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Engineering Department											
Earthwork											
Raising line and increasing water way at 106/2·3 miles North West Line	2165	3705	5870	"	"	"	2165	3705	5870	"	"
Stations and Buildings											
Rayapuram											
Ticket printing office at Rayapuram	5562	2364	7926	"	"	"	1200	564	1764	4362	1800
Washermanpet											
Alterations at Washermanpet Station and Extension of Ennore Branch to Rayapuram	9951	12501	22460	"	"	"	7000	12501	19501	2959	"
Perambur											
Church at Perambur	5931	1609	7540	"	"	"	1118	500	1618	4813	1109
Perambur Works											
Bungalow for Assistant Locomotive Superintendent at Perambur Works	6842	4164	11006	1171	3878	5049	4059	100	4159	1612	186
Arkonam											
Extension of siding at the West End of Arkonam	3140	2468	5608	"	"	"	2646	2468	5114	"	"
4 Bungalows for upper subordinates at	9368	4368	13736	"	"	"	7000	3000	10000	2368	1368

Capital Account

Capital
Schedule A of
Budget Estimate of Sanctioned Works of
Construction Works - Part I
the Madras Railway for the Official year 1895-96.

Particulars	Amount of Estimate			Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Engineering Department											
Earthwork											
Raising line and increasing water way at 106/2-3 miles North West Line	2165	3705	5870	"	"	"	2165	3705	5870	"	"
Stations and Buildings											
Rayapuram											
1895 Ticket printing office at Rayapuram	5562	2364	7926	"	"	"	1200	564	1764	4362	1800
Washermanpet											
1895 Alterations &c at Washermanpet Station and Extension of Ennore Branch to Rayapuram	9959	12501	22460	"	"	"	7000	12501	19501	2959	"
Peramboor											
1894 Church at Peramboor	5931	1609	7540	"	"	"	1118	500	1618	4813	1109
Peramboor Works											
1891 Bungalow for Assistant Locomotive Superintendent at Peramboor Works	6842	4164	11006	1171	3878	5049	4059	100	4159	1612	186
Arkonam											
1894 Extension of siding at the West End of Arkonam	3140	2468	5608	"	"	"	2646	2468	5114	"	"
1894 4 Bungalows for upper subordinates at Arkonam	9368	4368	13736	"	"	"	7000	3000	10000	2368	1368

Schedule

A (Continued)

Particulars	Amount of Estimate			Actual Expenditure up to Close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1895-96	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought-over	50118	38875	88993	3418	8459	11877	26438	24963	51391	19766	546
Stations and Buildings (Cont)											
Jalarpet (Cont)											
Two double bungalows for guards at Jalarpet	5854	2406	8260	2447	1977	4424	3154	428	3582	"	"
Twenty houses for native firemen at Jalarpet	4527	1517	6044	3062	1273	4335	1719	132	1851	"	"
Alterations and Additions to Station house at Jalarpet	10786	6517	17303	"	"	"	8800	5000	13800	1986	1517
Bowringpet											
Alterations and Additions Consequent on the junction of Kolar Gold Fields Ry: with the Madras Ry: at Bowringpet	36793	41518	78311	13466	15877	29343	15500	10641	26141	7827	15000
Bangalore City											
Thirty houses for Subordinate staff at Bangalore City	5172	2364	7536	412	260	302	3530	1504	5034	1600	600
Alterations and Additions to Station house, platforms &c at Bangalore City	83891	59439	143330	20902	38110	59012	52000	20000	72000	10987	1329
Olavakkot											
Additional siding and removing and rebuilding fuel shed at Olavakkot	4696	4791	9487	"	"	"	4700	4000	8708	"	3791

Schedule A (Continued)

Particulars	Amount of Estimate			Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year	
	Cash outlay in India	Value of stores	Total Expenditure	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	206175	166004	372179	48337	60956	109293	115349	66658	182007	46508	3627
Stations and Buildings (con)											
Palghat											
Alterations and Additions to Sidings at Palghat	8682	7242	15924	329	422	751	8353	6701	15054	"	"
Loading bank and Extension of Goods shed siding at Palghat	3954	1659	5613	"	"	"	3980	1200	5180	"	459
Kallayi											
An additional siding at Kallayi	2089	3664	5753	"	"	"	2089	3664	5753	"	"
Mettupalayam											
Alterations and Additions in Connection with the Junction of the Nilgiri Railway with the Madras Ry. at Mettupalayam	14972	7791	22763	11365	3583	14948	1575	"	1575	2032	4208
Tirutani											
Interlocking points and Signals at Tirutani	64	9804	9868	"	"	"	878	8990	9868	"	"
Nagari											
Interlocking points and Signals at Nagari	114	7254	7368	"	"	"	"	"	"	114	7254
Vaniyambadi											

Schedule A (Continued)

Particulars	Amount of Estimate			Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	240228	204916	445144	53865	70772	124637	135548	87567	223115	48654	48198
Stations and Buildings (Con)											
Pudi											
94 Complete interlocking of all points and Signals & working the same by one man from the platforms without pointsman at Pudi	1356	4639	5995	1356	4003	5359		636	636		
Gooty											
93 Double guards bungalow at Gooty	4533	783	5316	157	465	622	4375	319	4694		
95 94 Block of four houses for European and Eurasian foreman at Gooty	4492	1458	5950								
93 Institute Building at Gooty	8209	6517	14726				3392	1000	4392	1100	458
94 95 A double bungalow for European & East-Indian drivers at Gooty	4565	1437	6002	8004	6117	14121	205	125	330	"	"
Electric Telegraphs											
89 Revised estimate for the extension of the				"	"	"	"	"	"	4565	1437
89 Block system and the introduction of starting semaphore signals on S.W & N.W Lines including additional Stations	64943	101818	166761	59027	95612	154639	2125	1763	3888	3791	4443
89 Single Needle Instruments, Batteries &c for local or additional Stations	4122	3588	7710	1095	1385	2480	561	450	1011	2466	1753
94 Lighting the Ankonam Station and yard by Electricity	3830	12170	16000	"	"	"	1360	"	1360	2470	12170
Sanctioned Miscellaneous Schedule C	58761	44021	102782	17020	6171	18191	29403	25057	54460	17527	10432

Schedule A (continued)

Particulars	Amount of Estimate			Actual Expenditure up to Close of Official year 1893-94			Probable Expenditure during 1894-95			Budget-Estimate for Official year	
	Cash outlay in India	Value of stores	Total Expenditure	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Locomotive Department											
6 Locomotive Engines and Tenders	"	7028	7028	"	4685	4685	"	2343			
Fitting automatic vacuum brake gear for Engines	750	12270	13020	100	1500	1600	650	10770			
Total Locomotive Department	750	19298	20048	100	6185	6285	650	13113			
Carriage and Wagon Department											
Fitting Carriages with apparatus for Gas lighting	12469	141280	153749	1100	15000	16100	11369	126286			
1 Composite Carriage	2220	4626	6846	101	"	101	2119	4626	6745	"	"
5 Third Class Carriages	3200	15800	19000	1061	3702	4763	2139	12098	14237	"	"
2 Brake Vans	1240	5760	7000	426	1445	1871	814	4315	6129	"	"
1 Fifteen ton travelling Crane	400	6170	6570	"	"	"	520	8430	8950	"	"
2 Composite Carriages rebuilt	4422	9284	13706	"	"	"	"	"	"	4422	9284
Fitting automatic vacuum brake gear for Carriages	1250	27098	28348	"	"	"	"	"	"	1250	27098
Furnishing additional screw Couplings to Vehicles											
3730 Screw Couplings	15376	23384	38760	7671	12234	19905	3078	4698	7776	4627	6452
1200 Centre Chains	1050	6900	7950	888	5176	6064	110	1215	1325	52	509
	41627	240302	281929	10147	22557	32704	9880	50382	60262	21720	169623
Sanctioned minor Works as per Schedule C	2075	10295	12370	"	"	"	1890	9790	11680	185	505
Total Carriage & Wagon Dept.	43702	250597	294299	10147	22557	32704	11770	60172	71942	21905	170128
Total Schedule A	439491	652195	1091686	147691	207082	354773	188838	183274	372113	103128	262132

Schedule B

Budget Estimate of Unsanctioned W

or Construction Works - Part II

Works of the Madura Ry: for the Official Year 1895-96

Particulars	Amount of Estimate			Actual Expenditure up to Close of Official Year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official Yr	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Engineering Department											
Stations and Buildings											
Rayapuram											
Sheds for export and import traffic at Rayapuram	16666	8334	25000	"	"	"	"	"	"	"	"
M. R & S. I. Railway Joint Beach Station and line from Rayapuram	37841	83820	121661	"	"	"	"	"	"	37841	83820
Washermanpet											
Through siding at Washermanpet	3879	7191	11070	"	"	"	"	"	"	3879	7191
Vepasarpady											
Houses for Signallers and Pointsmen at Vepasarpady	5000	1956	6956	"	"	"	"	"	"	"	"
Perambur Work											
Upstairs accommodation for bungalows Nos 6/1 to 6/6 at Perambur Works	4940	4694	9634	"	"	"	"	"	"	"	"
Line on South side of Smiths Shop to be extended across the bank and											

Schedule B (continued)

Particulars	Amount of Estimate: Cash outlay in India	Value of Stores	Total Expenditure	Actual Expenditure up to close of official year 1893-94: Cash outlay in India	Value of stores	Total	Probable Expenditure during 1894-95: Cash outlay in India	Value of Stores	Total	Budget Estimate for official year 1895-96: Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	73279	109381	182660	...	...	...	"	"	"	4667	9439
Stations and Buildings (cont)											
Perambur Works (cont)											
Erecting shop to be extended towards the smithy by 65 ft at P. Works	26662	15761	42423	"	"	"	"	"	"	26662	15761
Billiard room to be provided at Institute and room altered at Perambur Works	4821	6251	11072	"	"	"	"	"	"	4821	6251
New bungalow for assistant Locomotive Superintendent at Perambur Works	6705	6266	12971	"	"	"	"	"	"	6705	6266
Konnur											
Sorting sidings at Konnur	7644	4037	11681	"	"	"	"	"	"	"	"
Arkonam											
Improvement and additions to the Station yard at Arkonam	3500	6500	10000	"	"	"	"	"	"	3500	6500
Twenty houses for Artisans at Arkonam	3895	1665	5560	"	"	"	"	"	"	3895	1665
Thalangai											
Platform lay-bye loading bank, goods godown and new feeder road at Thalangai	4272	3879	8151	"	"	"	"	"	"	4272	3879
Jalarpet											
Houses for four European and											

Schedule

B (Continued)

Particulars	Amount of Estimate			Actual Expenditure up to Close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate Expenditure for the year 1895-96	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	137106	156498	293598	"	"	"	"	"	"	96528	1347
Stations and Buildings (cont)											
Jalarpet (cont)											
Houses for five European and East Indian Firemen at Jalarpet	3859	1951	5810	"	"	"	"	"	"	3859	1951
Bungalow for Assistant Traffic Manager on new site at Jalarpet	6803	6266	13069	"	"	"	"	"	"	6803	6266
Conversion of Asstt. Traffic Manager's bungalow into institute at Jalarpet	4051	6757	10808	"	"	"	"	"	"	4051	6757
Bisanattam											
Through siding at Bisanattam	1725	6291	8016	"	"	"	"	"	"	"	"
Whitefield (Watering Station)											
Water from nullah at $\frac{203}{14}$ miles	4329	3042	7371	"	"	"	"	"	"	"	"
Bangalore City											
Carriage shed at Bangalore City	4261	2148	6409	"	"	"	"	"	"	"	"
Supplementary estimate for alterations and additions to Station house at Bangalore City	68661	92789	161450	"	"	"	"	"	"	68661	92789
Institute at Bangalore City	10372	9720	20092	"	"	"	"	"	"	10372	9720
Purchasing Southern Mahratta Ry. Office and Assistant Traffic Manager's bungalow at Bangalore City	24000	.	24000	"	"	"	"	"	"	24000	.
Quarters for native Point Clerks at											

Schedule

B (continued)

Particulars	Amount of Estimate: Cash outlay in India	Value of Stores	Total Expenditure	Actual Expenditure up to Close of Official year 1893-94: Cash outlay in India	Value of Stores	Total	Probable Expenditure during 1894-95: Cash outlay in India	Value of Stores	Total	Budget Estimate for Official year 1895-96: Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	286851	293864	580715							23504	26604
Stations and Buildings (cont.)											
Podanur											
Two double blocks of bungalows for European and Eurasian Drivers at Podanur	6322	2758	9080								
New booking office, 3rd Class waiting room, native latrine and re-arrangement of present rooms at Podanur	13687	9144	22831								
Steam pump at Noyel river & water led into station by 6" piping at Podanur	1243	7021	8264							1243	7021
Olavakkot											
Extension of 2nd and 3rd lines &c to the west of Stations at Olavakkot	3683	5682	9365							3683	5682
Palghat											
Station house at Palghat	25000	15000	40000							15000	10000
Kallayi											
Additional dock at Kallayi	8351	7768	16119								
Calicut											
Siding proposed to be laid from Calicut Station to the beach	7533	17929	25462								
Vandalur											
A double bungalow for Eurasian Clerks and native Court											

Schedule

B (continued)

Particulars	Amount of Estimate			Actual Expenditure upto close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate of Expenditure for Official year 1895-96		
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	T
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	
Brought over	372582	372251	744833	"	"	"	"	"	"	27582	29639	5
Stations and Buildings (cont)												
Ballast and Permanent Way												
Laying new permanent way over girder bridges	29022	45978	75000	"	"	"	"	"	"	"	"	
Miscellaneous												
Six houses for native assistant Station masters	3414	2502	5916	"	"	"	"	"	"	3414	2502	
Twenty four houses for subordinate staff	4868	2082	6950	"	"	"	"	"	"	4868	2082	
Two Complete trial Stations	9236	6374	15610	"	"	"	"	"	"	9236	6374	
Distant Signals for Six Stations South West and North West Lines	1320	5016	6336	"	"	"	"	"	"	129	5016	5
Unsanctioned minor Works as per Schedule C	50921	27937	78858	"	"	"	"	"	"	50921	27937	78
Total Engineering Department	471363	462140	933503	"	"	"	"	"	"	344370	340303	68

Schedule

B (Continued)

Particulars	Amount of Estimate			Actual Expenditure up to close of official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate Expenditure for 1895-96	
	Cash outlay in India	Value of stores	Total Expenditure	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Locomotive Deptt:											
Nil											
Carriage and Wagon Department											
2. Composite Carriages Vans	3950	7610	11560							3950	7610
25. Third Class "	16000	79000	95000	"	"	"	"	"	"	16000	79000
5. Second Class "	10075	14925	25000	"	"	"	"	"	"	10075	14925
4. Brake Vans	2480	11520	14000	"	"	"	"	"	"	2480	11520
2. Tool Vans	1240	5760	7000	"	"	"	"	"	"	1240	5760
~~Fitting automatic Vacuum brake gear for Carriages~~	~~1250~~	~~27098~~	~~28348~~	"	"	"	"	"	"	~~1250~~	~~27098~~
2. Tank Wagons for Carrying Kerosine oil 15 tons	900	6584	7484	"	"	"	"	"	"	900	6584
	34645	125399	160044							34645	125399
	~~35895~~	~~152497~~	~~188392~~							~~35895~~	~~152497~~
Unsanctioned minor Works as per Schedule C	60	1145	1205	"	"	"	"	"	"	60	1145
Total Carriage & Wagon Deptt.	34705	126544	161249	"	"	"	"	"	"	34705	126544
Total Schedule B	506068	588684	1094752	"	"	"	"	"	"	379075	466844

Schedule C

Budget Estimate of Minor Works of the Madras Railway for the Official year 1895

or Construction Works Part III

Particulars	Amount of Estimate			Actual Expenditure upto Close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1895	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Sanctioned Works											
Engineering Department											
Earthwork											
1894 Constructing a side drain for raising the line at 320/10-19 miles Nil Branch	1282	.	1282	.	.	.	1281	.	1281	"	.
Stations and Buildings											
1895 Supply of Red Hills water at Kavaraipettai (Kavaraipettai to Ennore)	342	2255	2597	.	.	.	.	.	.	342	2255
Salt Colaurs											
1895 House for yard Inspector at Salt Colaurs	1537	731	2268	.	.	.	300	400	700	1237	331
Central Station											
1894 Shed for making gas at Central Station	2128	867	2995	.	53	83	2107	1613	3720	.	.
Perambur Works											
1894 School House to be extended &c at Perambur Works	2298	1107	3405	.	.	.	1100	607	1707	1198	500
Manur											
1894 Platform at Manur	1433	1335	2768	"	.	.	560	100	660	873	1235
Arkonam											
1894 Proposed Institute at Arkonam	2459	1759	4218	.	.	.	68	1759	4327	"	.
1895 Well for supplying water to the mm and Sidewater Pumpfactories Vennanai (Schedule B)	987	969	1956	.	.	.	.	.	.	987	969
	1741	1335	3076	509	385	794	824	561	1385	"	"
										11742	1130

Schedule C

C (continued)

Particulars	Amount of Estimate			Actual Expenditure up to Close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year	
	Cash outlay in dollies	Value of stores	Total Expenditure	Cash outlay in dollies	Value of stores	Total	Cash outlay in dollies	Value of stores	Total	Cash outlay in dollies	Value of stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	18656	13707	32357	1509	468	977	9863	6879	16742	8183	5516
Stations and Buildings (cont)											
Bowmingpet											
94 Enlarging the 2 existing wells at Bowmingpet	2430	.	2430								
95 Single 12 ft. Arch in lieu of single 3' Culvert No 70 at 180/14 miles Bangalore Branch	3134	.	3134	755	.	755	2485	.	2485	1430	.
Devankundi										3134	.
Goods godown at Devankundi	1414	568	1982	.	.	.	.	.	.	.	.
95 Kadiampatti							200	300	500	1214	268
94 Goods godown at Kadiampatti	350	1068	1418	.	.	.	350	1067	1417	.	.
95 Sankenidrug											
4 Raising bank at Sankenidrug	967	48	1015	.	.	.	480	373	853	162	.
Cauvery											
1/93 Station house &c at Cauvery	2542	1406	3948	2162	1342	3504	512	26	538	.	.
Erode											
1/93 94 New well at Erode	1177	6	1183	439	.	439	661	5	666	.	.
Pettukuli											
93 94 Raising and enlarging tanks &c at Pettukuli	652	848	1500	543	848	1391	109	.	109	.	.
94 Stoney's patent point indicators to be fixed at eleven stations between Mallapuram and Podanur	230	900	1130	.	.	.	230	229	459	.	.
Podanur											
1/93 Double bungalow for guards at Podanur	2984	1258	4242	824 / 53	1258	4241	1	.	1	.	.
									47742		11350

Schedule 6. (continued)

Particulars	Amount of Estimate			Actual Expenditure up to Close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate Expenditure for 1895-96	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	37253	20758	58011	7391	3916	11307	14790	9453	24243	14707	5873
Stations and Buildings (cont)											
Fierok											
Two extra godowns at Fierok	1901	1010	2911	.	.	.	2091	1111	3202	.	.
Pompadi											
Platform at Pompadi	1235	1124	2359	117	470	587	1118	501	1619	.	.
Puttur											
Interlocking points and Signals at Puttur	111	3057	3168	.	.	.	25	1057	1082	86	2001
Hamandur											
Points to be worked and locked locally by pointsmen, signals to be worked and controlled by station masters, who also detects and locks points at Hamandur	931	1734	2665	785	722	1507	533	865	1398	.	.
Kodur											
Four houses for subordinate staff for Traffic Deptt. at Kodur	777	333	1112	467	237	724	290	4	294	"	.
Vandalur											
Extension of through siding and shifting main line to Standard dimension at Vandalur	1177	598	1797	.	.	.	1222	494	1716	"	.
Cuddapah											
Eight houses for subordinate staff for Traffic Deptt. at Cuddapah	1355	698	2053	855	613	1468	460	84	544	.	.
Tindivanam										11742	1150

Schedule C

(Continued)

Particulars	Amount of Estimate			Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 1895-96	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought over	49097	32371	81468	9947	5958	15905	22971	15111	38082	16372	9233
Stations and Buildings (cont.)											
Guntakal											
Native Signallers bungalow at Guntakal	2620	610	3230	2072	213	2285	544	38	582	"	"
3 Three houses for subordinate staff for Traffic Deptt. at Guntakal	786	242	1028	"	"	"	616	242	858	170	"
Holagavalli											
94 Loading bank and lay-bye at Holagavalli	2164	1984	4148	"	"	"	2164	1099	3263	"	"
95											
Raichur											
1894 Engine turn-table 50 feet diameter in lieu of existing one at Raichur	793	3024	3817	"	"	"	793	3024	3817	"	"
94 Additional Cross over road at Raichur	143	1568	1711	"	"	"	143	1568	1711	"	"
94 Removal of foot bridge at Raichur	420	968	1388	"	"	"	420	968	1388	"	"
94 Refts. shed for 3d Class passengers at Raichur	778	280	1058	"	"	"	778	280	1058	"	"
94 Institute at Raichur	1285	1820	3105	"	"	"	300	620	920	985	1200
Electric Telegraph											
1893 Estimate for the Sodawater Manufactary at Arkonam	441	851	1292	1	"	1	440	851	1291	"	"
94 Telephone Circuit between Royapuram, Central Station & Perambur	234	1256	1490	"	"	"	234	1256	1490	"	"
1894 Total Engineering Deptt. Carried to Schedule A	58761	44974	103735	12020	6171	18191	29403	25057	54460	17527	10432
Carriage and Wagon Department											
1894 1 Tank Wagon for Carrying Kerosine oil	410	1640	2050	"	"	"	410	1640	2050	"	"
Hydraulic Jack and Portable Steam Crane	380	1750	2130	"	"	"	380	1750	2130	"	"
1 Tank wagon for Conveying oil 10 tons	420	2900	3320	"	"	"	350	2700	3050	70	200
1894 1 Tank wagon for Kerosine oil 10 tons	410	1640	2050	"	"	"	350	1500	1850	60	140
" " " 15 "	455	2365	2820	"	"	"	400	2200	2600	55	165
									112742		1130

Schedule C (continued)

Particulars	Amount of Estimate			Actual Expenditure up to close of Official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for Official year 189	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Unsanctioned Works											
Engineering Department											
Stations and Buildings											
Rayapuram											
Alteration of Sidings and Signals and also grouping & interlocking points with Signals at Rayapuram	826	2725	3551	"	"	"	"	"	"	826	2725
Perambur Works											
Construction of a new shed at the west side of the present Scantling shed at Perambur Works	360	2576	2936	"	"	"	"	"	"	360	2576
Mosur											
Platform on the up line at Mosur	1908	1335	3243	"	"	"	"	"	"	1908	1335
Jalarpet											
Ten huts for native firemen and artizans at Jalarpet	2264	758	3022	"	"	"	"	"	"	2264	758
One block of four houses for European firemen at	3023	1553	4576	"	"	"	"	"	"	3023	1553
One double bungalow for family guards at	2939	1191	4130	"	"	"	"	"	"	2939	1191
Travelling auditors bungalow at Jalarpet	1731	669	2400	"	"	"	"	"	"	1731	669
Mulanur											
Booking office 3rd Class waiting room and approach road at Mulanur	1366	661	2027	"	"	"	"	"	"	1366	661
										112742	1150

Schedule C

(Continued)

Particulars	Amount of Estimate			Actual Expenditure up to Close of Year 1893-94			Probable Expenditure during 1894-95			Budget Estimate of Expenditure for Official year 1895-96	
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of stores	Total	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	17185	12661	29746	"	"	"	"	"	"	17185	12661
Stations and Building (cont)											
Bangalore City											
Bungalow for East Indian Carriage Examiner at Bangalore City	3021	790	3811							3021	790
One double bungalow for Ticket Collector at Bangalore City	3655	1319	4974							3655	1319
One do married guards do	3655	1319	4974							3655	1319
Store room for Carriage Examiner do	798	308	1106							798	308
Mangalam											
Doubling goods shed in length at Mangalam	948	1121	2069							948	1121
Podanur											
Emergency stock shed and lay-bye at Podanur	479	918	1397							479	918
Renigunta											
Sun houses for native firemen at Renigunta	2720	550	3300							2720	580
Extension of transhipping shed at Renigunta	784	1928	2712							784	1928
Watering arrangements to be improved at Thoreck at	3052	"	3052							3052	"

Schedule C (Continued)

Particulars	Amount of Estimate			Actual Expenditure up to close of official year 1893-94			Probable Expenditure during 1894-95			Budget Estimate for official year 1896-97		
	Cash outlay in India	Value of Stores	Total Expenditure	Cash outlay in India	Value of Stores	Total	Cash outlay in India	Value of Stores	Total	Cash Outlay in India	Value of Stores	Total
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Brought over	36297	20844	57141	"	"	"	"	"	"	36297	20844	57
Stations and Buildings (cont)												
Vandalur												
Five huts for native foremen, fitters &c at Vandalur	1306	445	1751	"	"	"	"	"	"	1306	445	1
One block of three houses for native drivers at Vandalur	2150	1037	3187	"	"	"	"	"	"	2150	1037	3
Chubrim for native foremen at Vandalur	802	352	1154	"	"	"	"	"	"	802	352	1
Bungalow for Locomotive foremen at Vandalur	3055	1657	4712	"	"	"	"	"	"	3055	1657	4
Gooty												
Additions to School at Gooty	849	658	1507	"	"	"	"	"	"	849	658	1
Guntakal												
Ash pits to be provided near the water Column, one at each side of the station at Guntakal	986	640	1626	"	"	"	"	"	"	986	640	1
Raichur												
Additions to Goods Shed at Raichur	2802	210	3012	"	"	"	"	"	"	2802	210	3
" to Apothecarys quarters												