Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 608-9R

DATED 23rd September 1895

[Despatch Abstract.]

Capital and Revenue accounts, Madras Railway.

Ordered that the note by the acting Chief Auditor on the — for the half-year ended the 30th June 1895, be forwarded to the Govt of India & the Secy. of State.

Do to — Telg Prov: enclosing a note by the Acting Chief Auditor on the —, for the half-year ended the 30th June 1895

Forwarding Prov: enclosing a note by the acting Chief Auditor on the Capital and Revenue accounts, Madras Railway for the half-year ended the 30th June 1895.

Issued

BACK PAPERS.

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

FURTHER PAPERS.

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

No. 608 R., 23RD SEPTEMBER 1895.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Note by the Acting Chief Auditor on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1895.

CAPITAL.

1. *Statement No. V.*—The capital expenditure for the half-year, after crediting a sum of Rs. 19,355–11–10, amounted to Rs. 1,23,915–15–3, and was incurred chiefly on additions and alterations at stations. The credit of Rs. 19,355–11–10 was partly due to the recovery from the Mysore Durbar of the balance of their contribution to the cost of junction arrangements at Bowringpet, under Clause XI of the working agreement, and also to the value of dismantled bungalows Nos. 193 and 199-B at Cuddapah, transferred to Revenue, the cost of two bungalows at Gooty in substitution being chargeable to Capital.

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 12,07,42,408 and the expenditure excluding suspense Rs. 11,78,65,250 which gives an average of Rs. 1,40,445 per mile open.

REVENUE.

General Results.

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

—	Half-year ending June 1894.	Half-year ending June 1895.	Difference.	
	MILES.	MILES.	MILES.	PER CENT.
Mean mileage worked	839·22	839·22	..	..
Train mileage	1,283,661	1,258,563	— 25,098	— 1·96
	NO.	NO.	NO.	
Average number of trains over the whole line daily in both directions	8 45	8 29	..	..
	RS.	RS.	RS.	
Gross earnings	51,73,932	57,07,036	+ 5,33,104	+ 10·30
Working expenses	26,81,594	26,82,135	+ 541	+ ·02
Net earnings	24,92,338	30,24,901	+ 5,33,563	+ 21·37
Percentage of working expenses to gross earnings	51·83	47·00	— 4·83	..
Do. of net earnings to capital outlay, including suspense	2·07	2·51	+ ·44	..

4. The gross earnings per mean mile worked per week averaged Rs. 262 against Rs. 237 and were realized at a cost of 47·00 per cent., against 51·83 per cent. in the corresponding half of the previous year.

5. The net earnings gave, after paying the interest charges and contribution to the Provident Institution for the half-year, a surplus of Rs. 1,07,908–14–10, which, subject to the realization of outstandings on traffic account, is divisible in equal parts between the Company and Government.

Gross Earnings.

6. The following table shows the gross earnings for the two half-years :—

—	Half-year ending June 1894.	Half-year ending June 1895.	Difference. Amount.	Difference. Per cent.
	Rs.	Rs.	Rs.	
Coaching	20,19,195	23,76,060	+ 3,56,865	+ 17 68
Goods	30,09,247	32,38,183	+ 2,28,936	+ 7 61
Electric telegraph	9,137	10,543	+ 1,406	+ 16 49
Steam-boat	..	..	..	..
Sundries	1,36,403	84,170	— 52,233	— 38 29
Total ..	51,73,933	57,07,036	+ 5,33,104	+ 10 30

7. *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. Number.	First class. Earnings.	Second class. Number.	Second class. Earnings.	Third class. Number.	Third class. Earnings.	Total. Number.	Total. Earnings.
		Rs.		Rs.		Rs.		Rs.
First half of 1894 ..	7,944	83,658	32,673½	1,21,980	4,803,309½	15,46,711	4,843,987	17,52,349
Do. of 1895 ..	9,041	99,077	34,840	1,18,676	4,344,852	18,70,282	4,388,733	20,88,035
Increase	1,097	15,422	2,166½	..	..	3,23,571	..	3,35,689
Decrease	..	..	..	3,304	458,517½	..	455,254	..

8. The method of recording season tickets in operation prior to December 1892 half-year has been reverted to from the 1st January 1895; both alterations were made at the instance of Government.

9. The first-class traffic shows an increase in numbers of 1,097 and Rs. 15,422.

10. The second-class traffic shows an increase of 2,166½ in numbers and a decrease of Rs. 3,304. The increase occurs in ordinary traffic and the decrease in money in troops and police.

11. The third-class traffic exhibits the abnormal increase in money of Rs. 3,23,571, with a falling off of 458,517½ in the number of passengers. By reference to the detail statement of Abstract II, it will be seen that Rs. 3,19,897 of the above increase is due to the ordinary third-class traffic and this increase is brought about by the alterations in the third-class fares.

12. From the 1st January the third-class fare by day trains all over the line was raised from 1½ to 2 pies per mile, and the fare by mail trains between Pólanúr and Olavakkot and Tirúr and Calicut was altered from 1½ to 2½ pies. The charge by all trains between Olavakkot and Tirúr is now 2 pies instead of 1½ pies as hitherto. A detail report showing the result of working with the altered rates by both mail and day trains will be submitted before the close of the current month.

13. Passengers' luggage shows an increase of Rs. 5,782.

14. The receipts from ordinary horse, carriage and dog traffic show an improvement to the extent of Rs. 10,881, while the military traffic under the same head shows a falling off of Rs. 1,049.

15. Military baggage shows a decrease of Rs. 3,674.

16. *Parcels for the public.*—An improvement of Rs. 3,114 or 2·38 per cent. occurs under this head.

17. *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 1894 :—

—	Half-year ending June 1894. Quantity.	Half-year ending June 1894. Earnings.	Half-year ending June 1895. Quantity.	Half-year ending June 1895. Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, General	372,563	27,36,489	385,556	29,06,370
Military stores	953	40,256	900	36,269
Railway materials for construction	14,144	10,481	10,489	6,513
Coal (including Locomotive Revenue)	46,026	1,52,543	56,826	1,90,716
Revenue stores (excluding Locomotive Coal)	102,135	46,483	121,823	54,211
Other goods traffic	..	23,976	..	44,096
	534,821	30,09,227	575,593	32,38,163
Less—Outstandings irrecoverable or not recovered	..	..	..	..
Total ..	534,821	30,09,227	575,593	32,38,163

18. Under the head of Merchandise, General, an increase of tons 12,993 and Rs. 1,69,881 occurs. A large part of this increase is noticeable in grain traffic especially paddy, very large quantities of this commodity having been sent to stations on the South-West line during the half-year.

19. *Railway materials for construction.*—Decrease tons 3,655 and Rs. 3,968. In the corresponding period large increases were recorded owing to the alterations of sidings at Palghat, Méttupálaiyam, &c.

20. *Coal including Locomotive Revenue.*—Increase tons 11,799 and Rs. 38,173. Of this increase tons 9,503 and Rs. 36,187 is due to coal carried for the public principally to the Kolar Gold Fields State Railway for use at the mines. Large consignments have been sent during the half-year under review from Yellandu to the mines *vid* Raichur and Arkonam.

21. 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 June 1894. Quantity.	Half-year ending June 1894. Earnings.	Half-year ending June 1895. Quantity.	Half-year ending June 1895. Earnings.
	Tons.	Rs.	Tons.	Rs.
Cotton—				
Raw	8,766	1,35,458	10,029	1,55,236
Cotton manufactured—				
Piece goods, Indian	3,323	50,714	3,450	52,336
Dyes and Tans—				
Turmeric	6,139	54,098	2,518	27,583
Others	7,524	75,524	9,502	94,956
Grain and Pulse—				
Rice in the husk	12,270	84,308	16,815	1,31,936
Rice not in the husk	24,776	1,44,984	22,476	1,47,324
Gram and pulse	17,412	1,01,235	18,345	1,17,062
Others	30,236	2,02,601	24,389	1,71,261
Hides and Skins—				
Skins of sheep, &c.—	3,529	61,502	5,022	72,261
(a) Dressed or tanned	7,729	1,00,114	8,930	1,13,628
(b) Raw	7,324	79,722	6,757	75,049
Metals—				
Iron	3,631	32,294	4,663	58,358
Oils—				
Kerosine	8,036	59,468	5,277	39,373
Oil-seeds—				
Castor	9,690	56,642	7,515	46,960
Others				

—	Half-year ending June 1894.		Half-year ending June 1895.	
	Quantity.	Earnings.	Quantity.	Earnings.
	tons.	rs.	tons.	rs.
Provisions—				
Others	32,098	2,34,884	34,871	2,67,998
Salt	26,990	1,40,533	25,812	1,45,044
Spices—				
Chillies	4,261	60,700	3,776	47,825
Sugar—				
Unrefined, viz., molasses and jaggery or gur and other saccharine produce	12,924	79,107	11,900	71,729
	42,607	1,68,997	54,299	2,02,606
Timber				
Tobacco—				
Unmanufactured	5,688	50,676	5,647	52,228
All other articles of merchandise	27,313	3,01,317	30,057	3,21,429

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

22. *Cotton—Raw.*—Increase tons 1,263 and Rs. 19,778. This increase is almost entirely due to large local consignments from Tadpatri, Adóni and Raichur in the month of May.

23. *Cotton manufactured—Piece Goods, Indian.*—Increase tons 127 and Rs. 1,621.

24. *Dyes and Tans—Turmeric.*—Decrease tons 2,621 and Rs. 26,505. The decrease is practically all in local traffic, a considerable portion of it being attributable to lesser traffic from Cuddapah in the months of March, April and May. The traffic from Erode shows a falling off of Rs. 5,000 in the months of March and April.

25. *Dyes and Tans—Others.*—Increase tons 1,978 and Rs. 19,432. This increase is entirely due to local traffic, Gooty shows an increase of some Rs. 6,000 and Bangalore about Rs. 2,000 in the last three months of the half-year. An improved traffic is also recorded at several stations situated between Jalarpet and Salem on the South-West line and between Guntakal and Raichur on the North-West.

26. *Grain and Pulse—Rice in the husk.*—Increase tons 4,345 and Rs. 47,628. The Madras Railway proportion of foreign traffic under this head shows a *decrease* of some Rs. 27,000, so that a net increase of Rs. 74,628 is recorded in local traffic. Practically the whole of this amount was realized on exceptional traffic from Rayapuram to Tiruppúr, Mangalam and other stations on the South-West line.

27. *Grain and Pulse—Rice not in the husk.*—Decrease tons 2,300 and increase Rs. 2,340.

28. *Grain and Pulse—Gram and Pulse.*—Increase tons 933 and Rs. 15,827.

29. *Grain and Pulse—Others.*—Decrease tons 5,847 and Rs. 31,340. A small portion only of this decrease is applicable to local traffic, almost the whole amount being attributable to a considerable falling off in traffic received from the South-West line and beyond *viâ* Bangalore city.

30. *Hides and Skins—Skins of sheep, &c., dressed or tanned.*—Increase tons 1,493 and Rs. 11,759. The increase is divided almost equally between local and foreign traffic in this case. The local traffic showing an improvement from Bangalore and stations in the neighbourhood and the foreign is better from the G.I.P. Company's line.

31. *Hides and Skins—Skins of sheep, &c., Raw.*—Increase tons 1,201 and Rupees 13,509.

32. *Metals—Iron.*—Decrease tons 567 and Rs. 4,673.

33. *Oils—Kerosine.*—Increase tons 2,032 and Rs. 26,061; nearly Rs. 20,000 of this increase is due to local traffic from Rayapuram; the traffic from Madras to the G.I.P. and S.M. lines *viâ* Raichur and Bangalore city, respectively, also shows an improvement.

34. *Oil-seeds—Castor.*—Decrease tons 2,759 and Rs. 20,096. The foreign traffic in this case exhibits a slight improvement. There is a falling off of about Rs. 25,000

in local traffic principally from stations on the South-West line, Salem alone contributing more than half of the total decrease.

35. *Oil-seeds—Others.*—Decrease tons 2,075 and Rs. 9,692.

36. *Provisions—Others.*—Increase tons 2,773 and Rs. 33,114.

37. *Salt.*—Decrease tons 1,178 and increase Rs. 4,511.

38. *Spices—Chillies.*—Decrease tons 485 and Rs. 12,875. The decrease is almost entirely due to lesser traffic from the S.M. Company's line *viâ* Guntakal and Bangaloro City.

39. *Sugar—Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine produce.*—Decrease tons 1,024 and Rs. 7,378.

40. *Timber.*—Increase tons 11,792 and Rs. 33,609.

41. *Tobacco—Unmanufactured.*—Decrease tons 41 and increase Rs. 1,552.

42. *All other articles of Merchandise.*—Increase tons 2,745 and Rs. 20,112.

Working Expenses.

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

—	First half of 1894.		First half of 1895.		Difference.	
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.	Amount.	Per cent.
	rs.		rs.		rs.	
Maintenance	5,80,000	11·21	5,99,458	10·50	+ 19,458	+ 3·35
Locomotive	9,44,557	18·26	10,22,264	17·91	+ 77,707	+ 8·22
Carriage and wagon	3,71,242	7·17	3,01,883	5·29	— 69,359	— 18·68
Traffic	4,46,487	8·63	4,22,113	7·40	— 24,373	— 5·46
General	2,86,094	5·53	2,89,154	5·06	+ 3,060	+ ·72
Steam-boat	*Nil.*	..	..	..	..	..
Special and miscellaneous	53,214	1·03	48,261	·86	— 4,953	— 9·31
Total ..	26,81,594	51·83	26,82,135	47·00	+ 541	+ ·02

44. *Abstract A.*—The Engineering department expended Rs. 19,458 more than in the corresponding half-year of 1894.

45. Under "general superintendence" the net decrease is Rs. 8,004. "Engineers' salaries" show an increase of Rs. 8,323 caused by a gratuity of Rs. 16,200 granted to Mr. Carter, late Chief Engineer; otherwise there is a saving under this head due to the abolition of the post of Deputy Chief Engineer and to Mr. West's pay for May and June being charged to the Agent's office, while that officer officiated as Agent and Manager during the absence of Mr. Moss on privilege leave. There is a saving of Rs. 3,500 due to the employment of Mr. Strange and two Engineering Assistants on the West Coast Surveys to which their salaries were, of course, charged during the time they were so employed. Exchange compensation cost Rs. 1,940 less, the comparison being with sixteen months' allowance included in the accounts for June 1894 half-year. There is a saving of Rs. 10,627 in "office expenses," of which Rs. 7,954 is under "contingencies," to which certain expenses of the Engineering Workshops were formerly charged but which now pass through the workshop accounts of the Telegraph Engineer.

46. "Maintenance and renewal of permanent way" shows an increase of Rupees 18,632 in consequence of a decrease of Rs. 31,815 in the value of materials returned to stock. Ordinary maintenance charges decreased by Rs. 8,306 and the expenditure on covering sand ballast with broken stones was Rs. 4,263 less.

47. There is an increase of Rs. 16,564 under "repairs of bridges, &c.," due to a decrease in the value of materials returned to stock. A sum of Rs. 11,618 was expended in strengthening weak girders against Rs. 12,223 expended in that way during June 1894 half-year.

48. "Repairs of stations and buildings" shows a decrease of Rs. 8,953.

49. There is a decrease of Rs. 5,079 under "New minor works."

50. "Unclassified expenditure."—Under this head there is an increase of Rupees 12,730, of which Rs. 5,512 is explained by a credit to "tools and plant" in June 1894 half-year for stores returned to stock, and Rs. 6,689 by increased expenditure on the carriage of revenue stores.

51. The number of miles of rails removed during the half-year was 39·0398 against 38·8078 in the first half of 1894.

52. The cost of maintaining a mile of single track, including sidings, was Rupees 589·39 against Rs. 572·07. The figures in this and in the preceding paragraph include the mileage maintained for the Kolar Gold Fields railway.

53. *Abstract B—Locomotive Expenses.*—The net increase amounts to Rs. 77,707.

54. "General superintendence" of the Locomotive department which includes Abstracts "B" and "C" shows a decrease of Rs. 542.

55. "Running expenses" show a decrease of Rs. 6,650, but "fuel" has cost Rs. 13,229 more, notwithstanding a decrease of 4,895 in the gross engine mileage.

56. "Oil, tallow and other stores" are less by Rs. 3,654.

57. There is an increase of Rs. 41,435 under "maintenance and renewal of locomotive engines," which is explained by a sum of Rs. 49,448 having been charged in the half-year under review for two new locomotive engines.

58. "Maintenance and renewal of machinery" has cost Rs. 2,414 more than in June 1894 half-year.

59. "Unclassified expenditure."—An increase of Rs. 34,521 under "loss by exchange" is chiefly due to the two new engines received from England during the half-year. There is also an increase of Rs. 2,699 for the carriage of revenue stores.

60. The cost of the department per train mile was As. 13·00 against As. 11·78, and per engine mile As. 11·06 against As. 10·08.

61. *Abstract C—Carriage and Wagon Expenses.*—There is a decrease of Rs. 69,359 under this head.

62. "Repairs and renewals of vehicles" show a decrease of Rs. 44,243 and this is explained by the very large number of renewals—85 in June 1894 half-year against 62 in the half-year under review.

63. "*Unclassified expenditure.*"—A decrease of Rs. 18,866 in "loss by exchange" is due to the smaller number of vehicles renewed during the half-year.

64. The carriage and wagon expenses per train mile were As. 3·84 against As. 4·63, and per 1,000 vehicle miles run by home vehicles Rs. 11·74 against Rupees 15·02 in the corresponding half-year of 1894.

65. *Abstract D—Traffic Expenses.*—There is net decrease of Rs. 24,372.

66. Under "salaries and wages, &c.," the net decrease was Rs. 323.

67. "Fuel, lighting, water and general stores" show a decrease of Rs. 18,978 chiefly attributable to the substitution of "bulk" for "case" kerosine oil, and to a reduction of Rs. 5,060 in the outlay on wagon covers, &c.

68. "Printing, stationery and tickets" increased by Rs. 2,831.

69. "Loss by exchange" decreased by Rs. 4,114.

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

—	First half of 1894.	First half of 1895.	Difference.	
	TONS.	TONS.	TONS.	PER CENT.
Tonnage of goods	536,821	576,593	+ 40,772	+ 7·62
	TON-MILES.	TON-MILES.	TON-MILES.	TON-MILES.
Ton-mileage of goods	67,356,834	74,098,749	+ 6,741,915	+ 9·99
	No.	No.	No.	No.
Station staff	1,87,968	1,88,749	+ 791	+ ·42
Train staff	42,472	42,116	— 356	— ·72

71. The total cost of the department averaged As. 5·37 against As. 5 57 per train mile in the corresponding half-year of 1894.

72. *Abstract E—General Charges.*—The net increase is Rs. 2,060.

73. Under "Salaries of Indian management" the increase is Rs. 9,004, of which Rs. 6,027 is in the Agent's office chiefly due to the following causes: Agent and Manager's salary increased in July 1894, Rs. 1,500; the salaries of Messrs. West and Greenall charged to the Agent's office while those officers were officiating for the Agent and Manager and his Assistant respectively on privilege leave, Rs. 3,355; and Rs. 1,065 increased exchange compensation allowance.

74. In the Audit department there is an increase of Rs. 3,262. The saving due to the absence of the Chief Auditor on sick pay is covered by the appointment of Mr. Woodliffe, 4th Assistant, in July 1894 on Rs. 350 per mensem in the place of Mr. Parr on Rs. 250 who resigned on 6th March 1894. The general savings in establishment exhibited in previous half-years have been absorbed by the increase of work due to the larger traffic and by the expenditure incurred upon special returns and traffic statistics prepared under the orders of the Board of Directors, the additional cost during the past half-year having amounted to Rs. 1,754.

75. "Electric telegraph" shows a decrease of Rs. 2,865 due to a saving under the head of maintenance.

76. *Abstract G.—Special and Miscellaneous.*—There is a net decrease of Rs. 4,953.

77. "Compensation" charges are less by Rs. 1,952.

78. "Rates and taxes" have decreased by Rs. 11,446 being chiefly due to arrears of taxes having been paid to the Madras Municipality in June 1894 half-year.

79. "Payments to other lines" have increased by Rs. 9,355 for mileage and demurrage charges.

80. A sum of Rs. 35,113 being the cost of working the Kolar Gold Fields railway for June 1895 half-year (exclusive of Rs. 3,482 for hire of rolling stock), has been distributed over the several abstracts of expenditure in the Madras Railway Revenue Accounts and deducted therefrom.

81. *Statement of Train Mileage No. XIV.*—As compared with the first-half of 1894, there was a decrease in the train-mileage of 12,118 miles or about ·94 per cent.; the miscellaneous engine-mileage was 17·55 per cent. of the train-mileage run against 16·82 per cent. in the corresponding half of the previous year.

ORDER—No. 608 R., dated 23rd September 1895.

Ordered that the note by the Acting Chief Auditor on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1895, be forwarded to the Government of India and to the Secretary of State.

[Here enter No. 609 R., dated 23rd September 1895.]

(True Extract.)

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

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

ENDORSEMENT—No. 609 R., dated 23rd September 1895.

Forwarded.

(By order.)

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

Ed. T. K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated September, 23rd.

Read. *Encl.*

G.O. Nos. 609, 609 R., 23rd Sept. 1895.

SEPTEMBER.

Capital and Revenue Accounts, Madras Railway

Forwarding Proceedings embodying a note by the Acting Chief Auditor on the —, for the half-year ended the 30th June 1895.

No. $\frac{609}{609}$ R., 23rd September 1895.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Right Honourable the SECRETARY of STATE for INDIA.

My Lord,

We have the honour to forward, herewith, copy of our Proceedings No. 608 R., dated 23rd September 1895, embodying a note by the Acting Chief Auditor on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1895.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) WENLOCK.
(„) H. W. BLISS.
(„) J. GROSE.

Ootacamund,
23rd September 1895.

Lsd. T. K. Narayana Aiyangar.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

(Copy.)

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

No. $\frac{16}{608}$ R., dated 23rd Sept. 1895.

FORWARDING Proceedings embodying a note by the Acting Chief Auditor on the Capital and Revenue Accounts, Madras Railway, for the half-year ended the 30th June 1895.

Note by the Acting Chief Auditor on the Capital and Revenue Accounts Madras Railway for the half-year ended the 30th June 1895.

MADRAS RAILWAY COMPANY.

CHIEF AUDITOR'S OFFICE,

Madras, 5th September, 1895.

THE AGENT AND MANAGER,

Madras Railway Company.

DEAR SIR,

I beg to forward herewith the usual statements of the Company's Accounts for the half-year ending 30th June 1895 and to submit the following report:—

Capital.

1. *Statement No. V.*—The capital expenditure for the half-year, after crediting a sum of Rupees 19,355-11-10, amounted to Rupees 1,23,915-15-3, and was incurred chiefly on additions and alterations at stations. The credit of Rupees 19,355-11-10 was partly due to the recovery from the Mysore Durbar of the balance of their contribution to the cost of junction arrangements at Bowringpet, under Clause XI of the working agreement, and also to the value of dismantled bungalows Nos. 193 and 199-B at Cuddapah, transferred to Revenue, the cost of two bungalows at Gooty in substitution being chargeable to Capital.

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REVENUE.

General Results.

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

	Half-year ending June, 1894.	Half-year ending June, 1895.	DIFFERENCE.	
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Working Expenses	26,81,594	26,82,135	+ 541	+ ·02
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Percentage of working expenses to Gross Earnings	51·83	47·00	— 4·83	...
Percentage of Net Earnings to capital outlay, including suspense ...	2·07	2·51	+ ·44	...

4. The Gross Earnings per mean mile worked per week averaged Rupees 262 against Rupees 237 and were realized at a cost of 47·00 per cent. against 51·83 per cent. in the corresponding half of the previous year.

5. The Net Earnings gave, after paying the interest charges and contribution to the Provident Institution for the half-year, a surplus of Rs. 1,07,908-14-10, which, subject to the realization of outstandings on traffic account, is divisible in equal parts between the Company and Government.

Gross Earnings.

6. The following table shows the Gross Earnings for the two half-years:—

	Half year ending June, 1894.	Half year ending June, 1895.	Difference. Amount.	Difference. Per Cent.
	Rs	Rs.	Rs.	Rs.
Coaching	20,19,165	23,74,063	+ 3,54,895	+ 17 58
Goods	30,09,227	32,38,163	+ 2,28,936	+ 7 61
Electric Telegraph	9,137	10,643	+ 1,506	+ 16 49
Steam-boat	...	...	...	...
Sundries	1,30,403	81,170	— 52,233	— 38 29
Total ...	51,73,932	57,07,036	+ 5,33,104	+ 10 30

7. **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. No.	First Class. Earnings.	Second Class. No.	Second Class. Earnings.	Third Class. No.	Third Class. Earnings.	Total. No.	Total. Earnings.
First half of 1894 ...	7,944	83,655	32,673½	1,21,980	4,803,369½	15,46,711	4,843,987	17,52,346
First half of 1895 ...	9,041	99,077	34,840	1,18,676	4,344,852	18,70,282	4,388,733	20,88,035
Increase	1,097	15,422	2,166½	...	...	3,23,571	...	3,35,689
Decrease	...	...	...	3,304	458,517½	...	455,254	...

8. The increases and decreases of the various descriptions of Passenger Traffic are shewn in the detail statement of Abstract H, vide para.-110. The method of recording season tickets in operation prior to December 1892 half-year has been reverted to from the 1st January 1895; both alterations were made at the instance of Government.

9. The First class traffic shews an increase in numbers of 1,097 and Rs. 15,422.

10. The Second class traffic shews an increase of 2,166½ in numbers and a decrease of Rs. 3,304. The increase occurs in ordinary traffic and the decrease in money in Troops and Police.

11. The Third class traffic exhibits the abnormal increase in money of Rs. 3,23,571 with a falling off of 458,517½ in the number of passengers. By reference to the detail statement of Abstract H, it will be seen that Rs. 3,19,897 of the above increase is due to the ordinary 3rd class traffic and this increase is brought about by the alterations in the 3rd class fares.

12. From the 1st January the 3rd class fare by Day trains all over the line was raised from 1½ to 2 pies per mile, and the fare by mail trains between Podanur and Olavakkot and Tirur and Calicut was altered from 1½ to 2½ pies. The charge by all trains between Olavakkot and Tirur is now 2 pies instead of 1½ pies as hitherto. A detail report shewing the result of working with the altered rates by both Mail and Day trains will be submitted before the close of the current month.

13. Passengers luggage shews an increase of Rs. 5,782.

14. The Receipts from ordinary Horse, Carriage and Dog traffic shew an improvement to the extent of Rs. 10,881 while the military traffic under the same head shews a falling off of Rs. 1,949.

15. Military Baggage shews a decrease of Rs. 3,674.

16. Parcels for the public—An improvement of Rs. 3,114 or 2·38 per cent. occurs under this head.

17. **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 1894.

	Half-Year Ending June 1894. Quantity.	Earnings.	Half-Year Ending June 1895. Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, General	372,563	27,30,489	385,556	29,06,370
Military stores	953	40,250	900	36,289
Railway materials for construction ...	14,144	10,481	10,489	6,518
Coal (including Locomotive Revenue) ...	45,0.6	1,52,513	56,825	1,90,716
Revenue stores (excluding Locomotive Coal) ...	102,135	45,483	121,823	54,211
Other goods traffic	...	23,975	...	44,084
	534,821	30,09,227	575,593	32,38,163
Less—Outstandings irrecoverable or not recovered ...	...	...	...	...
Total ...	534,821	30,09,227	575,593	32,38,163

18. Under the head of Merchandise General an increase of tons 12,993 and Rs. 1,69,881 occurs. A large part of this increase is noticeable in Grain traffic especially Paddy, very large quantities of this commodity having been sent to stations on the South-West line during the half-year.

19. Railway materials for construction—Decrease tons 3,655 and Rs. 3,963. In the corresponding period large increases were recorded owing to the alterations of Sidings at Palghat, Mettupalaiyam, &c.

20. Coal including Loco. Revenue Increase tons 11,799 and Rs. 38,173. Of this increase tons 9,503 and Rs. 30,187 is due to coal carried for the public principally to the Kolar Gold Fields State Railway for use at the mines. Large consignments have been sent during the half-year under review from Yellandu to the mines-viâ Raichur and Arkonam.

21. 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 June 1894. Quantity.	Earnings.	Half-Year Ending June 1895. Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Cotton:—				
Raw	8,766	1,35,458	10,029	1,55,290
Cotton, Manufactured—				
Piece Goods, Indian	3,323	50,714	3,450	52,335
Dyes and Tans—				
Turmeric	6,130	54,089	3,518	27,683
Others	7,824	75,524	9,802	94,956
Grain and Pulse—				
Rice in the husk	12,270	84,308	10,615	1,31,930
Rice not in the husk	23,776	1,43,984	22,476	1,47,324
Gram and Pulse	17,412	1,01,235	14,845	1,17,062
Others	30,236	2,02,001	24,339	1,71,261
Hides and Skins—				
Skins of Sheep, &c.—				
(a). Dressed or tanned	3,529	61,502	5,022	73,261
(b). Raw	7,729	1,09,114	8,930	1,13,023
Metals—				
Iron	7,324	79,722	6,737	75,049
Oils—				
Kerosine	2,631	32,294	4,063	58,358
Oil Seeds—				
Castor	8,030	59,468	5,277	39,372
Others	9,380	56,642	7,515	46,950

	Half-Year Ending June 1894.		Half-Year Ending June 1895.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Provisions— Others	32,908	2,31,581	34,871	2,67,695
Salt	26,991	1,10,533	25,812	1,15,044
Spices— Chillies	4,231	60,700	3,776	47,825
Sugar— Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine produce	12,224	79,107	11,200	71,729
Timber	42,597	1,68,997	54,389	2,02,606
Tobacco— Unmanufactured	5,688	59,676	5,647	52,228
All other Articles of Merchandise ...	27,312	3,01,317	30,057	3,21,429

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

22. **Cotton.**—*Raw.*—Increase tons 1,263 and Rs. 19,778. This increase is almost entirely due to large local consignments from Tadpatri, Adoni, and Raichur in the month of May.

23. **Cotton, manufactured**—*Piece Goods, Indian.*—Increase tons 127 and Rs. 1,621.

24. **Dyes and Tans**—*Turmeric.*—Decrease tons 2,621 and Rs. 26,505. The decrease is practically all in local traffic, a considerable portion of it being attributable to lesser traffic from Cuddapah in the months of March, April and May. The traffic from Erode shows a falling off of Rs. 5,000 in the months of March and April.

25. **Dyes and Tans**—*Others.*—Increase tons 1,978 and Rs. 19,432. This increase is entirely due to local traffic, Gooty shews an increase of some Rs. 5,000 and Bangalore about 2,000 in the last three months of the Half-year. An improved traffic is also recorded at several stations situated between Jalarpet and Salem on the South-West line and between Guntakal and Raichur on the North-West.

26. **Grain and Pulse**—*Rice in the husk.*—Increase tons 4,345 and Rs. 47,628. The Madras Railway proportion of foreign traffic under this head shews a *decrease* of some Rs. 27,000, so that a net increase of Rs. 74,628 is recorded in local traffic. Practically the whole of this amount was realized on exceptional traffic from Rayapuram to Tirupur, Mangalam and other stations on the South-West line.

27. **Grain and Pulse**—*Rice not in the husk.*—Decrease tons 2,300 and Increase Rs. 2,340.

28. **Grain and Pulse**—*Gram and Pulse.*—Increase tons 933 and Rs. 15,827.

29. **Grain and Pulse**—*Others.*—Decrease tons 5,817 and Rs. 31,340. A small portion only of this decrease is applicable to local traffic, almost the whole amount being attributable to a considerable falling off in traffic received from the South-West line and beyond via Bangalore City.

30. **Hides and Skins**—*Skins of Sheep, &c., dressed or tanned.*—Increase tons 1,493 and Rs. 11,759. The increase is divided almost equally between local and foreign traffic in this case. The local traffic shewing an improvement from Bangalore and stations in the neighbourhood and the foreign is better from the G. I. P. Co.'s line.

31. **Hides and Skins**—*Skins of Sheep, &c., Raw.*—Increase tons 1,201 and Rs. 13,509.

32. **Metals**—*Iron.*—Decrease tons 567 and Rs. 4,673.

33. **Oils**—*Kerosine.*—Increase tons 2,032 and Rs. 20,064; nearly Rs. 20,000 of this increase is due to local traffic from Rayapuram; the traffic from Madras to the G. I. P. and S. M. lines via Raichur and Bangalore City, respectively, also shews an improvement.

34. **Oil Seeds**—*Castor.*—Decrease tons 2,759 and Rs. 20,096. The foreign traffic in this case exhibits a slight improvement. There is a falling off of about Rs. 25,000 in local traffic principally from stations on the South-West line, Salem alone contributing more than half of the total decrease.

35. **Oil Seeds**—*Others.*—Decrease tons 2,075 and Rs. 9,692.

36. **Provisions**—*Others.*—Increase tons 2,773 and Rs. 33,114.

37. **Salt**—Decrease tons 1,178 and Increase Rs. 4,511.

38. **Spices**—*Chillies.*—Decrease tons 485 and Rs. 12,875. The decrease is almost entirely due to lesser traffic from the S. M. Company's line via Guntakal and Bangalore City.

39. **Sugar**—*Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine produce*—Decrease tons 1,024 and Rs. 7,378.

40. **Timber**—Increase tons 11,792 and Rs. 33,609.

41. **Tobacco**—*Unmanufactured.*—Decrease tons 41 and Increase Rs. 1,552.

42. **All other articles of merchandize**—Increase tons 2,745 and Rs. 20,112.

Working Expenses.

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

	First Half of 1894.		First Half of 1895.		Difference.	
	Amount.	Per Cent. on Gross Earnings.	Amount.	Per Cent. on Gross Earnings.	Amount.	Per Cent.
	Rs.		Rs.		Rs.	
Maintenance	5,80,060	11 21	5,99,458	10 50	+ 19,158	+ 3 33
Locomotive	9,41,537	18 26	10,22,264	17 91	+ 77,707	+ 8 22
Carriage and Wagon ...	3,71,212	7 17	3,01,862	5 29	− 69,350	− 18 68
Traffic	4,16,487	8 03	4,22,115	7 40	+ 24,374	− 8 46
General	2,86,094	5 53	2,89,156	5 06	+ 2,960	+ 72
Steamboat	Nil.	...	...	...	...	...
Special and Miscellaneous ...	53,214	1 03	49,261	85	− 4,953	− 0 31
Total ...	26,81,594	51 63	26,82,135	47 00	+ 541	+ 02

44. **Abstract A**—The Engineering Department expended Rs. 19,158 more than in the corresponding half-year of 1894.

45. Under "General Superintendence" the net decrease is Rs. 8,004. "Engineers' salaries" show an increase of Rs. 8,323 caused by a gratuity of Rs. 16,200 granted to Mr. Carter, late Chief Engineer; otherwise there is a saving under this head due to the abolition of the post of Deputy Chief Engineer and to Mr. West's pay for May and June being charged to the Agent's Office while that officer officiated as Agent and Manager during the absence of Mr. Moss on privilege leave. There is a saving of Rs. 3,500 due to the employment of Mr. Strange and two Engineering Assistants on the West Coast Surveys to which their salaries were, of course charged during the time they were so employed. Exchange Compensation cost Rs. 1,940 less, the comparison being with sixteen months' allowance included in the accounts for June 1894 half-year. There is a saving of Rs. 10,627 in "Office Expenses" of which Rs. 7,954 is under "Contingencies" to which certain expenses of the engineering workshops were formerly charged, but which now pass through the workshop accounts of the Telegraph Engineer.

46. "Maintenance and Renewal of Permanent Way" shows an increase of Rs. 18,632 in consequence of a decrease of Rs. 31,915 in the value of materials returned to stock. Ordinary maintenance charges decreased by Rs. 8,335 and the expenditure on covering sand ballast with broken stones was Rs. 4,263 less.

47. There is an increase of Rs. 16,554 under "Repairs of Bridges, &c.," due to a decrease in the value of materials returned to stock. A sum of Rs. 11,618 was expended in strengthening weak girders against Rs. 12,223 expended in that way during June 1894 half-year.

48. "Repairs of Stations and Buildings" shows a decrease of Rs. 8,953.

49. There is a decrease of Rs. 5,079 under "New Minor Works."

50. "Unclassified Expenditure".—Under this head there is an increase of Rs. 12,730 of which Rs. 5,542 is explained by a credit to "Tools and Plant" in June 1894 half-year for stores returned to stock, and Rs. 6,089 by increased expenditure on the carriage of Revenue Stores.

51. The number of miles of rails removed during the half-year was 39·0398 against 39·8078 in the first half of 1894.

52. The cost of maintaining a mile of single track including sidings was Rs. 580·39 against Rs. 572·07. The figures in this and in the preceding paragraph include the mileage maintained for the Kolar Gold Fields Railway.

53. **Abstract B.**—*Locomotive Expenses.*—The net increase amounts to Rs. 77,707.

54. "General Superintendence" of the Locomotive Department which includes Abstracts "B" and "C" shows a decrease of Rs. 542.

55. "Running Expenses" show a decrease of Rs. 6,659 but "Fuel" has cost Rs. 13,229 more notwithstanding a decrease of 4,595 in the gross engine mileage.

56. "Oil, Tallow and other stores" are less by Rs. 3,654.

57. There is an increase of Rs. 41,435 under "Maintenance and Renewal of Locomotive Engines" which is explained by a sum of Rs. 49,448 having been charged in the half-year under review for two new Locomotive Engines.

58. "Maintenance and Renewal of Machinery" has cost Rs. 2,414 more than in June 1894 half-year.

59. "Unclassified Expenditure"—An increase of Rs. 34,521 under "Loss by Exchange" is chiefly due to the two new Engines received from England during the half-year. There is also an increase of Rs. 2,693 for the carriage of revenue stores.

60. The cost of the department per train mile was annas 13·00 against annas 11·78 and per engine mile annas 11·06 against annas 10·08.

61. **Abstract C**—*Carriage and Wagon Expenses.*—There is a decrease of Rs. 69,359 under this head.

62. "Repairs and Renewals of Vehicles" show a decrease of Rs. 44,243 and this is explained by the very large number of renewals, 85 in June 1894 half-year against 62 in the half-year under review.

63. "Unclassified Expenditure"—A decrease of Rs. 18,866 in "Loss by Exchange" is due to the smaller number of vehicles renewed during the half-year.

64. The Carriage and Wagon Expenses per train mile were annas 3·84 against annas 4·63 and per 1,000 vehicle miles run by home vehicles Rs. 11·74 against Rs. 15·02 in the corresponding half-year of 1894.

65. **Abstract D**—*Traffic Expenses.*—There is a net decrease of Rs. 24,372.

66. Under 'Salaries and Wages, &c.' the net decrease was Rs. 323.

67. "Fuel, Lighting, Water and General Stores" show a decrease of Rs. 18,978 chiefly attributable to the substitution of "bulk" for "case" kerosine oil, and to a reduction of Rs. 5,000 in the outlay on wagon covers, &c.

68. "Printing, Stationery and Tickets" increased by Rs. 2,831.

69. "Loss by Exchange" decreased by Rs. 4,114.

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

	1st half of 1894.	1st half of 1895.	Difference.	
	Tons.	Tons.	Tons.	Per Cent.
Tonnage of Goods	534,821	575,593	+ 40,772	+ 7·62
	Ton-miles.	Ton-miles.	Ton-miles.	Ton-miles.
Ton mileage of Goods	67,356,834	74,088,749	+ 6,731,915	+ 9·99
	Rs.	Rs.	Rs.	Rs.
Station Staff	1,87,958	1,88,749	+ 791	+ ·42
Train Staff	49,472	49,116	− 356	− ·72

71. The total cost of the department averaged annas 5·37 against annas 5·57 per train mile in the corresponding half-year of 1894.

72. **Abstract E.**—*General Charges.*—The net increase is Rs. 2,000.

73. Under "Salaries of Indian Management" the increase is Rs. 9,004 of which Rs. 6,027 is in the Agent's Office chiefly due to the following causes :—Agent and Manager's salary increased in July 1894 Rs. 1,500, the salaries of Messrs. West and Greenall charged to the Agent's Office while those Officers were officiating for the Agent and Manager and his Assistant respectively on privilege leave Rs. 3,355, and Rs. 1,065 increased exchange compensation allowance.

74. In the Audit department there is an increase of Rs. 3,262. The saving due to the absence of the Chief Auditor on sick pay is covered by the appointment of Mr. Woodliffe, 4th Assistant, in July 1894 on Rs. 350 per mensem in the place of Mr. Parr on Rs. 250 who resigned on 6th March 1894. The general savings in establishment exhibited in previous half-years have been absorbed by the increase of work due to the larger traffic and by the expenditure incurred upon special returns and traffic statistics prepared under the orders of the Board of Directors, the additional cost during the past half year having amounted to Rs. 1,754.

75. "Electric Telegraph" shows a decrease of Rs. 2,865 due to a saving under the head of maintenance.

76. **Abstract G.**—*Special and Miscellaneous.*—There is a net decrease of Rs. 4,953.

77. "Compensation" charges are less by Rs. 1,952.

78. "Rates and Taxes" have decreased by Rs. 11,446 being chiefly due to arrears of taxes having been paid to the Madras Municipality in June 1894, half-year.

79. "Payments to other Lines" have increased by Rs. 9,355 for mileage and demurrage charges.

80. A sum of Rs. 35,113 being the cost of working the Kolar Gold Fields Railway for June 1895, half-year (exclusive of Rs. 3,482 for hire of rolling stock) has been distributed over the several abstracts of expenditure in the Madras Railway Revenue Accounts and deducted therefrom.

81. *Statement of Train Mileage No. XIV.*—As compared with the first half of 1894, there was a decrease in the Train-mileage of 12,118 miles or about 94 per cent.; the miscellaneous engine-mileage was 17·55 per cent. of the train-mileage run against 16·82 per cent. in the corresponding half of the previous year.

SUPPLEMENTARY.

Capital.

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

	Rs.	A.	P.	Rs.	A.	P.
Cash				73,024	5	11
Stores				70,247	6	5
				1,43,271	11	1
Less Credits.—						
Value of dismantled bungalows No. 193 and 199 B. at Cuddapah transferred to Revenue the cost of two bungalows at Gooty in substitution being chargeable to Capital	8,635	0	0			
Recovered from Kolar Gold Fields Railway being balance of the contribution of Mysore Durbar to the cost of junction arrangements at Bowringpet	10,720	11	10	19,355	11	10
				Rs 1,23,915	15	3

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

ALTERATIONS AND ADDITIONS AT STATIONS.

	Rs.	A.	P.	Rs.	A.	P.
Washermanpet	24,607	0	7			
Bangalore City	22,841	7	2			
Arkonam	17,614	6	8			
Jolarpet	8,057	13	0			
Gooty	5,994	0	6			
Olayakkot	5,729	10	1			
Royapuram	5,509	10	0			
Nagari	5,054	8	0			
Perambur	5,034	14	3			
Raichur	2,725	6	9			
Kallai	2,034	6	4			
Salt Cottaurs	1,567	3	6			
Palghat	1,376	7	10			
Katpadi	1,381	10	6			
Perok	1,203	13	9			
Guntakal	1,057	5	8			
Kuttipuram	1,054	0	10			
Other Stations	4,510	13	6			
Bowringpet	Cr. 4,596	15	8			
Cuddapah	Cr. 8,635	0	0			
				10,2,172	11	3
Through siding, &c., at crossing station at 186½ mile	1,693	6	5			
Raising line and increasing waterway at 106 2-3 mile	1,506	9	2			
Electric Telegraph	1,872	10	2			
				5,072	9	9
Plant.—						
Locomotive Shop Plant				598	9	1
Rolling Stock.—						
6 New Locomotive Engines	4,085	0	0			
2 Tank wagons for Kerosine Oil	4,860	9	7			
1 Tank wagon for Castor Oil	3,104	15	10			
2 Tank wagons for Oil	195	7	9			
3,230 Screw Couplings	3,328	0	0			
				16,074	1	2
			Rupees	1,23,915	15	3

(R) Form No. 3.

No. 60 & Railway 23.9.95

A.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Note by the Acting Chief Auditor on the Capital and Revenue Accounts Madras Railway for the half year ended the 30th June 1895.

Ordered that the Note by the Acting Chief Auditor on the Capital and Revenue Accounts Madras Railway for the half year ended the 30th June 1895, be forwarded to the Govt. of India and to the Secretary of State.

To The Agent & Manager M/R.
& Examiner Rlys Accts, Madras.

9/5/16 H. S. No: 609. R 23rd Sept 1895

Forwarded

H. S. No: 16/608 R 23rd Sept 1895

To The Rt Honble the Secy of State for India
My Lord,

We have the honour to

To forward herewith copy of our Proceedings No 608 R of 23rd Sept 1895 embodying a Note by the Acting Chief Auditor on the Capital and Revenue Accounts Eastern Railway for the half year ended the 30th June 1895.

Secy
23/9/95

DR
20-9-95

No 608
609

R. dtd 23.9.95

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