

EAST INDIA (RAILWAYS).

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1899-1900.

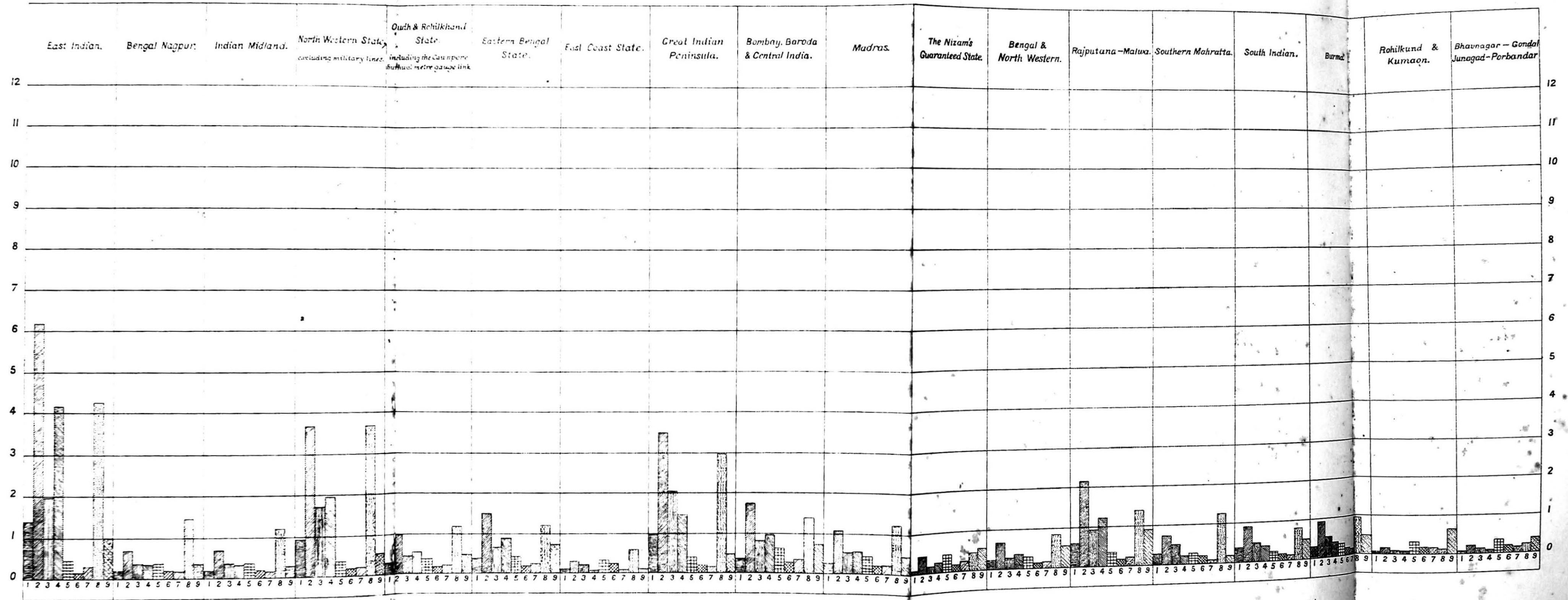


BY

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**DIAGRAM SHOWING THE REVENUE TRANSACTIONS OF THE PRINCIPAL RAILWAYS DURING 1898,
CAPITAL OUTLAY UP TO THE 31ST DECEMBER 1898,
AND TRAIN-MILEAGE RESULTS.**



1. Tons of coals for various purposes.
2. Tons of millions of coals for Train-mileage, Gross earnings, Working expenses, and Net earnings.
3. Tons for Gross earnings, Working expenses, and Net earnings per train-mile.
4. Tons for Percentage of Net earnings on Capital outlay.

REFERENCES.

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|-------------------------|--|--|
| 1 Train-mileage..... | 4 Net earnings..... | 7 Net earnings per train-mile..... |
| 2 Gross earnings..... | 5 Gross earnings per train-mile..... | 8 Capital outlay..... |
| 3 Working expenses..... | 6 Working expenses per train-mile..... | 9 Per cent. of Net earnings on Capital outlay..... |

STANDARD GAUGE (5' 6")
State lines worked by companies.

I.—EAST INDIAN.

	Miles.	Miles.
Howrah <i>old</i> chd. line to Delhi, Jn. with D.-U.-K., S. P., and R.-M., rys. (<i>Main line</i>)	955.08	
Bhadrawar (17.46 miles from Howrah) to the Hooghly river bank (<i>Bhadrawar bch.</i>)	2.60	
Hooghly (23.23 miles from Howrah) to Naiháti on the E. B. S. ry. (<i>Hooghly bridge bch.</i>)	4.23	
Ondál (115.80 miles from Howrah) to Alipur block but (<i>Ondál loop</i>)	31.54	
Itárah on Ondál loop (125.63 miles from Howrah) to Domohani (<i>Itárah bch.</i>)	4.02	
Sitárámpur (137.04 miles from Howrah) to Kátrágarh (<i>Jharrákh bch.</i>)	30.23	
Sitárámpur to Domohani	*8.19	
Pandra Branch	*3.24	
Báranpur (140.29 miles from Howrah) to Bhamdi (<i>Báranpur bch.</i>)	5.63	
From a point 2.06 miles from Barákar (144.63 miles from Howrah) to Chanch (<i>Chanch bch.</i>)	3.48	
Dheria Joba (171.17 miles from Howrah) to the Damoodur river bank (<i>Damoodur bch.</i>)	9.77	
Madhupur (163.38 miles from Howrah) to Kurhurbaree collieries (<i>Kurhurbaree bch.</i>)	26.70	
Mokameh (242.32 miles from Howrah) to the Ganges river (<i>Mokameh bch.</i>)	3.70	
Bankipore (337.74 miles from Howrah) to Gya (<i>Patna-Gya bch.</i>)	57.47	
Bankipore (337.74 miles from Howrah) to Digha Ghát (<i>Digha Ghát bch.</i>)	5.63	
Dildárnagar (433.66 miles from Howrah) to Tárigáht opposite Ghazipur (<i>Tárigáht bch.</i>)	12.00	
Moghal Sarál (470.02 miles from Howrah) to Gya (<i>Moghal Sarai-Gya bch.</i>)	125.18	
Bárun to Daitooganj including colliery branch	*78.32	
Naini (560.46 miles from Howrah) to Jubbulpore Jn. with the G. I. P. ry. (<i>Jubbulpore bch.</i>)	223.58	
Allahabad (565.01 miles from Howrah) to Fort (<i>Allahabad Fort bch.</i>)	2.31	
Cawnpore (664.44 miles from Howrah) to City (<i>Cawnpore City bch.</i>)	0.88	
Shikohabad to Farúshábad	*65.82	
Tándia (628.26 miles from Howrah) to Ágra (Jumna E. bank), Jn. with E. M. ry. (<i>Ágra bch.</i>)	13.35	
Háthras Road to Háthras City (<i>bch.</i>)	5.68	
Khána Jn. with the chd. line (74.66 miles from Howrah) to Luckoeseral (<i>Loop line</i>)	250.39	
Naiháti (44.90 miles from Howrah) to Ázinganj (<i>Ázinganj bch.</i>)	27.48	
Tinpahár (104.72 miles from Howrah) to Rajmehál (<i>Rajmehál bch.</i>)	7.23	
Maharájpur (200.63 miles from Howrah) to Maharájpur Ghát (<i>Maharájpur bch.</i>)	4.84	
Sákrigál (313.29 miles from Howrah) to the river Ganges (<i>Sákrigál bch.</i>)	1.29	
Sultángunge (279.29 miles from Howrah) to Sultángunge Ghát (<i>Sultángunge bch.</i>)	1.16	
Jamáipur (206.30 miles from Howrah) to Monghyr (<i>Monghyr bch.</i>)	5.68	
	<hr/>	1,990.62

II.—BENGAL CENTRAL. (a)

Dum-Dum (4.25 miles from Calcutta) to Khoúlá (<i>Dum-Dum sec.</i>)	104.51
Ránsghat (45.80 miles from Calcutta) to Bongung (<i>Ránsghat sec.</i>)	20.50
Dum-Dum Cantonment to Pattipookur	*2.68
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	127.69

III.—BENGAL-NAGPUR.

Ánsansol Jn. with E. I. ry. (131.75 miles from Howrah) <i>old</i> Bilaspur to Nágpur Jn. with G. I. P. ry.	626.60
Damoodur (8.10 miles Ánsansol) to the Equitable Coal mines (<i>Saactoria bch.</i>)	7.03
Sini (97.60 miles from Ánsansol) to Kola Riverside station	135.03
Kola Riverside station to Howrah	*36.50
Khárapur to Barang Jn. with E. C. S. ry.	188.50
Khárapur to the right bank of the Coosye river	5.75
Right bank of the Coosye river to Bujádih	*116.64
Jharsuguda (246.29 miles from Ánsansol) to Sambálpur (<i>Sambálpur bch.</i>)	30.23
Bilaspur (371.47 miles from Ánsansol) to Katni Jn. with the E. I. and I. M. rys. (<i>Katni bch.</i>)	190.98
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	1,343.30

IV.—INDIAN MIDLAND.

Bhopal Jn. with the Bhopal-Itárái ry. (530.39 miles from Bombay) <i>old</i> Jhánsi to Ágra Cant.	315.52
Bhopal Jn. (57.11 miles from Itárái) to point of Jn. with the Bhopal-Ujjain ry. (<i>bch.</i>)	0.31
Bina (147.00 miles from Itárái) to Katni-Murwara (<i>Katni bch.</i>)	162.93
Bina (143.00 miles from Itárái) to point of Jn. with the Bina-Gooná ry. (<i>bch.</i>)	4.00
Jhánsi (237.00 miles from Itárái) to Mánikpur (<i>Mánikpur bch.</i>)	180.37
Jhánsi (237.00 miles from Itárái) to Cawnpore (<i>Cawnpore bch.</i>)	135.23
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	799.25

V.—BHOVAL-ITÁRÁI (British section).

Itárái (463.29 miles from Bombay) to the frontier of the Bhopal State	13.11
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VI.—GODHRA-RUTLAN-NÁGDÁ.

Godhra (319.50 miles from Bombay) to Nágdá	141.14
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VII.—WARDHA GOAL.

Wardha (471.25 miles from Bombay) to Warora	44.88
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VIII.—DHOND-MANMÁD.

Dhond (166.06 miles from Bombay) to Manmád	145.44
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IX.—BEWADA EXTENSION (EAST COAST STATE) (b)

Bewada (19.00 miles from Górávari North, E. C. S. railway) to Hyderabad S. E. frontier	20.69
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X.—ÁGRA-DELHI CROSS.

Ágra to Delhi	(c) *131.18
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* Under construction or sanctioned for construction.

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.

(b) Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's Guaranteed State Railways Company.

(c) Commencement of work not yet authorized.

STANDARD GAUGE (5' 6")—(contd.)
State lines worked by the State.

XI.—NORTH WESTERN.

Main lines and branches (Commercial).

	Miles.	Miles.
Ghāziābad (1,785.68 miles from Kīāmāri) to Peshāwar Cant.		619.84
Lahore to Kīāmāri, including the Napier Mole line		621.85
Meeran Meer East (828.40 miles from Kīāmāri) to Meeran Meer West (<i>Meeran Meer chord line</i>)	(a)	2.13
Kotri (107.65 miles from Kīāmāri) to Hyderabad (Sind)		95.30
Babokri (13.49 miles from Tīdu Bandari to Rohri)		173.93
Amritsar (555.30 miles from Kīāmāri) to Pathānkot (<i>Pathānkot beh.</i>)		68.70
Wasirabad (695.00 miles from Kīāmāri) to Toba Tek Singh		148.04
Toba Tek Singh (1,028.93 miles from Kīāmāri) to Khānewāl		467.00
Wasirabad (695.00 miles from Kīāmāri) to the frontier of the Kashmir state (<i>Kashmir beh.</i>)		35.58
Rāwīnd (797.75 miles from Kīāmāri) to Ferozepore Cant. (<i>Ferozepore beh.</i>)		33.08
Phulji to Paranādera (<i>Paranādera beh.</i>)		2.87
Husainiwāla (626.25 miles from Kīāmāri) to Ferozepore Cant.		8.50
Bukkur (333.31 miles from Kīāmāri) to Sukkar Bandar		1.25
Kotri (107.65 miles from Kīāmāri) to Kotri Bandar		1.14
		<hr/> 1,976.8

Frontier Section (Military).

Nad-Sagar railway—

Lāla Mēra (919.50 miles from Kīāmāri) via Malakwāl and Haranpur to Sher Shah.		343.88
Solra Jn. (1,011.25 miles from Kīāmāri) to Khushālgarh (<i>Khushālgarh beh.</i>)		70.16
Rasul siding		9.00
Msiakwāl (904.50 miles from Kīāmāri) to Bhēra		18.10
Haranpur (969.00 miles from Kīāmāri) to Bishānwāla (Rawāl) (<i>Bishānwāla beh.</i>)		7.58
Chalissa Jn. (896.75 miles from Kīāmāri) to Dandot (<i>Dandot beh.</i>)		8.61
Kondīān (791.50 miles from Kīāmāri) to Māri (<i>Māri beh.</i>)		36.32
Mahmūd Kot (630.25 miles from Kīāmāri) to Ghāzi Ghāt (<i>Dera Ghāzi Khān beh.</i>)		11.27
		<hr/> 505.12

Nad-Fishia and Muskhof-Bolan railways—

Ruk (Point No. 5) via Sibi to Bostān distant signal (<i>Chaman extension</i>)		268.15
Base of Bostān triangle loop		0.47
Bostān to Chaman		67.10
Nari Bank to Bindli (<i>Bindli beh.</i>)		13.91
Sibi to Bostān via Harnāl		107.50
Mithri chord (on Quetta district)		0.61
Mithri chord (on Sukkur district)		0.75
		<hr/> 453.48

Pakhar-Jamrud railway

912.00

Māri-Attock railway—

Campbellpur Cant. (new station) to Basāl Jn. with Khushālgarh beh. of the N. W. S. ry.		18.80
Jand (b) to Daud Khel (near Māri)		56.81
		<hr/> 75.61

3,028.10

XII.—HYDRABAD-SHADIPALLI.

Gids Bandar on the Indus river near Hyderabad to Shadipalli		58.91
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XIII.—ODISHA AND BOMBEY.

Moghal Sarai (470.03 miles from Howrah) via Rāmpur to Bahārānpur		518.19
Benares Cant. via Fyzabad to Lucknow (<i>Benares-Lucknow loop line</i>)		199.03
Bareilly (625.03 miles from Howrah) via Chandāwal to Morādābad (<i>Bareilly-Morādābad loop line</i>)		70.50
Ghāziābad to Morādābad (<i>chord line</i>)		97.05
Mānupalli (126.75 miles from Moghal Sarai) to Ajodhya Ghāt (<i>Ajodhya Ghāt beh.</i>)		3.23
Bara Banki (191.00 miles from Moghal Sarai) to Bahāramghat (<i>Bahāramghat beh.</i>)		21.52
Lucknow to Cawnpore with passenger approach to the E. I. ry. at Cawnpore (<i>Cawnpore beh.</i>)		45.45
Chandāwal (398.00 miles from Moghal Sarai) to Aligarh Jn. with E. I. ry. (<i>Aligarh beh.</i>)		60.60
Najibābad (473.03 miles from Moghal Sarai) via the chord line to Kotdwāra (<i>Kotdwāra beh.</i>)		15.19
Lakkar (498.00 miles from Moghal Sarai) to Hardwar (<i>Hardwar beh.</i>)		17.06
		<hr/> 1,037.61

XIV.—EASTERN BENGAL.

(Eastern Section.)

Calcutta (Sealdah) to Jn. with the beh. to Panchooria		145.07
Canal Jn. (3.75 miles from Calcutta) to Chitpore (<i>Chitpore beh.</i>)		2.00
Porādhā (102.73 miles from Calcutta) to Golābnugger (Dāmukdia station) (<i>Porādhā beh.</i>)		17.99
Rājshahi (144.25 miles from Calcutta) to Hoalundo (<i>beh.</i>)		4.37
Mile 145.07 to Faridpur (<i>Faridpur beh.</i>)		19.33
Belgāchhi (138.50 miles from Calcutta) to the Ganges		2.50
Bhyda Jn. to Borat (<i>beh.</i>)		3.49
Panchooria to the Ganges (<i>Patirabad line</i>)		46.00
Jagati Jn. with the chord line (107.25 miles from Calcutta) to Kāligunga (<i>Loop line</i>)		3.77
		<hr/> 304.23

(Southern Section.)

Calcutta to Fort Canning, including the line of Jn. with Eastern sec. (<i>Original line</i>)		28.20
Bonārpur (11.00 miles from Calcutta) to Diamond Harbour, and on towards Hara Fort (<i>Diamond Harbour line</i>)		27.96
Ballygunge (4.25 miles from Calcutta) to Budge-Budge (<i>Budge-Budge extension</i>)		13.66
		<hr/> 69.82
		<hr/> 374.04

XV.—CALCUTTA PORT COMMISSIONERS'.

Cossipore via Chandpal Ghāt to Kidderpore Docks		6.22
Teikul whāf Road to Bhurpara Khal at Shalimar (<i>Shalimar beh.</i>)		2.31
		<hr/> 8.53

XVI.—EAST COAST.

Taddēpalli (Kistna Canal Jn.), Jn. with S. M. ry. to Gōdāvari South (<i>Main line</i>)	(c)	91.23
Kistna Canal Jn. (Taddēpalli) to Kuntār		252.97
Washermanpet to Kuntār		7.00
Bogwada Station (going points to the distant signal of the Bogwada extension (<i>beh.</i>))		0.33
Gōdāvari North to Barang Jn. with S. M. ry. (<i>Main line</i>)		406.35
Gōdāvari bridge and approaches, Rajahmundry to Kovvūr		4.55
Ramakot (34.50 miles from Gōdāvari North) to Cocanada Port (<i>Cocanada beh.</i>)		10.33
Waltair (175.50 miles from Gōdāvari North) to Visagapatam, including wharf and swamp lines (<i>Visagapatam beh.</i>)		4.07
Khurda Road (384.27 miles from Gōdāvari North) to Puri (<i>Puri beh.</i>)		25.34
Temporary Puri station to New Puri station		1.84
		<hr/> 807.80

* Under construction or sanctioned for construction.

(c) Military lines not used for ordinary public traffic.

(b) The length between Basāl and Jand is a part of the open mileage of the Khushālgarh branch of the North Western State railway.

(c) Including 3.66 miles laid on a mixed gauge and 0.33 mile on the metre gauge.

STANDARD GAUGE (5' 6")—(contd.)

Lines worked by guaranteed companies.

XVII.—GREAT INDIAN PENINSULA.

	Miles.	Miles.
Bombay (Victoria terminus) to Jabalpur jn. with E. I. ry. (<i>North-East line</i>)	615.11	
Chhatraon (23.34 miles from Bombay) to Dhulia (<i>beh.</i>)	*23.84	
Jalgaon (209.98 miles from Bombay) to Dhrangson } (<i>beh.</i>)	19.00	
Dhrangson to Amalner	*15.28	
Bhusaval (277.27 miles from Bombay) to Nagpur jn. with B.-N. ry. (<i>Nagpur beh.</i>)	243.25	
Gadchiroli (535.34 miles from Bombay) to Gondia (<i>Mohadi beh.</i>)	13.64	
Kalyan (33.19 miles from Bombay) to Raichur jn. with Madras ry. (<i>South-East line</i>)	439.95	
Palsadhari (637.1 miles from Bombay) to Khopoli (<i>Khopoli beh.</i>)	7.24	
		1,357.12

XVIII.—BOMBAY, BARODA AND CENTRAL INDIA.

Bombay (Colaba) to Wadhwan, jn. with the Morvi and B.-G.-J.-P. rys.	339.57	
Anand (269.60 miles from Bombay) to Godhra, jn. with S.-R.-N. ry. (<i>Godhra beh.</i>)	49.21	
Virangam (349.75 miles from Bombay) to Kharaghoda (<i>Patri beh.</i>)	22.12	
		460.90

XIX.—MADRAS.

Madras, jn. with S. I. ry. to Calicut (<i>South-West line</i>)	413.14	
Kayapuram to Beach	0.34	
Calicut to Ballapatam	*59.71	
Vayasarpady (2.16 miles from Madras) to Beach (<i>Edyapuram beh.</i>)	3.20	
Walajah Road to Ranipet (<i>Ranipet beh.</i>)	4.17	
Jalarpet (132.00 miles from Madras) to Bangalore City, jn. with Mysore section (S. M. ry.)		
(<i>Hospet beh.</i>)	86.43	
Poddar (101.72 miles from Madras) to Mettupalayam (<i>Nilgiri beh.</i>)	25.75	
Ottavukott (132.07 miles from Madras) to Palghat Town (<i>Palghat beh.</i>)	2.47	
Arkonam (42.61 miles from Madras) to Raichur, jn. with G. I. P. ry. (<i>North-West line</i>)	308.29	
		903.98

* Under construction or sanctioned for construction.

STANDARD GAUGE (5' 6")—(contd.)

Assisted companies.

XI.—DELHI-UMBALLA-KALKA.

	Miles.	Miles.
Delhi, Ja. with E. I. ry. (965·08 miles from Howrah) to Kalka		161·2

XXI.—TAKKESPUR.

Sooraphull, Ja. with E. I. ry. (14·00 miles from Howrah) to Takkespur		23·28
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XXII.—SOUTH BIKANER (LUCKNOWRAI-GYA).

Lucknowrai (261·08 miles from Howrah) to Gya		78·08
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XXIII.—SOUTHERN PUNJAB (DELHI-SAMASATA).

Delhi and Bhatinda to Samasata	600·34	
Entrance into Delhi station	50·79	
Marwana to Kaithal (Delh.)	23·38	
		<hr/> 434·51

XXIV.—HARDWAR-DEHRA.

Hardwar to Dehra		33·05
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XXV.—GAPTI VALLEY.

Kankra Khari (163·00 miles from Bombay) to Amalner		155·77
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* Under construction or sanctioned for construction.

STANDARD GAUGE (5' 6")—(contd.)

Lines owned by native states and worked by companies.

	Miles.	Miles.
XXVI.—KHAMGAON.		
Jalamb, jn. with the Nágpur beh., G. I. P. ry. (331'31 miles from Bombay) to Khámgaon	:	7'55
XXVII.—AMRÁOTI.		
Badnera, jn. with the Nágpur beh., G. I. P. ry. (412'30 miles from Bombay) to Amráoti	:	5'44
XXVIII.—DINA-GOOWA-BÁRÁN.		
Point of jn. with I. M. ry. 2'00 miles from Dina (676'28 miles from Bombay) to Bárán	:	145'19
XXIX.—BHOPAL-UJJAIN.		
Point of jn. with I. M. ry. 0'21 mile from Bhopal (520'30 miles from Bombay) to Ujjain (600'50 miles from Ahmedabad)	:	113'27
XXX.—BHOPAL-ITÁRSI—(Náives state section).		
Point of jn. with the British section, Bhopal-Itársi ry. (476'39 miles from Bombay) to Bhopal	:	44'09
From centre of Bhopal station to point of junction with Bhopal-Ujjain railway (back)	:	0'28
	<hr/>	44'28
XXXI.—THE NIZAM'S GUARANTEED STATE.		
Wádi, jn. with G. I. P. ry. (375'75 miles from Bombay) <i>via</i> Secunderabad to S.-E. British frontier	:	310'09
Husain Ságar (111'59 miles from Wádi) to Hyderabad (<i>Hyderabad beh.</i>)	:	3'54
Dornakal (260'75 miles from Wádi) to Singareni coal-fields (<i>Misawar beh.</i>)	:	16'50
	<hr/>	330'13
XXXII.—NÁGDÍ-UJJAIN.		
Nágdá (459'63 miles from Bombay) to Ujjain jn. with E.-M. ry.	:	24'32
XXXIII.—THE GÁRKWAN'S PETLÁD.		
Ánsed (260'50 miles from Bombay) to Petlád	:	13'35
XXXIV.—KOLAR GOLD-FIELDS.		
Bowringpet (175'45 miles from Madras) to Marikuppam	:	10'00
XXXV.—PETLÁD-CAMBAY.		
Petlád to Cambay	:	*20'75

* Under construction or sanctioned for construction.

STANDARD GAUGE (5' 6")—(contd.).
 Lines owned by native states and worked by state railway agency.

XXVI.—RAJPUTANA-BHATINDA.		
Rajpara (903.75 miles from Kilmari) via Patiala to Bhatinda, jn. with E. M. ry.		Miles. 107.05
XXVII.—JAMMU AND KASHMIR (Native state section).		
Frontier of Kashmir state (930.10 miles from Kilmari) to the left bank of the Tawi river near Jammu		15.93
XXVIII.—LUDHIANA-DERBI-JAKHAL.		
Ludhiana via Dhuri to Jakhal		*70.61

* Under construction or sanctioned for construction.

METRE GAUGE.
State lines worked by companies.
XXXIX.—BENGAL AND NORTH-WESTERN (a).

	Miles.	Miles.
XXXIX.—BENGAL AND NORTH-WESTERN (a).		
<i>Tirhoot section.</i>		
Semaria Ghât to Bettiah	146'87	
Manstipur (39'30 miles from Semaria Ghât) to Khawna Ghât (<i>Kori extn.</i>)	94'92	
Durbhunga (62'30 miles from Semaria Ghât) to Bairauna (<i>Bairagnia bch.</i>)	60'61	
Sakri (74'25 miles from Semaria Ghât) to Jainagar (<i>Jainagar bch.</i>)	30'47	
Monsufferpore (71'30 miles from Semaria Ghât) to Sonopore (<i>Sonopore bch.</i>)	34'01	
Hajeepore (102'55 miles from Semaria Ghât) to Hajeepore Ghât (<i>Hajeepore bch.</i>)	1'89	
Hajeepore (144'53 miles from Semaria Ghât) to Bachhwara	44'25	
Harauni to Thana Bihpur	66'17	
Thana Bihpur to Katiher	52'33	
Bahobpoor Kamal to Moughyr Ghât (<i>Moughyr Ghât bch.</i>)	7'00	
<i>Company's section.</i>		
Sonepore, opposite Patna (331'25 miles from Howrah) to Ajodhya	238'60	542'53
Sonepore, opposite Patna (331'25 miles from Howrah) to Bunwarchak (<i>Loop line</i>)	9'34	
Chupra (29'51 miles from Sonepore) to Boreiganj (<i>Boreiganj bch.</i>)	7'34	
Ihatni (97'03 miles from Sonepore) to Turtipur	17'14	
Ballmour to Barhaj	12'77	
Gorakhpore (161'25 miles from Sonepore) to Usha Bazar (<i>Usha Bazar bch.</i>)	89'58	
Mankapur (219'25 miles from Sonepore) Nalpalganj Road (<i>Nalpalganj Road bch.</i>)	88'08	
Gonia (258'75 miles from Sonepore) to Jarwal Road (<i>Bakranganj bch.</i>)	23'05	
Jarwal Road to Burhwal with bridge over the Gogra river (<i>Burhwal bch.</i>)	10'02	
Gonda (238'75 miles from Sonepore) to a point near Talsipur (<i>Talsipur bch.</i>)	41'00	
Nanpara (235'75 miles from Sonepore) to Katarian Ghât (<i>Katarian Ghât bch.</i>)	42'08	
Turtipur to Benares Cant.	82'26	
Kopaganj Road to Chand-dearer Ghât	66'61	
Manjhi Ghât to Naveiganj Ghât	3'71	
Mau to Asamgarh	27'15	
Asamgarh to Bahaganj	33'00	
Aunrihar to Ghatipur Ghât	28'37	
<i>Gogra-Gogra Doub lines</i>		
		778'00
XL.—LUCKNOW-NARELLY SECTION (ROHILKHAND AND KUMAON).		
Lucknow (687'02 miles from Howrah) to Nareilly	198'55	1,318'63
Maitani (114'00 miles from Lucknow) to Sonaripur (<i>Dadaha bch.</i>)	30'87	
Nareilly to the city (<i>grain siding</i>)	1'75	
XLI.—RAJPUTANA-NALWA.		
<i>Rajputana section.</i>		
Delhi (699'30 miles from Bombay) to Ahmedabad, ju. with the B. B. and C. I. ry.	570'75	
Ga-bhi Harava (24'25 miles from Delhi) to Farukhnagar (<i>Farukhnagar salt bch.</i>)	7'75	
Handikui (135'5 miles from Delhi) to Jumna Kast Bank (<i>Agra bch.</i>)	(b) 94'14	
Phulera (235'25 miles from Delhi) to Jhwarah	21'50	
Bambhar ju. (239'75 miles from Delhi) to Jagod	4'50	
Additional salt sidings, bambhar lake	6'27	
<i>Maisa section.</i>		
Ajmer (616'30 miles from Bombay) to Khandwa	392'27	
Fatehabad (280'19 miles from Ajmer) to Ujjain City (<i>Ujjain bch.</i>)	14'88	
<i>Cawnpore-Achmera section.</i>		
Cawnpore (1,071'50 miles from Bombay) to Achmera	239'34	407'15
Mandhana (11'80 miles from Cawnpore) to Brahmavart (<i>Brahmavart bch.</i>)	5'00	
Kaganj (181'75 miles from Cawnpore) to Soron (<i>Soron bch.</i>)	9'00	
Muttra (216'75 miles from Cawnpore) to Brindaban (<i>Brindaban bch.</i>)	7'33	
XLII.—BENARES-ROHILKHAND SECTION.		
<i>Benares-Ferozepore section.</i>		
Rewari (379'00 miles from Bombay) to Ferozepore (c)	240'85	
Kot Kapura (212'30 miles from Rewari) to Fazilka (<i>Fazilka bch.</i>)	50'00	
XLIII.—PUNJAB-DELHI.		
Palanpur on the Raj. sec., R.-M. ry. (498'75 miles from Delhi) to Deesa	1,074'57	17'23
XLIV.—SOUTHERN MAHARAJA.		
Portuguese fron., (18'00 miles from Mormugao Harbour) to 0'36 mile east of Tadépalli	509'07	
Londa (18'75 miles from the Portuguese fron.) to Poona (<i>Poona bch.</i>)	277'89	
Hubli (74'75 miles from Portuguese fron.) to Harihar (<i>Harihar bch.</i>)	81'00	
Gadag (110'75 miles from Portuguese fron.) to Hotgi (<i>Hotgi bch.</i>)	173'08	
XLV.—GUNTAKAL-MYSORE FRONTIER.		
Guntakal (234'25 miles from Portuguese fron.) to Mysore Frontier	1,042'04	
XLVI.—MYSORE SECTION (SOUTHERN MAHARAJA).		
Harihar (155'75 miles from Portuguese fron.) to Mysore	119'50	296'00
XLVII.—SOUTH INDIA.		
<i>Madras-Taticeoria section.</i>		
Madras (Park) to Tuticoria	443'99	
Madras (Park) to Beach	2'19	
Chingleput (31'25 miles from Madras) to Arkonam (<i>Arkonam bch.</i>)	39'18	
Villupuram (99'03 miles from Madras) to the Gingee river (<i>Pondicherry bch.</i>)	16'34	
Cuddalore wharf siding	4'58	
Tanjore (118'36 miles from Madras) to Nagore (<i>Nagore bch.</i>)	62'73	
Trichinopoly (149'40 miles from Madras) to Erode, ju. with S.-W. line, Madras ry. (<i>Erode bch.</i>)	87'18	
Madura (144'50 miles from Madras) to Toni Torai	94'00	
Montanadai to Sivaganja	9'00	
Maniyachi (125'50 miles from Madras) to Tinnevely (<i>Tinnevely bch.</i>)	18'10	
Tinnevely (44'00 miles from Madras) to frontier of Travancore State (<i>Tinnevely-Quilon</i> (<i>Travancore</i>) bch.)	46'47	
Tuticoria Foreshore siding	0'27	
Tuticoria salt siding	2'03	
Copper Quarry siding	0'84	
<i>Villupuram-Dharmavaram section.</i>		
Villupuram (99'03 miles from Madras) to Dharmavaram, ju. with the Guntakal-Mysore fron. ry.	270'33	818'90
Fatala (138'35 miles from Villupuram) to Gudur (d) (<i>Gudur bch.</i>)	83'07	
XLVIII.—MAYAVARAM-MYITHTHUR.		
Mayavaram (174'61 miles from Madras, Park, S. I. ry.) to Myitthpur	1,180'00	53'99
XLVIII.—ASSAM-BENGAL.		
Chittagong to Dâmehara, including Chittagong Port line (1'87 miles)	273'73	
Dâmehara to Makum, ju. with the Dibru-Sadiya ry.	299'21	
Lâksâm (62'62 miles from Chittagong Port) to Chandpur (<i>Chandpur bch.</i>)	31'63	
Badarpur to Silchar (<i>Silchar bch.</i>)	19'63	
Gauhati to Lumding (<i>Gauhati bch.</i>)	113'53	
XLIX.—BURMA.		
Rangoon to Promé (<i>Irrawaddy line</i>)	161'00	
Rangoon to Mandalay	3'60	
Myohauing (3'00 miles south of Mandalay) to Sôdaw	13'01	
Sôdaw to the right bank of the Salween river	217'73	
Bahurban lines	9'00	
Sagaing (on the right bank of the Irrawaddy) to Myitkyina (<i>Ma Valley line</i>)	331'29	
Letpadan vid Hensada to Hassenin	119'01	
Thazi (300'00 miles from Rangoon) to Myingyan (<i>Myingyan bch.</i>)	70'10	
Mandalay (336'00 miles from Rangoon) to Mandalay Shore (<i>Mandalay Shore bch.</i>)	2'50	
Myohauing (383'00 miles from Rangoon) to Amarapura Shore (<i>Myohauing bch.</i>)	6'00	
Sagaing vid Monywa to Alon (<i>Sagaing-Alon bch.</i>)	271'00	
Naba (198'75 miles from Sagaing) to Katha on the right bank of the Irrawaddy (<i>Katha bch.</i>)	14'40	
1,401'09		

* Under construction or sanctioned for construction.
(a) Although for convenience classed amongst state railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.
(b) Of this length, 3'07 miles are laid on both the standard and metre gauges, except on the Jumna bridge where a mixed gauge is laid.
(c) The section of this line from Ferozepore to Kot Kapura has been converted to the standard gauge and from Kot Kapura to Ihatinda, laid on a separate formation parallel to the metre gauge.
(d) The section between Nellore and Gudur, 23'03 miles, has been converted to the standard gauge and included with the East Coast State railway.

METRE GAUGE—(contd.)
State lines worked by the State.

L—NORTHERN BENGAL.

Northern section.

	Miles.	Miles.
Sára Ghát (connecting with Dámukhía 122·50 miles from Calcutta by ferry) to Siliguri	186·00	
Párbatipur (111·25 miles from Sára Ghát) to Kaunia (<i>Rungpore beh.</i>)	34·00	
Tesata to Dhubri	(a) 89·83	
Tesata bridge at Kaunia and approaches	4·87	
Párbatipur (111·25 miles from Sára Ghát) to Dinagepore (<i>Dinagepore beh.</i>)	18·30	
<i>Kaunia-Dharila, 9' 6" gauge, branch.</i>		290·00
Tesata connecting with the Rungpore beh. at Kaunia (to Jatrapur	23·28	
(141·50 miles from Sára Ghát, by ferry) } to Moghalhát	(b) 12·23	
South bank of Kálsanjí river to Alipur Duar	0·64	35·48
Alipur Duar to Jainti	19·44	
<i>Dacca section.</i>		
Náráyanganj (connecting with the E. sec. at Goalundo Ghat by a steamer service) to Mymensingh		20·08
<i>Behar section.</i>		
Manihári Ghát (221·75 miles from Sára Ghát) to Dinagepore jn. with Northern sec.	36·87	
Katinár (199·17 miles from Sára Ghát) to Ancharághat (<i>Kosi beh.</i>)	72·91	
Bárcól (174·75 miles from Sára Ghát) to Kássungunge (<i>Bárcól-Kássungunge beh.</i>)	36·11	
		193·69

628·17

LI.—CANNING-BURHWAL (METRE GAUGE LINE).		
Cawnpore (661·48 miles from Howrah and 1,071·50 miles from Bombay) to Burhwal		(c) 79·00
LII.—SHADIPALLI-BÁLOTRA (BRITISH SECTION).		
Hyderabad (Sind) to the Jodhpur Frontier		(d) 69·05

*Under construction or sanctioned for construction.

(a) The section of the Kaunia-Dharila line from Tesata to Moghalhat which is under conversion to the metre gauge will form part of this line.

(b) Under conversion to the metre gauge.

(c) Excluding 3·06 miles, Aianbagh to Daliganj, of the Lucknow-Bareilly section of the Rohilkund and Kásson railway worked over.

(d) Excluding 56·08 miles of the Hyderabad-Shadipalli railway (standard gauge), between Shadipalli and Hyderabad, to be converted to the metre gauge.

METRE GAUGE--(contd.)		Miles.	Miles.
Assisted companies.			
LIII.—DROGHEDA.			
Baidyanáth (200·25 miles from Howrah) to Deoghur			4·79
LIV.—BRAHMAPUTRA-SULTANPUR.			
Santahar on the E. B. S. ry. (61·50 miles from Sara Ghát) to Bogra		24·50	
Bogra (70·35 miles from Sara Ghát) to Kamar Jani near Kaliganj		*35·00	
LV.—MYMENSINGH-JAMALPUR-JAGANNATHGANJ.			
Mymensingh on Dacca sec. E. B. S. ry. (65·92 miles from Náráyananj Ghát) to Jagannathganj			59·50
LVI.—BOHILKUND AND KUMAON (Company's section.)			
Bhojepura (652·75 miles from Howrah) to Kathgodam			53·92
LVII.—GOOWLIE-BAZAUL.			
Begowlie on the Tirhoot sec. B. and N.-W. ry. 137·75 miles from Semaria Ghát) to Bazaul			18·09
LVIII.—BENGAL DOOARS.			
East bank of the Teesta (Barnes Ghát) (173·0 miles from Sara Ghát) to Dam Dim		31·00	
Jaipuri (15·00 miles from Jalpaiguri) to Kamshai (<i>Kamshai ék.</i>)		5·40	
Mul to Hantupara		*4·00	
Dam Dim to Bagrakote		*6·78	
Barnes Ghát to Lalmonir Hát		*65·80	
			152·98
LIX.—DIBRU-SADIYA.			
Dibrugarh <i>vid</i> Makum to Dihing bridge		61·50	
Makum to Talap (<i>Talap ék.</i>)		16·60	
			77·60
LX.—LEDO AND THEAK-MARGHERITA COLLIERY.			
Dihing bridge to Ledo, including Namdang branch			7·50
LXI.—AHMEDABAD-PARÁNTIJ.			
Ahmedabad (309·25 miles from Bombay) <i>vid</i> Parántij to Idar Ahmednagar			54·59
LXII.—NILGIRI.			
Máitripálayam on the Nilgiri beh., Madras ry. (357·47 miles from Madras) to Coonoor			16·90

* Under construction or sanctioned for construction.

METRE GAUGE—(contd)
Lines owned by native states and worked by companies.

	Miles.	Miles.
LXIII.—THE GARHWAL'S MSHSALA.		
Virangám on the B. B. and C. I. ry. (319.80 miles from Bombay) to Kherála	67.94	
Michaana Jo. (40.21 miles from Virangám) to Pátan	24.62	
		92.56
LXIV.—HYDERABAD-GÓDÁVARI VALLEY.		
Manmad to Sallu	154.23	
Sallu to Secunderabad	230.93	
		385.16
LXV.—KOLHÁPUR.		
Miraj on the Poona beh., S. M. ry. (137.0 miles from Portuguese fron.) to Kolhápúr		29.07
LXVI.—YASVANTPUR-MYSORE FRONTIER.		
Yasvantpur (363.25 miles from Portuguese fron.) to the Mysore fron.		51.35
LXVII.—MYSORE-WANJINGÓD.		
Mysore on the Mysore sec., S. M. ry. (452.00 miles from Portuguese fron.) to Nanjangód town		15.80
LXVIII.—BIRUR-SHIMOGA.		
Birur on the Mysore sec., S. M. ry. (235.25 miles from Portuguese fron.) to Shimoga		28.50
LXIX.—VILAPUR-KÁLOL.		
KáloI (18.50 miles from Ahmedabad) to Vijapur		29.60
LXX.—SHOBANUR-COCHIN.		
Shoranur (359.50 miles from Madras) to Ernakolam		65.00
LXXI.—TINNEVELLY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTIONS).		
Point of junction with the British section, Tinnevelly branch, South Indian railway to Quilon		(a) 56.86

* Under construction or sanctioned for construction.

(a) The British section of this railway forms an integral part of the South Indian railway.

METRE GAUGE—(contd.)
Lines owned and worked by native states.

LXXII.—JODHPUR-BIKANER.

Jodhpur section.

	Miles.	Miles.
Marwar ry. jn. with the B.-M. ry. (527.64 miles from Bombay) to Bikaner fron.	187.50	
L. Gut jn. (44.00 miles from Marwar ry. jn.) to Páshpadra (<i>Páshpadra bah.</i>)	60.00	
Merta Road jn. (128.00 miles from Marwar jn.) to Kusháman Road	73.00	
<i>Bálotra-Jodhpur frontier extension (Native state section).</i>		320.50
Bálotra (194.00 miles from Marwar ry. jn.) to Bámbar.	60.00	
Bámbar to the Jodhpur frontier	275.00	
<i>Bikaner section.</i>		185.00
Bikaner fron. (187.80 miles from Marwar ry. jn.) to Bikaner town	48.50	
Gignaar to Palana (<i>branch</i>)	8.50	
<i>Bikaner-Suratgarh extension.</i>		53.00
Bikaner to Dulmera	43.00	
Dulmera to Bháinda	160.00	
		303.00
		710.50
<i>LXXIII.—UDAIPUR-CHITTOUR.</i>		87.30
Bernab (Chitorgarh) (550.75 miles from Bombay) to Udaipur		
<i>LXXIV.—BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.</i>		
Bhávnaagar Docks to Wadhván (380.35 miles from Bombay)	105.20	
Dhola (32.00 miles from Bhavnagar Docks) to Porbandar Bandar	158.79	
Jetalsar (113.00 miles from Bhavnagar Docks) to Verával Docks	66.86	
<i>LXXV.—JETALSAR-BÁJKOT.</i>		(a) 333.84
Jetalsar (113.00 miles from Bhavnagar Docks) to Bájkot		46.23
<i>LXXVI.—JÁMNAGAR.</i>		
Bájkot (46.23 miles from Jetalsar) jn. with B.-G.-J.-P. and Morvi rrs. to Jámnagar		(b) 54.23
<i>LXXVII.—DHRÁGADRÁ.</i>		
Wadhván to Dhrágadrá		20.63
<i>LXXVIII.—JAIPUR.</i>		
Bárganer to Stwal Mádhopur		72.85

* Under construction or sanctioned for construction.

(a) Including 4.87 miles of Bhavnagar dock estates and Junágad quarry lines.

(b) Including 3.99 miles of dock estate lines.

METRE GAUGE—(concl.).

Foreign lines.

	Miles.
Mormugao on the West coast to the Portuguese fron. jo. with main line, S. M. ry.	51'00
Left bank of the Gingee river (115'31 miles from Madras, S. I. ry.) to Pondicherry	7'30
Peralam on the Māvaram-Mutopet ry. (184'44 miles from Madras) to Kāraikkal in French territory	14'45

SPECIAL GAUGES.

State line worked by company.

LXXVII.—RAIPUR-DHANTARI BRANCH (BENGAL-GAUGES) (2' 6" GAUGE).		Miles.	Miles.
Raipur (439.50 miles from Anandol) to Dhantari	. . . . .	* 5.45	
Abhanpur to Rajim (<i>Mujim deh.</i>)	. . . . .	*10.28	
			*55.73

*Under construction or sanctioned for construction.

SPECIAL GAUGES—(contd.)

State lines worked by the State.

	Miles.	Miles.
LXXXIII.—JONHAT (2' 0" GAUGE).		
Gosáigáon old Chenimara Jn. with Mariani beh. to Tilábar Jn. with A.-B. ry.	18'25	
Alternative cold weather section to Steamer Ghat	2'75	●
Chenimara (11 00 miles from Gosáigáon) to Mariani Jn. with A.-B. ry. (Mariani beh.).	7'00	
		28'00
LXXXIV.—CHERRA-COMPANYGANJ (2' 6" GAUGE) (a).		
Companyganj old Jharlaghat to Komora limestone quarry		8'00
LXXXV.—NOWSHERA-DARGAI BRANCH, NORTH WESTERN STATE (2' 6" GAUGE).		
Nowshera (1060 80 miles from Kiamári) to Dargai		*41'80

* Under construction or sanctioned for construction.

(a) Constituted a railway for administrative purposes from the 7th July 1899.

SPECIAL GAUGE—(contd.)

Assisted companies.

	Miles.	Miles.
LXXXVI.—DARJEELING-HIMALAYAN (2' 0" GAUGE).		
Biliguri on the northern sec. E. B. S. ry (106.0 miles from Sara Ghat) to Darjeeling	●	51.0
LXXXVII.—BARSI LIGHT (2' 0" GAUGE).		
Barsi Jn. on the G. I. P. ry. (234.65 miles from Bombay) to the town of Barsi		21.59
Barsi Jn. to Pandharpur	*33.16	
		54.75
LXXXVIII.—HOWRAH-AMTA (2' 0" GAUGE).		
Teikul Ghat (Howrah) to Amta		27.12
Bergachia to Jagatbaliapur (dck.)		1.57
LXXXIX.—HOWRAH-SHEAKHALA (2' 0" GAUGE).		
Kadamtala (a) to Sheakhalla		17.58
Chanditala to Jauai (dck.)		2.37
		28.95
XC.—BANAGHAT-KRISHNAGAR (2' 6" GAUGE).		
Banaghat to Krishnagar		19.75
XCI.—TARAKSHWAR-MAGRA (2' 6" GAUGE).		
Tarakshwar to Magra		20.25
XCII.—TEZPORE-BALIPARA (2' 6" GAUGE).		
Tezporé Ghât to Balipará		31.12
XCIII.—KALKA-SIMLA (2' 0" GAUGE).		
Kalka (1,117.33 miles from Howrah) to Simla		20.10
		*58.00

* Under construction or sanctioned for construction.

(a) The Howrah-Kadamtala section of the Howrah-Amta railway is worked over.

SPECIAL GAUGES—(contd.)
Lines owned by native states and worked by companies.

	Miles.	Miles.
XCIV.—GWALIOR LIGHT (2' 6" GAUGE).		
Gwalior-Sipli section	73.81	
Gwalior-Bhind section	(a) 52.33	
	—	126.14
XCV.—THE GARHWAR'S DARHOL (2' 6" GAUGE).		
Miyāgam on the B., B. and C. I. ry. (22.75 miles from Bombay) and Darhol to Bodeli	42.41	
Darhol (20.00 miles from Miyāgam) and Vishvāmitri, jr. with B., B. and C. I. ry. to Pādra	25.77	
Darhol (20.00 miles from Miyāgam) to Chāndod	16.62	
XCVI.—RAIPUR (2' 6" GAUGE).		
Anklesvar on the B., B. and C. I. ry. (100.00 miles from Bombay) to Nanded	—	78.90
		37.37
XCVII.—REWAR (2' 6" GAUGE).		
Rewar to Satna		*31.81

* Under construction or sanctioned for construction.

(a) Including 9.5 miles of His Highness the Maharaja Scindia's private line.

SPECIAL GAUGES—(contd.)

Line owned by native state and worked by state railway agency.

	XVIII.—COOCH-BEHAR (2' 6" GAUGE).				Miles.	Miles.
Gitaldaha to Cooch Behar Town	22.23	
Cooch Behar to Allpur Duar (<i>Mantralok extension</i>) (<i>Native state section</i>)	11.40	
Tora Bridge and approaches	0.11	
						33.73

* Under construction or sanctioned for construction.

SPECIAL GAUGES—(contd.).

Line owned and worked by native state.

	Miles.	Miles.
Wadhwan jn. with the B., B. and C. I. ry. (389'25 miles from Bombay) and Vankaner to Morvi .	67'21	
Vankaner (52'00 miles from Wadhwan) to Rajkot (77'61 miles from Wadhwan) (Rajkot ch.)	25'56	
		<hr/> 93'07

Steam tramways working outside municipal limits.

	Miles.	Miles.
Sháhjahánpur to Mailáni		39.50
POWAYAN (2' 6" GAUGE).		
Total mileage open		6.18
DANDOT COLLIERY (2' 0" GAUGE).		
Thatón to Duyinsáik		7.78
PARLAKIMEDI (2' 6" GAUGE).		
Naupada to Parlakimedi		*25.00
MADURA DISTRICT TRAMWAYS (2' 6" GAUGE).		
Ammayanáyakkánú to Kotagudi		*55.00
Periyakulam to Krishnamanaik's tops } Branches		{ *5.00
There to Karuvanath		{ *33.00
		<u>*93.00</u>

* Under construction or sanctioned for construction.

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NOTE.—The standard gauge of the railways in India is 5 feet 6 inches.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1899-1900.

PART I.

CHAPTER I.

General.

The total length of railways open and sanctioned on the 31st March 1900, after allowing for minor corrections of mileage, was 26,790 miles, being a net increase of 730½ miles during the year. The total length of railways open for traffic on the same date was 23,763 miles being a net increase of 1,272 miles, leaving 3,027 miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 22,845½ miles, being an increase of 1,369½ miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1899 to Rs. 287.60 crores, being an increase of Rs. 19.51 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1899 amounted to Rs. 29,43,18,276 or Rs. 1,96,75,927 more than in the previous year; the working expenses amounted to Rs. 14,01,94,084, and absorbed 47.63 per cent. of the gross earnings against 47.56 per cent. in 1898. The net earnings amounted to Rs. 15,41,24,192, being an increase of Rs. 1,01,25,369.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5.34 per cent. against 5.37 per cent. in the previous year.

2. There has been no alteration in the classification of railways during the past year. A complete list of the lines with particulars of gauge and classification, etc., will be found in Appendix A.

3. The total mileage of railways sanctioned at the close of the previous year, *viz.*, on the 31st March 1899, was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	14,319½	10,967½	772½	26,059½

The additional mileage sanctioned for construction between the 1st April 1899 and 31st March 1900 was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies . . . Miles	128	299	...	427
State lines worked by the State . . . "	21	38½	50	109½
Lines worked by guaranteed companies . . . "	½	...	...	½
Assisted companies . . . . . "	...	...	...	...
Lines owned by native states and worked by companies "	20½	86½	...	107½
Lines owned by native states and worked by state railway agency . . . . . "	...	...	...	...
Lines owned and worked by native states "	...	88	...	88
Total length sanctioned during 1899-1900 "	170½	512½	50	732½

The sanctions during the year under review were for commercial and military lines as detailed below:

Commercial lines—

BRITISH INDIA—

	Miles.	Miles.	Miles.
<i>Standard gauge—</i>			
<i>East Indian—</i>			
Sitarampur to Domohani	7		
Pandra branch	3½		
	—	10½	
Bengal Central (Dum-Dum cantonment to Pattipokar) . . . . .	...	2½	
Bengal-Nágpur (Midnapur to Bujadib) . . . . .	...	115½	
North Western State (Bahá-uddín to Basul) . . . . .	...	9	
Madras (Ráyapuram to Beach) . . . . .	...	½	
<i>Metre gauge—</i>			137½
Bengal and North-Western (Sakri to Jainagar) . . . . .	...	30½	
<i>South Indian—</i>			
Madura to Toal Toal	94		
Mutanandal to Sivagunga	9		
Tinnevely-Quilon (Travancore) branch (British section)	46½		
	—	149½	
Burma (Letpadaun vid Hensada to Bassein) . . . . .	...	119	
Eastern Bengal State (Teesta to Dhabri) . . . . .	...	35½	
<i>Special gauges—</i>			337½
Cherra-Companyganj (a) . . . . .	...		8
NATIVE STATES—			
<i>Standard gauge—</i>			
Peklad-Cambay . . . . .	...	...	20½
<i>Metre gauge—</i>			
Vijapur-Nalol . . . . .	...	29½	
Tinnevely-Quilon (Travancore) branch (native state section) . . . . .	...	57	
Jodhpur-Bikaner (Bikaner section) (Suratgarh to Bhatinda) . . . . .	...	88	
		—	174½
Total Commercial lines . . . . .	...	...	678½

Military lines—

BRITISH INDIA—			
<i>Standard gauge—</i>			
North Western State (Peshawar to Jamrood) . . . . .	...	12	
<i>Special gauge—</i>			
Nowshera-Dargai (2' 6") . . . . .	...	42	
		—	54
Total Military lines . . . . .	...	...	54
GRAND TOTAL . . . . .	...	...	732½

Further details of the mileage sanctioned during 1899-1900 will be found in the table given in Appendix B.

After allowing for minor corrections of mileage, etc., the total mileage sanctioned on the 31st March 1900 was:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	4,744	8,069½	55½	12,869	
State lines worked by the State	5,215½	776½	78	6,070	
Lines worked by guaranteed companies	2,722	...	...	2,722
Assisted companies	875½	499	283½	1,658	
Lines owned by native states and worked by companies	724½	764	274	1,762½	
Lines owned by native states and worked by state railway agency	202½	...	33½	236½	
Lines owned and worked by native states . . . . .	...	1,306	93	1,399
Foreign lines . . . . .	...	73½	...	73½
Total to the end of March 1900	14,483½	11,488½	818	26,790	

Details of the total sanctioned mileage on the 31st March 1900 will be found in Appendix A.

4. The total length of railways open for traffic at the close of the previous year, *vis.*, on the 31st March 1899 was as follows:

Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
	13,070½	9,000½	420	22,491

(a) This line was reconstituted a railway from the 7th July 1899.

The additional length opened for traffic between the 1st April 1899 and the 31st March 1900 was as follows:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL
State lines worked by companies . . .	131½	131½	155½	...	286½
State lines worked by the State . . .	141½	141½	½	8	149½
Lines worked by guaranteed companies .	24	24	...	...	24
Assisted companies	230½	230½	61½	20½	312½
Lines owned by native states and worked by companies	73½	73½	192½	139½	405½
Lines owned by native states and worked by state railway agency . . . . .	...	...	...	1½	1½
Lines owned and worked by native states . . . . .	...	...	76	...	76
Foreign lines . . . . .	...	...	...	...	...
Total length opened during 1899-1900	600½	600½	488½	179	1,266

Details of the mileage opened during 1899-1900 will be found in the table given in Appendix C, and the principal railways opened during the year are referred to in paragraph 7 of this chapter.

After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1900 was:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL
State lines worked by companies . . .	4,312½	4,312½	7,051½	...	11,364
State lines worked by the State . . .	5,043½	5,043½	644½	36	5,723½
Lines worked by guaranteed companies .	2,612½	2,612½	...	...	2,612½
Assisted companies	874½	874½	347½	192½	1,414½
Lines owned by native states and worked by companies	703½	703½	381½	242½	1,327½
Lines owned by native states and worked by state railway agency	123	123	...	33½	156½
Lines owned and worked by native states . . . . .	...	...	998	93	1,091
Foreign lines . . . . .	...	...	73½	...	73½
Total to the end of March 1900	13,669½	13,669½	9,496	597½	23,763

Details of the open mileage on the 31st March 1900 will be found in Appendix A.

In addition to the above, there were 53½ miles of steam tramways working outside municipal limits.

Appendix D shows the length of railways open at the end of the official years 1894-95 and 1899-1900, also the progress made in opening railways during the years 1895-96 to 1899-1900. Similar information for the calendar years will be found in Appendix E.

5 The mileage remaining under construction or sanctioned on the 31st

Total mileage under construction or sanctioned at the end of the year. March 1900 was as follows:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL
State lines worked by companies . . .	431½	431½	1,018	55½	1,505
State lines worked by the State . . .	172	172	132½	42	346½
Lines worked by guaranteed companies .	109½	109½	...	...	109½
Assisted companies	½	½	151½	91	243½
Lines owned by native states and worked by companies	20½	20½	382½	31½	434½
Lines owned by native states and worked by state railway agency	79½	79½	...	½	80
Lines owned and worked by native states . . . . .	...	...	308	...	308
Total mileage under construction on the 31st March 1900	814½	814½	1,992½	220½	3,027

Details of the mileage under construction or sanctioned on the 31st March 1900 will be found in the table given in Appendix F, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7 of this chapter.

6. Subsequent to the close of 1899-1900, *vis.*, from the 1st April 1900 up to date (16th May) the following railways were reported to have been opened for public traffic, *vis.* :

	Miles.	Date of opening.
North Western State (Toba Tek Singh to Khánawal)	56-40	16-4-1900
Oudh and Rohilkhand State (Moradabad to Gajroula)	33-00	1-4-1900
Great Indian Peninsula (Dharangaon to Amalner)	15-50	4-4-1900
Bengal and North-Western (Hajipur to Bachhvara)	44-11	1-4-1900
South Indian (Copper Quarry siding)	0-84	15-4-1900
Barma—		
Sodaw to Mawmye	26-00	1-4-1900
Sagalung to Aíon	70-46	15-4-1900
Eastern Bengal State (Allpur Dear to Raja Bhat Khawa)	9-52	5-4-1900
Brahmaputra-Sultanpur (Bogra to Dewantola)	22-38	5-4-1900
Bengal Doonars (Barnes ghat to Baura)	28-00	20-4-1900
Hyderabad-Górávari Valley—		
Sala to Farbhani	26-00	} 25-4-1900
Secunderabad to Surinagan	151-00	

7. The following gives a brief abstract of the important works completed the 31st March 1900, and the progress made, according to the latest reports received:

East Indian railway.—The Moghal Sarai-Gya extension was opened for public traffic on the 1st March 1900. The branch from mile 148½ on the Jherriah branch to Pandra is well advanced, and the Sitarámpur-Domohani extension is making good progress. The doubling of the line from Sitarámpur to Barákar and of portions of the Jherriah branch is approaching completion.

Bengal-Nágpur railway.—The remaining section of the Calcutta-Cuttack extensions from Kola to Howrah is expected to be opened for traffic shortly. The Khargpur-Midnapore section was opened for public traffic on the 1st February 1900 up to the south bank of the Cossye river, work on the bridge over which is well in hand. The work of converting the Raipur-Dhamtari feeder line from a 2' to a 2' 6" gauge is in hand.

North Western State railway.—The bridge over the Indus river at Kotri is expected to be opened for public traffic shortly. The Lyallpur-Toba Tek Singh section of the Wazirabad-Lyallpur branch was opened for public traffic on the 22nd June 1899, and the Khánawal extension, on the 10th April 1900. The construction of the Nowshera-Dargai railway on the 2' 6" gauge and of the Pesháwar-Jumrood railway on the standard gauge has been sanctioned and work is in progress. On the Hyderabad-Rahoki section, earthwork is ready, the bridge over the Fuleli river has been completed and the brickwork of culverts finished.

Oudh and Rohilkhand State railway.—On the Gháziabad-Moradabad railway the portions on either side of the Ganges bridge have been practically completed with the exception of the ballasting. The section from Moradabad to Gajroula was opened for public traffic on the 1st April 1900, and the remainder of the line is expected to be opened about the 1st November 1900.

Eastern Bengal State railway.—Good progress has been made with the Teesta bridge. All the foundations and superstructure of piers and abutments will, it is expected, be completed shortly. Four spans of girders have already been erected, and the remaining ten spans will probably be up by the end of July. The construction of the Mogalhát-Dhubri extension was started last cold weather. Sanction has also been given for the conversion of the 2' 6" gauge from Teesta to Mogalhát to the metre gauge in connection with the above extension.

East Coast State railway.—Both abutments and all the piers of the Górávari bridge have been completed, with the exception of Nos. 3 and 4 which will be finished shortly. Out of 56 spans of 150 feet girders, 44 have been received, 39 have been erected on the piers and the remaining 5 spans are nearly ready for lifting. A branch on the standard gauge from Naupada station to the Government Salt Pans has been sanctioned and work is in hand.

Great Indian Peninsula railway.—The section of the Amulner-Jalgaon branch from Jalgaon to Dharangaon was opened for goods traffic on the 20th February 1900, a temporary diversion being made across the Girna river. Work on the Chalisgaon-Dhulia branch has been in active progress.

Bombay, Baroda and Central India railway.—Of the double lines between Amroli and Miyágám, the lengths between Kim and Anklesvar and between Broach and Miyágám were opened for public traffic on the 11th December 1899 and 15th October 1899, respectively; the remaining portion between Anklesvar and Broach is nearly completed. Between Dáhánu and Sachin, the length from Dáhánu to Gholvad is complete and about to be opened for traffic; and work on the remaining length is well in hand.

Madras railway.—Work on the Calicut-Baliapatam extension is in progress.

South Behar (Luckeeserai-Gya) railway.—This railway was opened for public traffic from Luckeeserai to Wazirganj on the 3rd July 1899 and from Wazirganj to Gya on the 10th July 1899.

Hardwar-Dehra railway.—This line was opened for public traffic on the 1st March 1900.

Tápti Valley railway.—The section from Vyára to Chinchpáda was opened for public traffic on the 10th July 1899; from Chinchpáda to Nandurbar, on the 8th October 1899; from Nandurbar to Dondaiche, on the 11th November 1899; and from Dondaiche to Amalner, on the 15th March 1900.

Bina-Gooná-Bárán railway.—The Goona-Bárán extension was completed and opened for public traffic on the 15th May 1899.

Pettád-Cambay railway.—The construction of this line has been sanctioned, and earthwork is in progress as a famine relief work.

Ludhiána-Dhuri-Jakhal railway.—This line was sanctioned in September 1899, and is expected to be opened in April 1901.

Bengal and North-Western railway.—The last section of the Ganges-Gogra Doab lines between Ballia and Chand-deara Ghát was opened for public traffic on the 12th May 1899; but it was closed on the 15th June 1899, owing to the unsettled state of the banks. It was again opened as far as mile 42½ on the 12th November 1899, and up to a point opposite Revelganj Ghát on the 26th December 1899. The portion from Barauni Junction to Thanah Bihpur of the Hajeepore-Katihár extension and the Monghyr Ghát branch were opened for public traffic on the 1st March 1900, and the Hajeepore-Bachhwara section was opened for goods traffic on the 1st April 1900. Work on the permanent bridge over the Gogra river at Turtipur has been started.

Rajputana-Malwa railway.—The conversion of the metre gauge from Ferozepore to Kot Kapura to the standard gauge and the construction of a standard gauge from Kot Kapura to Bhátinda has been completed, and the North Western State railway trains commenced running between Bhátinda and Ferozepore on the 15th June 1899.

South Indian railway.—The Negapatam-Nagore extension was opened for public traffic on the 1st December 1899. Land is being taken up and earthwork commenced on the Pamban branch. On the Tinnevely-Quilon (Travancore) branch, good progress in earthwork has been made in the first division.

Assam-Bengal railway.—On the Badarpur-Lumding section, the line from Badarpur to Lámchara was opened for goods traffic on the 23rd April 1899. On the remaining portion, earthwork, tunnelling and bridgework is well advanced, and the rails are laid for 30½ miles from Badarpur northwards and for 27 miles southwards from Lumding. On the Lumding-Linsukia section, good progress was made with the earthwork and bridgework on three out of the four divisions. The rails are laid from Titábar for 41 miles northwards and for 50 miles southwards.

Burma railways.—The formation and bridgework between Myohaung and Thibaw was completed with the exception of the Gokteik bridge and approaches, the alignment for which was finally settled in July 1899; between Thibaw and Lashio the formation and bridging was about ¾ths finished. The length from Sedaw to Maymyo was opened for public traffic on the 1st April 1900, and it is proposed to open to Nawngkio shortly. On the Sagaing-Alón branch, the Mu bridge and linking to Alón have been completed, and the branch was opened for public traffic on the 15th April 1900; the Meiktila-Myingyan branch was opened on the 15th November 1899.

Hyderabad-Shadipalli-Bálotra railway, British section.—The work of converting the existing standard gauge from Hyderabad to Shadipalli to the metre gauge is in abeyance. On the Shadipalli-Jodhpur frontier section, earthwork and bridging have been completed, station works and buildings are well advanced, rails have been

laid for 53 miles and further platelaying is in progress. The section is expected to be opened in July 1900.

Brahmaputra-Sultanpur railway.—The section from Bogra to Khariabada was opened for public traffic on the 5th April 1900, and the rest will probably be ready for opening about June 1900.

Mymensingh-Jamálpur-Jagannathganj railway.—The remaining portion of this railway, from Singhjani to Jagannathganj, was opened for goods traffic *via* Náráyan-ganj on the 15th October 1899, and *via* Jagannathganj on the 22nd October 1899; and for coaching traffic on the 1st December 1899.

Segowlie-Baxaul railway.—This line was closed during the rains owing to the breaches and damages to the bridges. It was, however, re-opened for traffic on diversions on the 23rd October 1899.

Bengal Doorgs railway.—The portion from Dam Dim to Bagrakote of the western extension and from Mal Junction to Madarihát of the eastern extension, will, it is expected, be opened for public traffic in 1900; and the portion from Barnes Ghat Junction to Baura of the southern extension will probably be opened for goods traffic shortly.

Nilgiri railway.—This railway was re-opened for public traffic on the 15th June 1899.

Hyderabad-Gódvári Valley railway.—The length from Manmád to Sailu on the northern section was opened for public traffic on the 7th December 1899, and platelaying beyond Sailu is being pushed on. The bridge over the Gódvári river was completed in February 1900 and the length from Secunderabad to Basar will shortly be opened. It is expected that the portion between Basar on the southern section and Sailu on the northern section will be completed by the end of July 1900.

Birur-Shimoga railway.—This line was opened for public traffic on the 1st December 1899.

Fijapur-Kátol railway.—The construction of this line has been sanctioned and earthwork is in progress as a famine relief work.

Shoranur-Cochin railway.—This line has been sanctioned and earthwork is in hand.

Jodhpur-Bikaner railway.—The Suratgarh-Bhátinda section of the Bikaner-Bhátinda extension was sanctioned during the year. Earthwork on the entire length has nearly been completed and rails have been laid on the first 26 miles from Dulmera. The Bálotra-Bármer section of the Shadipalli-Bálotra railway, native state section, was opened for traffic on the 15th May 1899, and the remaining portion will probably be ready for opening by the 1st July 1900. The Palana coal siding, from Gigasar to the Palana coal-fields, which was sanctioned in January 1899, was opened for goods traffic on the 26th June 1899.

Udaipur-Chitor railway.—The extension from Debari to the new terminal station at Udaipur was opened for public traffic on the 25th August 1899.

Jaipur railway.—Earthwork, bridgework, ballast collection and stations and buildings are approaching completion, and the bridge over the Banas river, 30 spans of 60 feet girders, is about half finished.

Bársi Light railway.—Construction is in progress on the Tadwala extension which was sanctioned in December 1899.

Gwalior Light railways.—The Gwalior-Sipri and Gwalior-Bhind sections were opened for public traffic on the 2nd December 1899.

Rajpipla railway.—The remaining portion of this line from Umalla to Nándod was opened for public traffic on the 13th November 1899.

Cooch Behar railway.—Of the native state section, the length from Cooch Behar to Alipur Duar was opened for public traffic on the 15th April 1899. Of the British section, the line between Alipur Duar and Raja Bhat Khawa was opened on the 5th April 1900; the remaining length will probably be ready for opening at an early date.

Morvi railway.—Orders for the conversion of the Wadhván-Rájkot section of this railway from 2' 6" to the metre gauge were issued in December 1899; the portion from Wadhván to Dolia is to run over a new alignment *via* Sayla. The widening of the banks on the former is nearly completed and that of cuttings well in hand; the banks and cuttings of the new alignment are also nearly finished.

Principal events.

8. The following were the principal events during 1899-1900 :

Agreements were made on the 20th and 27th February and 12th May 1899, respectively, between the Indian Midland Railway Company and the native states of Kotah, Tonk and Gwalior, for the maintenance and working of the respective sections of the Goona-Bárán railway traversing those states.

On the 1st April 1899, the maintenance of the Bezwada-Ennúr section of the Bezwada-Madras railway was taken over by the East Coast State railway.

The Government of India, in April 1899, approved of the taking over and working of the Powayan steam tramway by the Rohilkund and Kumaon Railway Company, and negotiations are being carried on between the two companies for settlement of the details of the agreement.

Under the terms of the contract, dated the 31st October 1896, between the Secretary of State and the Segowlie-Raxaul Branch Railway Company for the construction and working of the Segowlie-Raxaul railway, the Secretary of State on the 5th June 1899 entered into an agreement with the Bengal and North-Western Railway Company for working the branch line.

From the 1st July 1899, the Bengal Central Railway Company was granted running powers for the Company's goods trains over the Eastern Bengal State railway between Dum-Dum junction and Sealdah, Chitpore and the Kidderpore Docks on special terms. The terms of the agreement for running powers for coaching trains over the five miles between Dum-Dum junction and Sealdah were also revised with effect from the 1st January 1899.

On the 1st July 1899, the Ennúr-Washermanpet section of the Bezwada-Madras railway was handed over to the East Coast State railway.

At the annual Viceregal Conference, which assembled at Simla on the 15th August 1899 for the consideration of railway projects, the following measures were determined upon :

- (a) The preparation of a continual triennial programme of railway construction in place of the three years forecast.
- (b) The constitution of a small travelling commission to enquire into local interests affecting railway schemes.
- (c) The editing and publication in a suitable form yearly of lists of railway projects submitted for the consideration of the Government of India; from these lists purely strategic railways will be excluded.

The travelling commission is to sit and take evidence in public and will be open to interested parties. If the results of the investigations carried out by the commission appointed for this year should prove satisfactory, it is possible that such a commission may become part of the regular machinery for the administration of railways in the future, and it may develop into a permanent railway commission as is described in Chapter V of the Indian Railways Act, IX of 1890.

The first sitting of the commission took place in the Council Hall in Bombay on the 13th November 1899 to receive statements and evidence relative to a proposal for the construction of the Bombay Port Trust railway. The Government of India agree with the report of the commission that the necessity for the proposed railway is established, and that the new line, including the connection with the Bombay, Baroda and Central India railway, should be constructed and worked by the Great Indian Peninsula Railway Company.

Subsequently, the railway commission assembled in Madras in December 1899 to consider the point at which the new through line between Calcutta and Madras is to be divided for purposes of management and control; and it has been settled to fix Vizagapatam as the point of division with the reservation that power will be retained to resume at any time, on six months' notice, the working of the whole or any part of the length from Vizianagram to Vizagapatam, giving running powers instead. An agreement has also been arrived at between the Madras and Bengal-Nágpur Railway Companies to prevent the artificial diversion of traffic by unequal rates, which will secure the interests of the districts through which the line passes.

Notice of intention to purchase the Great Indian Peninsula railway by Government was served on the Great Indian Peninsula Railway Company, both in England and in India, on the 18th August 1899.

In August 1899, agreements between the Board of Control of the Bhávnagar-Gondal-Junágad-Porbandar railway and the proprietors of the Jetalsar-Bájkot and Dhrángadrá railways for the working of the latter lines were approved by the Government of India.

On the 6th September 1899, the Secretary of State entered into an agreement with the Maler Kotla and Jhind Durbars for the construction, maintenance and working of the Ludhiána-Dhuri-Jakhal railway by the agency of the North Western State railway.

A Traffic Conference of railway delegates assembled at Simla in September 1899, under the orders of the Government of India. The efforts of the conference were mainly directed towards (a) drawing up of rules with the view to making the Indian Railway Conference regulations binding on all railway administrations, who are parties to the conference, and (b) revision of the regulations of 1893. The principal feature in (b) is the adoption of the principle of payment for the use of foreign railway's vehicles by time instead of by mileage and demurrage, as in the Conference regulations of 1893.

The revised terms on which the Secretary of State is prepared to continue the working of the East Indian railway by the existing agency on the expiry of the contract of 1879 having been settled, a subsidiary contract was entered into on the 14th November 1899 between the Secretary of State and the East Indian Railway Company, which gave the company the right of working the line for a further period of twenty years, *viz.*, to the 31st December 1919.

With a view to secure the free movement of food-grains and fodder in connection with the prevailing scarcity in India, the Government of India, in November 1899, requested the railway authorities to take such action in the matter of lowering the railway rates and assimilating the upward and downward rates as the circumstances of the case may demand. Earthwork has also been sanctioned for famine relief purposes on certain projected railways in the localities affected by famine. A list of these was published in the Gazette of India, dated the 21st March 1900.

On the 16th December 1899, the Government of India sanctioned an agreement for the working by the Bombay, Baroda and Central India Railway Company of the Nágda-Ujjain railway, with effect from the 15th July 1896, on which date the line was opened for public traffic.

The Marwar (Jodhpur) and Bikaner Durbars have accepted a draft agreement between the Government of India and the Durbars for the construction of a railway on the metre gauge from Balotra to Hyderabad (Sind) and for the working of the British section of the line from the Jodhpur frontier to Hyderabad by the administration of the Jodhpur-Bikaner railway.

The rules for the Claims Arbitration Committee for Southern India, which was formed in July 1895, were revised in 1899. A similar committee is being formed for Northern India.

On the 1st January 1900, the Tanjore District Board having purchased the Government share of the Májavaram-Mutupet railway, became the sole owner of that line.

On the 1st January 1900, the maintenance of the Narwana-Kaithal branch of the Southern Punjab railway was taken over by the North Western State railway.

It has been decided that the Rajputana-Malwa railway and connected lines will continue to be worked by the Bombay, Baroda and Central India Railway Company during the interval between the 30th June 1900, when the present agreement for working the Rajputana-Malwa railway will terminate, and the 30th June 1906, when the Bombay, Baroda and Central India Railway's contract is determinable; and that the basis of the revised terms will be that the working expenses of the whole of the Bombay, Baroda and Central India railway system, including all branch and subsidiary lines, except those of different gauge to the portion of the main lines with which they are connected, are to be charged to one account and divided *pro rata* over the various component sections of the system in proportion to their respective shares in the gross earnings.

No new railways were sanctioned during the year under the "Branch line terms" resolution of 1896, but negotiations in regard to the following have been in progress:

	Miles.
Bhágapur-Bausi-Baidyanáth	69
Ahmadpur-Baidyanáth	63
Kurnool Road-Kurnool	36
Nadiád-Kapadvanj	28
Tilágaon-Sylhet	35
Akhaura-Bhairab Bazar	18½
Fatehpur-Márkundi	63
Chandipur-Taki	39

In paragraph 8, Part I of the railway administration report for 1898-99, the Lāksām-Noakhali-Ichakhali and Bezwada-Masulipatam branch railways were mentioned as offered for construction at the sole risk of the promoters. The construction of these branches is now being negotiated under the rebate terms of the resolution referred to above. The negotiations, which were in progress, for the construction of the undermentioned lines have since been concluded :

Amritsar-Tarn Tarn-Sarhali	Miles.
Sābarmati-Dholka	30
	33

9. The diagram and statement recorded in Chapter VI of this report give the comparison between the rolling-stock of the principal English and Indian railways.

It must be remembered in this comparison, however, that notwithstanding the fewer goods wagons on railways in India, the Companies in this country cannot work their stock to nearly the same advantage as is done in England. This is partly due to the long leads from the interior to the ports, mostly along single lines of railway, and consequently the slower through speed and the longer time taken before a wagon can get a return load, partly, to the want of better mechanical facilities for dealing with export traffic at the ports (particularly the coal traffic), and also to the deficiency of storage room which leads to delay in unloading wagons.

All these circumstances tend to lower the duty of wagons which was on the twelve principal standard gauge lines, only an average of 90,065 ton-miles during the year 1899 (a very favourable traffic year), although the standard which it is hoped to attain should be about 150,000 ton-miles in a year; that is to say, they only performed about 60 per cent of the possible maximum duty.

Similarly, on the ten principal metre gauge lines, the average duty of a wagon was 42,670 ton-miles only during the same year against a possible duty of 60,000 ton-miles, the actual duty being over 70 per cent. of the wagon's possible maximum duty.

During the four years 1896—1899, 895 coaching and 6,426 goods vehicles have been added to the running stock of the principal standard gauge lines and 631 coaching and 3,023 goods vehicles to that of the principal metre gauge lines. As regards the goods wagons this means an increase in their carrying capacity of 28·27 per cent. on the standard gauge and of 20·12 per cent. on the metre gauge, while the ton mileage has only increased during the same period 28·09 per cent. on the standard gauge and 18·96 per cent. on the metre gauge.

Further large increases to the stock of both goods and coaching vehicles have been sanctioned for most of the principal railways, standard and metre gauge, in India; but owing to the present excess of the demand over the supply possible from England and elsewhere, it will take some time before the lines can be stocked to meet the great expansion of traffic now developing.

10. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1899 amounted to Rs. 302·28 crores,* thus :

Capital outlay and cost per mile.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauge. Rs.	Unclassified expenditure. Rs.	TOTAL. Rs.
Crores	220·43	78·94	2·09	0·82	302·28

In addition to this, Rs. 0·80 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 303·08 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauge. Rs.	TOTAL. Rs.
Crores	214·96	70·69	1·95	287·60

* Including interest on capital during construction, which in the case of the Bengal and North-Western (Company's section), Delhi Umballa-Kalka, Lucknow-Bareilly section (Rohilkund and Kumaon) and the Bengal Dooars railways was charged to the capital accounts of those lines.

† As per details in Chapter VII, paragraph 1	Rs.	311·17 crores
Deduct—		
Total difference as per foot note § on the first and second pages of statement No. 17, due to premia on lines purchased		8·09 "
Total		303·08 "

The average cost* per mile of railway open was as follows :

Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
1,55,810†	72,718†	32,368

The cost per mile of single track, including sidings, was :

Rs.	Rs.	Rs.
1,20,208	64,243	30,613

11. The graphic diagrams published with this report show (1) the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1899, and (2) the revenue transactions and train-mileage results during the year 1898, and the capital outlay on the principal railways from the commencement of operations to the end of 1898.

12. The map published with this report shows the railways constructed or sanctioned for commencement up to the 31st March 1900 and the gauge of each line.

13. The gross earnings during the calendar year were Rs. 29,43,18,276, against Rs. 27,43,42,319 during 1898 as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898	20,59,41,416	6,66,35,828	20,65,105	27,46,42,319
1899	21,70,67,237	7,49,54,381	22,96,655	29,43,18,276
Increase	1,11,25,821	83,12,556	2,31,550	1,96,75,927

Of the total gross earnings during 1899, 73.75 per cent. was earned by the standard gauge lines, 25.47 per cent. by the metre gauge, and the balance, 0.78 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching	6,49,53,586	2,61,43,046	11,56,919	9,22,58,551
Goods	14,56,27,801	4,56,50,665	10,96,196	19,23,74,662
Miscellaneous, including steam-boat	64,85,850	31,55,473	43,540	96,81,863
TOTAL	21,70,67,237	7,49,54,381	22,96,655	29,43,18,276

14. The number of passengers carried as compared with the previous year was as follows :

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1898	97,239,429	53,131,685	2,210,207	152,581,321
1899	105,438,509	54,869,059	2,637,299	162,944,867
Increase	8,199,080	1,737,374	427,092	10,360,546

And the passenger miles :

1898 Miles	3,900,966,053	1,900,403,861	†19,891,793	†5,821,266,709
1899	4,214,017,743	1,961,135,005	†23,004,490	†6,201,167,238
Increase	313,051,690	63,726,144	3,112,695	379,890,529

* On outlay charged to final heads of account, excluding steam-boat.

† The mileages on which these are calculated include 1,406.48 miles of standard and 89.48 miles of metre gauge line laid with two or more tracks. For details see statement No. 32.

‡ Excluding the Jorbát, Cherra-Companyganj, Bárd Light, Howrah-Amra, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tankeshwar-Magra, Tespore-Bálpárá and Gwalior Light railways.

The passenger earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898	5,19,03,165	2,30,44,546	*9,07,335	*7,58,55,046
1899	5,60,53,148	2,38,35,073	*10,40,135	*8,08,28,356
Increase	41,49,983	7,90,527	1,32,800	50,73,310

The earnings from other coaching traffic were as follows :

	Rs.	Rs.	Rs.	Rs.
1898	85,82,608	23,20,048	1,34,501	1,10,37,157
1899	89,00,438	23,12,973	1,16,785	1,13,30,196
Difference	+ 3,17,830	- 7,075	- 17,716	+ 2,93,039

15. The aggregate tonnage of goods, material and live-stock carried was 40,598,520 tons against 36,350,900 tons in 1898 as follows :

	Standard gauge. Tons.	Metre gauge. Tons.	Special gauges. Tons.	TOTAL. Tons.
1898	26,974,285	9,147,550	229,065	36,350,900
1899	29,994,123	10,322,931	281,466	40,598,520
Increase	3,019,838	1,175,381	52,401	4,247,620

The goods ton-mileage being :

	Standard gauge. Miles.	Metre gauge. Miles.	Special gauges. Miles.	TOTAL. Miles.
1898	4,674,224,162	1,053,654,041	†5,507,949	†5,733,386,152
1899	4,927,393,547	1,261,781,179	†6,565,927	†6,195,740,653
Increase	253,169,385	208,127,138	1,057,978	462,354,501

The goods earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1898	13,92,95,183	3,85,78,231	9,85,466	17,88,58,880
1899	14,56,27,801	4,56,50,865	10,96,196	19,23,74,862
Increase	63,32,618	70,72,634	1,10,730	1,35,15,982

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 24,467,819 tons, or 13·04 per cent. more than in 1898, and the freight received aggregated Rs. 16,04,10,609, being 8·28 per cent. more.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 4,195,219 tons, or 11·61 per cent., and the earnings of Rs. 1,34,05,252, or 7·54 per cent.

* Including the earnings from other coaching traffic on the Jorhát State railway.

† Excluding the Bárai Light, Howrah-Amra, Howrah-Sheakhalla, Ránaghat-Krishnagar, Tarakeshwar-Magra, Tezapore-Bálipárá and Gwalior Light railways.

‡ Excluding the Bárai Light, Howrah-Amra, Howrah-Sheakhalla, Tarakeshwar-Magra and Tezapore-Bálipárá railways.

§ Excluding the Ledo and Tikak-Margherita colliery railway.

16. The total earnings for the first quarter of 1900 were higher than in the first quarters of 1898 and 1899 :
Approximate earnings, first quarter, 1900.

	Standard gauge. Rs.	Metro gauge. Rs.	Special gauge. Rs.	TOTAL Rs.
1st quarter of 1898 . . .	5,50,23,295	1,54,88,865	*3,50,623	*7,08,62,783
1st quarter of 1899 . . .	*5,67,12,672	*1,66,67,058	*4,22,196	*7,88,01,926
1st quarter of 1900 . . .	6,34,82,500	2,06,92,600	4,43,400	8,46,18,500

The figures relating to each railway separately will be found in Appendix G.

17. The total working expenses amounted in 1899 to Rs. 14,01,94,084 against Rs. 13,06,43,525 in the previous year as follows :

	Standard gauge. Rs.	Metro gauge. Rs.	Special gauge. Rs.	TOTAL Rs.
1898	9,45,40,914	3,47,24,641	13,77,970	13,06,43,525
1899	10,10,25,955	3,76,32,341	15,35,788	14,01,94,084
Increase	64,85,041	29,07,700	1,57,818	95,50,559

The percentage of expenses on gross earnings under the several departmental heads was as follows :

	Standard gauge.	Metro gauge.	Special gauge.	Average of all lines.
Maintenance	11.39	12.28	16.62	11.66
Locomotive	15.97	16.14	17.85	16.04
Carriage and wagon	4.73	4.02	6.64	4.56
Traffic	7.71	8.22	13.22	7.88
General	4.15	6.68	10.96	4.84
Steam-boat, special and miscellaneous, and rent of leased lines	2.04	2.41	1.81	2.18
Contribution to Provident Fund	0.55	0.46	0.27	0.58
TOTAL	46.54	50.21	66.87	47.63

18. The net earnings realised were Rs. 15,41,24,192 against Rs. 14,39,98,824 in 1898 as under :

	Standard gauge. Rs.	Metro gauge. Rs.	Special gauge. Rs.	TOTAL Rs.
1898,	11,14,00,502	3,19,11,187	6,87,185	14,39,98,824
1899	11,60,41,252	3,73,22,043	7,60,867	15,41,24,192
Increase	46,40,750	54,10,856	73,732	1,01,25,368

19. The statistical return on the capital expenditure † on open lines, including steam-boat service and suspense accounts, compares as follows :

	Standard gauge.	Metro gauge.	Special gauge.	Average of all lines.
1898	5.53	4.89	4.58	5.37
1899	5.39	5.30	3.90	5.36

* Revised figures.

† The capital expenditure here referred to is that shown in Chapter VII, statement No. 22, which is that expended on lines open for traffic.

20. The financial results to the State of working the Indian railways for the financial year 1899-1900 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1899-1900 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter:

Losses—

	1898-99. Rs.	1899-1900. Rs.
Guaranteed railways	53,55,413	73,39,000
State railways, military, open	62,77,554	58,44,000
State railways, military, unopen	7,69,377	8,02,000
State lines leased to companies	92,66,686	62,95,000
State railways, commercial, unopen	12,33,836	8,28,000
TOTAL LOSSES	2,29,02,866	2,11,08,000

Gain—

State railways, commercial, open	1,78,675	5,26,000
State lines worked by companies	1,52,54,241	2,28,86,000
GAIN	1,54,32,916	2,34,12,000
APPARENT NET LOSS	74,69,950	23,04,000 (Gain).

Add—Charges debited to—

39—Guaranteed companies—Land and supervision	3,63,893	10,54,000
40—Subsidised companies—Land and subsidy	10,44,051	7,67,000
41—Miscellaneous railway expenditure	5,43,366	6,10,000
TOTAL APPARENT CHARGE	94,21,260	1,27,000

The interest charges for the East Indian, Eastern Bengal and North Western railways for 1898-99 include annuities paid in England, which comprise a contribution of about 37½* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1898-99 in connection with the entire Indian railway system will stand at about 56⅔ lakhs of rupees. The contribution on account of sinking funds in 1899-1900 amounted to about 39† lakhs, and deducting this amount in the same way, there will be a net gain to the State of about 37½ lakhs of rupees.

* East Indian railway	Lakhs	29.97
Eastern Bengal railway		2.61
North Western railway		12.01
		37.59
† East Indian railway		29.79
Eastern Bengal railway		2.70
North Western railway		12.41
		38.90

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1898-99 would be about 33½ lakhs, and in 1899-1900, there would be a gain of about 58 lakhs of rupees.

The charges on account of guaranteed railways are attributable to the high rate of the interest guaranteed; to loss by exchange in paying in sterling in England the interest on the capital cost of the lines; and to the fact that the Companies' share of surplus profits is, under the contracts, calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1s. 10d. the rupee.

The State has to continue, until the contracts terminate, to pay interest at the guaranteed rates which work out to the high average of 4½ per cent. and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country; and owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1898-99 gives a percentage of about 6.3 on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a gain of Rs. 35,35,014 in the year 1898-99 instead of a charge of Rs. 53,55,413 as shown above.

The direct annual loss or gain to the State from the railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1899-1900 will be found in statement No. 5.

STATEMENT No. 1

Guaranteed railways.

Results to the State of working for the official year 1898-99.

Classification No.	RAILWAY.	Capital raised to the end of 1898-99.	Capital withdrawn to the end of 1898-99.	INTEREST CHARGES FOR 1898-99.				Net receipts for 1898-99, less share of surplus profits paid to companies	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	
XVII	GREAT INDIAN PENINSULA .	25,962,798	25,962,188	1,190,094	1,79,74,498	18,171	1,79,97,597	1,46,97,478	-30,30,119
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	9,995,431	10,126,401	687,199	65,66,826	63,579	66,32,306	74,26,841	+ 7,94,445
XIX	MADRAS	11,261,888	11,210,061	535,202	80,40,355	2,348	80,42,708	48,48,964	-39,00,739
	TOTAL .	47,140,106	47,204,650	2,162,525	3,24,81,677	82,089	3,25,63,606	2,72,06,289	(a) -53,55,411

(a) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 2,63,893) met by Government in 1898-99.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State.)

Results to the State of working for the official year 1898-99.

Classification No.	RAILWAY.	Subscribed capital, including advances by the Secretary of State under Act 51 Vict., cap. 35, to the end of 1898-99.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Net receipts for 1898-99, less share paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	
II	BENGAL CENTRAL . . .	1,000,000	1,24,51,525	33,750	5,06,932	...	5,06,932	3,66,485	-2,40,447
III & LXXXII	BENGAL-NAGPUR . . .	8,774,095	15,31,14,210	283,200	43,28,837	11,17,947	54,46,774	37,64,487	-16,82,287
IV	INDIAN MIDLAND . . .	7,493,123	10,02,36,800	246,080	36,96,176	2,16,425	39,12,601	24,68,036	-14,44,565
XL	LUCKNOW-BAREILLY SECTION (BORHILKUND AND KUMAON)	160,837	(a) 44,06,395	...	...	1,61,285	1,61,285	4,42,970	+ 76,839
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-NERAMAU RAILWAYS PRIOR TO TRANSFER . . . . .	...	51,21,139	...	...	2,04,846	2,04,846		
XLIII	SOUTHERN MAHRATTA . . .	6,703,207	(b) 8,16,43,116	224,235	33,68,059	...	33,68,059	10,47,534	-29,83,662
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION . . . . .	...	1,65,78,416	...	...	6,63,137	(c) 6,63,137		
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,324,000	1,51,86,301	43,000	7,20,970	...	7,20,970	2,41,337	-42,487
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY . . . . .	...	...	...	...	-4,37,146	-4,37,146		
XLVIII	ASSAM-BENGAL—PART I . . .	...	35,32,767	...	...	1,36,986	1,36,986	42,706	-25,25,732
	ASSAM-BENGAL—PART II . . .	2,313,135	3,65,59,841	71,250	10,70,190	...	10,70,190		
	ASSAM-BENGAL—PART II—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "43" . . . . .	...	3,99,27,859	...	...	13,61,262	13,61,262		
XLIX	BURMA—COMPANY'S ACCOUNT	1,836,462	1,90,24,451	50,503	7,58,566	...	7,58,566	34,06,379	-4,28,791
	BURMA—GOVERNMENT ACCOUNT . . . . .	...	7,69,12,324	...	...	30,76,604	30,76,604		
	GOVERNMENT SHARE OF SURPLUS PROFITS OF THE ROHILKUND AND KUMAON RAILWAY TAKEN IN REDUCTION OF THE COMPANY'S DEBT FOR ADVANCES OF INTEREST . . . . .	...	...	-296	-4,446	...	-4,446	...	+ 4,446
	TOTAL	29,504,859	56,46,95,144	961,722	1,44,45,274	65,01,346	2,09,46,620	1,16,79,934	-92,66,686

(a) Including outlay from advances made in India.

(b) Including the Bellary-Kistna section since the date of transfer from the State, viz., the 1st January 1888.

(c) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to the 31st December 1887 and liabilities incurred up to that date and subsequent law charges, was not taken over by the Company, so that this interest on the capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

STATEMENT No. 3.

State Railways (Commercial).

Results to the State of working for the official year 1898-99.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Not receipts for 1898-99.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Commercial lines and collieries— (1) Open for traffic.	Rs.	£	Rs.	Rs.	Rs.	Rs.	
XI	NORTH WESTERN— COMMERCIAL SECTION	(n) 35,51,53,777	569,889	85,59,859	85,29,777	1,70,89,636	1,78,15,034	+ 7,25,398
XII	HYDERABAD SHADIPALLI	18,38,426	...	...	73,524	73,524	75,649	+ 2,125
XIII & LI	OUDEH AND ROHILKHAND	12,75,80,665	326,331	49,01,564	9,46,588	58,48,152	52,96,071	-5,52,081
XIV & L	EASTERN BENGAL	(a) 12,80,84,736	155,595	23,37,071	36,36,758	59,73,829	75,04,505	+ 15,30,676
IX & XVI	EAST COAST (b)	5,89,03,136	...	...	23,44,765	23,44,765	8,87,938	-14,56,827
LXXXIII	JORHÁT	9,18,132	...	...	36,416	36,416	5,853	-30,563
LXXXIV	CHEERLA-COMPANYGANJ	7,69,531	...	...	30,773	30,773	-1,00,766	-1,31,539
	UMARIA COLLIERY	11,21,127	...	...	46,248	46,248	27,795	-18,453
	WARORA COLLIERY	17,85,123	...	...	72,835	72,835	1,82,774	+ 1,09,939
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL)	67,61,54,653	1,051,815	1,57,98,494	1,57,17,684	3,15,16,178	3,16,94,853	+ 1,78,675
	(2) Unopen lines and Miscellaneous charges.							
X	AGRA-DELHI CHORD	62,285	...	...	2,484	2,484	...	-2,484
XI	NORTH WESTERN— LYALLPUR-KHANEWAL SECTION	21,97,396	...	...	70,100	70,100	...	-70,100
	INDUS BRIDGE	27,15,777	...	...	88,213	88,213	...	-88,213
XIII	OUDEH AND ROHILKHAND, GHÁZIABAD- MORADABAD SECTION	19,53,465	...	...	40,948	40,948	...	-40,948
XVI	EAST COAST— ENNÚR-BEZWADA SECTION	2,30,97,731	...	...	7,91,316	7,91,316	...	-7,91,316
	GÓDÁYARI BRIDGE	32,05,294	...	...	94,862	94,862	...	-94,862
L	EASTERN BENGAL, RUMPUR-DHUBRI EXTENSION AND TESTA BRIDGE	5,24,401	...	...	12,657	12,657	...	-12,657
LII	SHADIPALLI-BÁLOTRA (BRITISH SEC- TION)	9,97,316	...	...	20,482	20,482	...	-20,482
	JULLUNDER-HOSHIÁRPUR	14,531	...	...	601	601	...	-601
	LUDHIÁNA-FEROZEPUR	28,311	...	...	1,132	1,132	...	-1,132
	STORES SUSPENSE BALANCES	8,53,210	...	...	24,731	24,731	...	-24,731
	CHITTAGONG JETTIES	4,63,766	...	...	9,275	9,275	...	-9,275
	PETROLEUM OPERATIONS, BALUCHISTAN	1,19,187	...	...	4,768	4,768	...	-4,768
	NÁGPUR-CHEHATISGARH DEPRECIATION ACCOUNT	6,57,038	...	...	26,281	26,281	...	-26,281
	VIZAGAPATAM-RAIPUR*	2,45,035	...	...	9,801	9,801	...	-9,801
	BILÁSPUR-ETÁWAH SUBVEY*	75,132	...	...	3,005	3,005	...	-3,005
	RÁNAGHAT-BHAGWÁNGOLA*	3,02,450	...	...	12,097	12,097	...	-12,097
	SOUTHERN MAHRATTA (DEPRECIATION ON WORKS, ETC.)	5,27,071	...	...	21,083	21,083	...	-21,083
	TOTAL UNOPEN STATE RAIL- WAYS (COMMERCIAL), ETC.	8,80,39,396	...	...	12,33,836	12,33,836	...	-12,33,836
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL)	71,41,94,049	1,051,815	1,57,98,494	1,69,51,520	3,27,50,014	3,16,94,853	-10,55,161

	North Western railway. Rs.	Eastern Bengal railway. Rs.
(a) Capital outlay— Commercial section as above	35,51,53,777	12,80,84,736
Military section as in statement No. 3-A	14,32,89,162	
Deduct premium . . . . .	...	1,18,64,370
Amount shown as capital in the published finance accounts of the Government of India	46,91,04,899	11,67,20,366

(b) Includes the Bezwada extension, which is worked by His Highness the Nizam's Guaranteed State Railway Company.

* Abandoned or in abeyance.

STATEMENT No. 3-A.
State railways (Military).

Classification No.	RAILWAY.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Net receipts for 1898-99.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	
	Military lines.							
	(1) <i>Open for traffic.</i>							
XI	NORTH WESTERN— MILITARY SECTION*	14,32,89,162	...	...	57,24,990	57,24,990	-5,52,564	-62,77,554
	TOTAL OPEN STATE RAILWAYS (MILITARY)	14,32,89,162	...	...	57,24,990	57,24,990	-5,52,564	-62,77,554
	(2) <i>Unopen lines, etc.</i>							
	MARI-ATTOCK	1,52,17,194	...	...	5,79,819	5,79,819	...	-5,79,819
	FRONTIER RAILWAY RESERVE MATERIAL	43,57,498	...	...	1,74,973	1,74,973	...	-1,74,973
	PESHÁWAR RAILWAY RESERVE MATERIAL	3,61,478	...	...	14,585	14,585	...	-14,585
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	1,99,36,165	...	...	7,69,377	7,69,377	...	-7,69,377
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY)	16,32,25,327	...	...	64,94,367	64,94,367	-5,52,564	-70,46,931
	GRAND TOTAL, STATE RAILWAYS (COMMERCIAL AND MILITARY)	87,74,19,376	1,051,815	1,57,98,494	2,34,45,687	3,92,44,381	3,11,42,289	-81,02,092

* Including the line from Ruk to Charan and the Quetta loop, Sibi to Mastán and Bolan and Quetta; the Sind-Sagar line from Lala Musa to Sber Shab junction with branches; and the lines from Gora to Khushágarh and Musáfarabad junction to Sher Shab, the late Salt branch, metre gauge, the Mianwali-Mari branch railway and the Mushkat-Bolan railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1898-99.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1899.	INTEREST CHARGES FOR 1898-99.				Net receipts (less surplus profits paid to companies) for 1898-99.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	
I	EAST INDIAN	44,88,39,128	1,521,222	2,28,49,092	31,47,135	2,59,96,227	3,67,71,508	+1,07,75,281
	(a)							
V	RHOOPAL-ITÁHSI (BRITISH SECTION)	29,85,765	...	...	95,058	95,058	79,435	- 15,623
VII	WAMBHA COAL	49,96,825	...	...	1,99,853	1,99,853	77,827	- 1,22,026
VIII	DHOND-MANMÁD	1,14,36,914	...	...	4,56,884	4,56,884	2,89,635	- 1,67,249
XVI	EAST COAST (MADRAS-ENNÚR SECTION)	5,98,565	...	...	23,923	23,923	18,439	- 5,484
XXXIX	BENGAL AND NORTH-WESTERN— TIKHOOT SECTION	2,72,72,384	...	...	10,67,901	10,67,901	18,10,246	+ 7,42,345
	TIKHOOT EXTENSIONS	83,32,984	...	...	2,87,547	2,87,547	...	- 2,67,547
VI & XLI	RAJPUTANA-MALWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ	15,04,43,675	...	...	60,70,049	60,70,049	1,07,32,050	+ 46,62,001
XLII	PÁLANPUR-DEBSA	2,33,264	...	...	9,331	9,331	13,757	+ 4,426
XLIV	GUNTAKAL-MYSORE FRONTIER	58,98,840	...	...	2,36,029	2,36,029	1,18,271	- 1,17,756
	(c)							
XLVI	SOUTH INDIAN	8,18,10,496	176,635	26,53,097	10,14,573	36,67,670	34,77,545	- 1,90,125
XLVII	MÁYAVARAM-MUTUPET	24,95,056	...	...	99,842	99,842	75,847	- 23,995
	TOTAL	74,42,43,396	1,697,857	2,55,02,189	1,27,08,125	3,82,10,314	5,34,64,560	+1,52,54,246

(a) Capital as above Rs. 44,88,39,128
Deduct premium 6,55,00,000
Amount shown as capital in the published finance accounts of the Government of India 38,33,39,128

(b) Including Rs. 60,870 expended by the State on the survey of this line, but not included in the capital account of the railway. Rs. 8,18,10,496

(c) Capital as above Rs. 98,92,770
Deduct premium 7,14,17,736
Amount shown as capital in the published finance accounts of the Government of India 91,78,604

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND PUNJAB AND DELHI, OUDH AND BOHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).				STATE LINES WORKED BY THE STATE.				STATE LINES PAID, EXCL.
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (d)	Loss to the State.	Capital expended.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1858-59 to 1876-77	49,679,454	28,548,752	50,111,055	21,562,308	28,538,264	2,296,760	6,180,800	2,864,139	9,734,220
1877-78	41,201,750	2,327,998	2,331,834	8,841	81,429,009	931,597	1,539,457	607,900	11,402,783
1878-79	41,692,705	1,619,109	2,473,255	834,146	33,178,146	806,422	1,693,265	887,908	12,462,804
1879-80	41,764,715	1,448,206	2,461,400	1,032,204	26,073,278	909,612	1,777,260	808,647	12,499,429
1880-81	41,742,884	1,722,573	2,498,800	768,038	39,794,470	1,370,222	1,890,229	528,907	17,222,200
1881-82	42,073,110	2,343,345	2,466,263	122,000	41,033,866	1,120,266	2,000,943	889,679	19,226,600
1882-83	42,169,226	2,132,401	2,529,930	401,519	42,612,781	1,226,415	2,123,961	877,536	20,321,702
1883-84	42,629,097	2,127,094	2,529,530	402,426	45,068,279	1,260,863	2,155,659	794,796	22,907,222
1884-85	42,096,208	2,293,615	2,269,138	294,220	(a)49,212,639	1,527,771	2,244,226	705,565	27,292,217
1885-86	42,662,117	2,503,229	2,761,664	258,455	(b)57,441,200	1,928,222	2,468,277	640,054	30,052,000
1886-87	42,829,450	2,662,601	2,908,441	215,940	62,122,459	1,797,584	2,873,116	1,075,122	34,252,222
1887-88	42,837,158	2,494,404	2,907,228	512,624	65,187,968	1,542,076	2,062,971	1,518,897	28,965,285
1888-89	44,242,227	2,742,916	2,103,916	853,000	(c)68,551,253	1,729,122	2,242,247	1,414,224	42,206,000
1889-90	44,628,263	2,321,976	2,084,675	562,600	70,419,234	2,222,252	2,208,214	880,961	46,403,027
1890-91	45,091,263	2,841,123	2,944,247	2,262	72,246,190	2,219,182	2,159,571	831,268	(e) 54,991,619
1891-92	45,127,153	2,770,064	2,969,430	299,266	73,272,278	2,677,615	2,252,444	677,829	54,746,522
1892-93	45,207,409	2,662,469	2,428,626	776,146	76,508,122	2,177,229	2,081,630	1,304,230	59,614,629
1893-94	45,276,701	2,812,558	2,557,492	744,234	81,207,226	2,621,612	2,882,506	1,263,894	60,909,279
1894-95	45,594,202	2,449,616	2,963,754	1,504,128	84,227,291	2,114,014	4,127,756	1,012,742	62,910,122
1895-96	45,912,510	2,772,721	2,908,675	1,032,244	87,148,715	2,207,012	4,166,192	859,179	65,081,220
1896-97	46,174,078	2,186,892	2,207,222	1,410,370	82,007,908	2,529,708	2,880,898	1,351,166	77,222,614
1897-98	46,573,637	2,091,090	2,277,064	1,285,294	85,262,277	2,061,084	2,897,870	846,786	81,732,000
1898-99	47,204,650	2,720,828	2,256,370	535,542	87,741,937	2,114,222	2,924,437	810,200	86,009,241
1899-1900 Revised estimate	47,785,450	2,527,800	2,271,700	723,900	89,512,794	2,207,400	4,002,200	694,800	90,415,725
TOTAL	---	83,245,247	119,064,864	25,729,507	---	49,290,472	74,629,665	25,239,192	---

(a) Includes capital expenditure on the Eastern Bengal railway prior to purchase as under:

Share capital at time of purchase	2,265,000
Premium on share capital at time of purchase	1,120,427
Debitures and debenture stock	1,023,000
TOTAL	4,418,427

(b) Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under:

Share capital at time of purchase	11,075,220
Premium on share capital at time of purchase	2,923,908
TOTAL	14,009,128

(c) Includes £10,220,000 on account of purchase-money of the Oudh and Rohilkhand railway.

(d) Interest on capital outlay calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway on which 2 1/2 per cent. is paid by the State.

(e) Includes the following amounts in connection with the acquisition of the South Indian railway by the State:

Debt created for redemption of share capital	4,197,527
Debitures taken over	425,000
Debitures taken over	1,070,000
TOTAL	5,692,527

This figure differs from the purchase-money entered in the Finance and Revenue accounts of the Government of India, in which £1,000,000 received from the company is treated as redemption of debt.

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against State railways from 1880-81.

15.

the railway outlay since 1858-59.

USED TO AND WORKED BY COMPANY THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (FROM 1872-73).				Loss to the State on working the railway system of India.	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity. (d) (f)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity.	Gain to the State.		39. Guaranteed companies, Land and supervision.	40. Subsidised companies, Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
548,329	1,629,210	1,065,981	80,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,910,435	...	120,951	28,491,178
299,083	489,365	190,282	80,759,994	2,455,714	1,715,335	740,379	61,604	66,420	...	22,126	150,150
241,118	578,218	337,100	81,831,420	1,928,410	1,818,712	109,698	1,969,511	57,758	...	48,423	2,075,692
260,817	658,518	388,701	(g) 37,779,596	2,563,667	1,821,323	742,344	1,487,508	63,284	...	19,683	1,570,475
334,630	735,991	401,352	88,242,989	2,421,288	1,653,794	767,494	928,681	57,614	...	57,708	1,044,203
635,334	811,465	176,131	88,733,469	3,065,081	2,021,697	1,063,384	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	88,883,838	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,306,194
967,911	1,042,126	74,215	89,110,477	3,030,972	2,072,270	958,702	312,745	67,326	54,578	-129,405	305,239
915,207	1,170,640	255,433	89,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	89,660,122	2,849,305	2,228,267	621,038	508,761	79,553	44,125	59,274	731,713
1,246,064	1,602,842	356,778	89,823,790	3,015,407	2,320,048	695,359	982,791	66,235	45,243	94,399	1,188,668
1,237,509	1,764,332	526,733	89,884,454	2,974,710	2,391,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,831	2,062,993	598,162	89,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,500	579,792	89,955,263	2,821,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	878,993	89,942,431	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
1,151,405	2,323,124	171,719	89,869,319	3,353,829	2,376,332	977,497	171,417	19,257	33,130	92,060	315,864
1,394,508	2,580,982	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	29,423	29,026	-10,860	1,847,052
1,434,981	2,648,399	213,418	47,079,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
1,757,540	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
1,001,603	2,903,964	302,361	41,689,109	3,609,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
1,688,448	3,233,772	545,324	42,338,531	3,601,895	2,777,993	823,902	2,482,977	28,083	85,020	63,901	2,659,981
1,860,962	3,304,309	443,437	43,627,950	3,931,277	2,641,776	1,289,501	1,286,716	15,911	113,760	16,229	1,432,616
1,837,236	3,316,070	478,772	44,883,913	3,677,151	2,599,623	1,077,528	746,995	36,389	104,405	54,337	942,126
1,649,000	3,431,600	+ 317,400	46,833,913	4,100,300	2,658,600	1,441,700	+ 230,400	105,400	76,700	61,000	12,700
821,188	45,826,432	8,005,244	...	79,858,317	61,903,019	17,955,298	51,128,645	4,075,545	897,812	1,709,485	57,811,487

(f) Includes the following amounts for advances and repayments of advances of interest.

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-00.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances	5,188	16,807	34,164	45,239	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Repayments	2,789	4,534	3,249	818	119	1,616	24,764	42,768	49,103	31,480	32,094	17,883	34,054	41,694	25,352	24,053	14,969	44,160	45,300
Net	2,399	12,273	30,915	44,421	-119	-1,616	-24,764	-42,768	-49,103	-31,480	-32,094	-17,883	-34,054	-41,694	-25,352	-24,053	-14,969	-44,160	-45,300

(g) This sum is arrived at thus:

Capital of the East Indian railway at time of purchase	£26,300,000
35 per cent. premium thereon	8,550,000
Debentures and debenture stock	4,400,000
Outlay subsequent to purchase	Rx. 154,348
Outlay on the Dildaraagar-Ghazipur, Nalhati and Patna-Gya railways	425,348
TOTAL	Rx. 37,779,696

* Of these amounts, £27,633,386 will be redeemed by an annuity terminable in 1953, which annuity is included in the column "Interest and annuity." The balance includes the annual payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways during the official year ending with the 31st March 1900 :

East Indian railway (standard gauge).

2. The erection of the new carriage and wagon shops at Lillooah is advancing as rapidly as circumstances allow. The earthwork of the new east bank station at Luckeeserai will be finished this season. The new land spans on the Nuháti side of the Jubilee bridge have been completed. The construction of the new locomotive yard at Jamálpur has made rapid progress; the yards at Moghal Serai and Burdwan are approaching completion; the work on the yard at Gháziabad was suspended until October last when permission to resume it was obtained from Government. The interlocking of roadside stations between Moghal Serai and Jubbulpore has been completed. The new block instruments for the lower part of the line have arrived and will be put in place as soon as the cabins now under construction are ready; the wires for working them are being erected. Work on the new junction station and locomotive yard at Hooghly has been started. The new booking office in Fairlie Place, Calcutta, has been opened.

The Pandra branch, 3·24 miles in length, from mile 148½ on the Jherriah Pandra branch and Sitarampur-Domohani extension. branch, is well advanced, and work on the Sitarampur-Domohani extension, 6·09 miles, is making good progress. The doubling of the line from Sitarampur to Barákar and of portions of the Jherriah branch is approaching completion.

Although this extension, with the exception of the Sone bridge, was practically ready for opening in June 1899, it was not considered advisable to open any section of it until through communication across the river was possible. The Sone bridge was inspected and passed for opening on the 22nd February 1900 and the whole line was opened for traffic on the 1st March 1900. The Sone bridge has 93 spans of 100-foot girders and its length over abutments is nearly two miles; the bridge is not only the longest in India, but it is believed to be, after the Tay bridge near Dundee, Scotland, the longest in the world.

An estimate for the construction of the Barun-Daltonganj extension for a length of 78·32 miles was sanctioned in February 1899, and work has been started.

South Behar (Luckeeserai-Gya) railway (standard gauge).

3. This line, 78·83 miles in length, including the Phalgu bridge (18 spans of 100 feet and 1 span of 30 feet) was opened for traffic from Luckeeserai to Wazirganj on the 3rd and from Wazirganj to Gya on the 10th July 1899. The line is being worked by the East Indian Railway Company.

Bengal Central railway (standard gauge).

4. Land is being acquired for the construction of a siding from Dum-Dum Cantonment station to Pattipooker, 2·68 miles in length, which was sanctioned in April 1899.

A new siding from Dum-Dum Cantonment station to the Small Arms and Ammunition Factory is nearly complete.

Bengal-Nágpur railway (standard gauge).

5. Owing to the partial failure of the last year's rains and to the unusual flow of traffic towards the Central Provinces, extensive additions and improvements to watering arrangements have had to be made at various stations along the main line. The abnormal traffic due to the

famine in the Central Provinces and Berar during the last six months has also necessitated additional siding accommodation at Belpahár, Kanika, Chakardharpore and Raigarh.

The works on the Calcutta-Cuttack extensions have now nearly been completed; the last section, *viz.*, between Kola and Howrah, a distance of $36\frac{1}{2}$ miles, has the rails laid into Howrah station, and may be expected to be opened for traffic shortly. The bridge across the Mahanuddee, consisting of 64 spans of 100 feet, has been completed and opened for traffic. Of the other large bridges, with the exception of the Roopnarain (7 spans of 300 feet and 4 of 100 feet) all have been completed, and trains may be expected to run over them shortly. The bridge over the Roopnarain is also expected to be ready at an early date.

This branch was opened for public traffic on the 1st February 1900 up to the south bank of the Cossye river, a length of 5.75 miles. The bridge over the Cossye, which is to consist of 16 spans of 100-foot girders, is well in hand.

The work of converting this line from a 2 feet to a 2 feet 6 inches gauge is gradually being carried out.

Indian Midland railway (standard gauge).

6. The renewal of wooden sleepers in the main line of the Agra Gwalior section has been completed. Most of the works required to complete the Saugor-Katni Murwara extension have been finished.

Bhopal-Itársi railway (standard gauge).

7. About 6.90 miles of 62 lb. steel rails have been renewed with the Indian Midland railway type of 80 lb. steel rails.

Bina-Goona-Barán railway (standard gauge).

8. This extension, 73.49 miles in length, was completed and opened for public traffic on the 15th May 1899.

Gwalior Light railways (2' 0" gauge).

9. Both the Gwalior-Sipri (73.81 miles) and Gwalior-Bhind (52.33 miles) sections were opened for public traffic on the 2nd December 1899.

North Western State railway (standard gauge).

10. The works in connection with the junction arrangements in the locomotive yard at Kotri were completed during the year, and those in the traffic yard are well in hand. The special renewals of rails and sleepers between Kurrachee City and Thull, miles $1\frac{3}{8}$, $\frac{5}{8}$, $\frac{6}{8}$ and $\frac{7}{8}$ and from mile 334 to 343, also between Sibi and Nári Bank, were completed during the year. A good deal of work has been done on building the new paint shops at Lahore, and the work is approaching completion. The work of additions and alterations at Bhátinda in connection with the junction arrangements with the Southern Punjab (Delhi-Samátsata) railway is still in hand. The ballasting of the Sind-Sagar and Wazirabad-Lyallpur railways is approaching completion. Good progress was made during the year in re-modelling the Lahore yard, as also in connection with the junction arrangements at Khánawal. The ballasting of the Kotri-Rohri railway has been completed.

The Mária-Attock railway, from Campbellpur (North Western State railway) to Basál (Khushálgarh branch) and from Jand (Khushálgarh branch) to Daud Khel (Mária branch of the Sind-Sagar railway), aggregating 75.61 miles in length, was taken over by the North Western State railway, and, as stated in the last report, opened for public traffic from the 1st April 1899.

The construction of the Lyallpur-Toba Tek Singh section, 49 miles in length, Lyallpur-Khanewal extension. was taken over by the North Western State railway in April 1899, and the line was completed and opened for public traffic on the 22nd June 1899. The extension of the line from Toba Tek Singh to Khanewal, 57 miles in length, including a bridge over the river Ravi, was completed and opened for traffic on the 16th April 1900.

The construction of a railway from Nowshera to Dargai, about 42 miles in length, on the 2 feet 6 inches gauge, was sanctioned during the year and the work is in progress.

The construction, on behalf of the Punjab Irrigation department, of a railway line from Bahá uddín (a station on the Sind-Sagar railway) to Rasul, 9 miles in length, was completed, and opened for stone traffic on the 4th January 1900.

During the year, the last three spans of this bridge were erected. All works have been practically completed, and it is expected that the bridge will shortly be opened for traffic.

On this section, 6.25 miles in length, earthwork is ready, the Fuleli bridge is complete, and the brickwork of culverts has been finished. Spans for the small girders have just arrived, and the permanent-way will be laid when they have been erected.

A re-survey and the construction of a standard gauge railway from Pesháwar to Jumrood, a distance of 12 miles, was sanctioned during the year. The survey work has been completed and the construction of the line is now in hand.

Ludhiána-Dhuri-Jakhal railway (standard gauge).

11. Sanction to construct the line was given in September 1899 and work has been in progress since October 1899. The railway is expected to be opened in April 1901 throughout from Ludhiána to Jakhal, a distance of about 80 miles.

Oudh and Rohilkhand State railway (standard gauge).

12. Works both in connection with the Benares City extension and the re-modelling of the Benares Cantonment station, which were in progress on the 31st March 1899, are nearing completion. The section (metre gauge) from Benares Cantonment to the Benares City station (within the Oudh and Rohilkhand State railway boundary) of the Bengal and North-Western railway, a distance of 1.81 miles, was opened for traffic on the 5th April 1899. Works in connection with the re-modelling and extending of the Lucknow (Charbagh) yard are in progress, and will, it is anticipated, be finished during 1901.

During the year, 17.12 miles of the line were relaid with 75lb. steel rails, 72,106 broken cast-iron pot sleepers of the old pattern were replaced by cast-iron pots and plates of the new pattern (Walton's pots and plates), and 13,205 of Walton's cast-iron pots and plates have been laid in during the work of re-spacing. Up to the 31st March 1900, 243.17 miles of line were fully ballasted with either kunkur, stone or shingle. This is exclusive of 187 miles of main line between Lucknow and Benares (the Rae-Bareilly-Benares chord) which are fully ballasted with kunkur. The progress in the renewal or strengthening of weak girders up to the same date was: 118 spans of 9 feet, 342 of 10 feet, 170 of 15 feet, 61 of 20 feet, 98 of 30 feet, 1 of 31 feet, 28 of 40 feet, 84 of 60 feet, and 10 of 66 feet, renewed; and 4 spans of 10 feet, 43 of 15 feet, 74 of 30 feet, 2 of 60 feet, and 8 of 66½ feet, duplicated. Of these, 6 spans of 60 feet were renewed and 8 spans of 66½ feet duplicated during the year.

The railway on either side of the Ganges bridge has been practically completed, with the exception of ballasting which will not be undertaken till after the rains. All the larger bridges have been completed, except the Ganges bridge (11 spans of 200 feet), for which the girders have not yet arrived.

The section from Moradabad to Gajroula (34 miles) was opened for traffic on the 1st April 1900 and the remainder of the line, including the bridge, it is expected, will be opened about the 1st November 1900.

Hardwar-Dehra railway (standard gauge).

13. Work was in progress throughout the year on the Hardwar-Dehra railway, 32·05 miles in length, except for about two months when rain and sickness compelled work to be almost completely stopped. The line from Hardwar to Dehra was opened on the 1st March 1900 for all descriptions of traffic.

Eastern Bengal State railway system (standard, metre and special gauges).

Open line. 14. The particulars of re-laying with steel rails up to date are detailed below :

	Miles.	Miles.
Total length re-laid on the Eastern and Southern sections . . . . .	.	140·85
Total length re-laid on the North-ern section	{ With 50 lb. rails	177·91
	{ „ 41½ lb. „	20·76
		198·67

The works detailed in the last report have all been completed, with the exception of the following which are still in progress : strengthening the bridges from Kidderpore to Dámukdia, and Porádaha to Goalundo ; block stations between Calcutta and Canal Junction, and between Dum-Dum Junction and Belghuriah ; additions and alterations to the general offices at Sealdah ; and crossing stations between Gopálpur and Málánchi, and between Nattore and Madhnagar.

Arrangements have been made for re-placing the wooden posts of the existing wire fencing for 45 miles on the Eastern section by iron ones during the year 1900-01. An estimate was sanctioned for fitting tablet instruments for trial in connection with single line working. A siding is being laid to the Gordon mills at Kánkinára, and the siding of the Union Jute mills is being extended outside and inside the mill premises at Beliagháta.

Besides provision of additional sidings and additions and alterations to station buildings and staff quarters at several stations, the following works, sanctioned during the year, amongst many others, have been completed : protecting the river bank at Kooshtea ; constructing a school building at Saidpur and a permanent station building at Salmari. Seventeen stations are being fitted with List and Morse' interlocking apparatus.

Rajbari-Faridpur branch. The remaining portion, 7·43 miles, of the Faridpur branch line was opened to traffic on the 9th April 1899.

Teesta bridge. Good progress has been made with the work on the Teesta bridge. All the foundations and superstructure of piers and abutments will, it is expected, be completed shortly. Four spans of girders have already been erected, and the remaining ten spans will probably be up by the end of July.

Mogalhat-Dhubri extension. The construction of the Mogalhat-Dhubri extension, 38·83 miles, was started last cold weather. In connection with this extension, sanction has also been given for the conversion of the 2' 6" gauge line, 12·23 miles, from Teesta to Mogalhat to the metre-gauge.

Brahmaputra-Sultanpur railway (metre gauge).

15. Of this railway, 24½ miles from Santahar to Bogra were opened to traffic on the 1st April 1899, and the section from Bogra to Khariabada, 22 miles in length, on the 5th April 1900 ; the rest will probably be ready for opening about June next.

Mymensingh-Jamálpur-Jagannathganj railway (metre gauge).

16. The remaining portion of this railway, from Singhjani to Jagannathganj, 20·30 miles in length, was opened for goods traffic *viá* Náráyanganj on the 15th October, and *viá* Jagannathganj on the 22nd October 1899 ; and for coaching traffic on the 1st December 1899.

Cooch Behar railway (2' 6" gauge).

17. The permanent bridge over the Torsa river could not be completed during the year owing to the difficulties experienced in removing the debris of piles and scaffolding wrecked by a sudden rise in the river. It is expected that the bridge will be opened shortly.

Torsa bridge.

The native state section, from Cooch Behar to Alipur Duar, was, as stated in the last report, opened to traffic on the 15th April 1899. Of the British section, the line between Alipur Duar and Raja Bhat Khawa was opened to traffic on the 5th April 1900; the remaining length will probably be ready for opening at an early date.

East Coast State railway, including Besivada-Madras section (standard gauge).

18. The construction of a new engine shed with sidings and a triangle at Sitanagaram was completed in October 1899. An artesian tube well, 8½" diameter, was sunk 205 feet at Cocanada Port, and successfully completed in December 1899. A similar tube well is being sunk at Ellore. Watering arrangements at Gudur and Bitragunta and goods sheds at Singaráyakonda and Ongole have been completed.

Open line.

A branch on the 5 feet 6 inches gauge from Naupada station to the Government Salt pans, 2.61 miles in length, was sanctioned during the year. It will probably be completed at an early date.

Branch from Naupada to the Government Salt pans.

Both abutments and all piers of this bridge with the exception of Nos. 3 and 4 are complete, these two will be finished shortly. Out of 58 spans of 150-foot girders, 44 have been received; of these, 39 have been erected on the piers and the remaining 5 are nearly ready for lifting. Work is now delayed for want of the remaining 12 spans, 5 of which are expected shortly, and further progress is dependent upon their arrival.

Godavari bridge.

Great Indian Peninsula railway system (standard gauge).

19. The work of renewing the girders (3 spans of 112 feet) of the Ehegaon viaduct was continued; operations on the up road have now been completed and the down road is about to be taken in hand. The new station at Thána has been completed. Work on the proposed new station at Dádar is still in abeyance pending the settlement of the question of the removal of the Velhar water main. The junction arrangements at Manmád station in connection with the Hyderabad-Gódvári Valley railway are almost complete. The renewal of five out of ten spans of 60-foot girders of the Warren type with plate girders of the Government standard type has been completed.

Open line.

The work of constructing the branch line from Jalgaon to Amalner has been in progress throughout the year. With the exception of the bridge over the Girna river (nine spans of 175 feet), the line has been completed. The rails were laid as far as Dharangaon station (mile 19) by the end of January, and this portion of the line was opened for goods traffic on the 20th February 1900, a temporary diversion being made across the Girna river.

Amalner-Jalgaon branch, 34.28 miles.

Work on the construction of the Cháligaoon-Dhulia branch line has been in active progress during the year. The Girna bridge (thirteen spans of 100 feet) is practically complete and all work beyond the Girna river is finished, except plate-laying and erection of girders at the various bridges.

Cháligaoon-Dhulia branch, 34.84 miles.

Bombay, Baroda and Central India railway (standard gauge).

20. The work of renewal of Warren girders with steel plate girders has been completed. With the exception of the transshipping arrangements at Vishvámítri, which is still in hand, all the works said to be in progress in the last year's report have also been completed.

Open line.

A groyne 550 feet at top and 700 feet at bottom from the centre line of railway was thrown up at the south abutment of the Nerbudda bridge, the scour hole near pier No. 23 was filled up and the piers were protected with rubble pitching before the rains set in. A new station between Dádar and Máhim was completed and opened for traffic in January 1900.

During the year, the following additional important works were put in hand, *viz.*, extension of the locomotive shops at Parel; renewal and duplication of minor girders; extension of abutment groyne, 200 feet, at the Nerbudda; and also an oblique spur into the river from the left bank about a mile upstream.

The lengths between Kim and Anklesvar (16·16 miles) and Broach and Miyágám (25·42 miles) were opened for traffic on the 11th December 1899 and the 15th October 1899, respectively; the portion remaining between Anklesvar and Broach, though nearly completed, cannot be opened for traffic on account of its exclusive use for stone trains for the Nerbudda works. On the portion, 80 miles, between Dáhánu and Sachin, good progress is being made. The length between Dáhánu and Gholvad (7 miles) is complete and about to be opened for traffic. Work on the remaining length is well in hand.

Tápti Valley railway (standard gauge).

21. The remaining length of this railway, from Vyára to Amalner, 119·86 miles in length, was completed during the year, and opened for public traffic by sections on the following dates, *viz.*, from Vyára to Chinchpáda on the 10th July 1899; from Chinchpáda to Nandurbar on the 8th October 1899; from Nandurbar to Dondaiche on the 11th November 1899; and from Dondaiche to Amalner on the 15th March 1900.

Petlád-Cambay railway (standard gauge).

22. During the year, sanction was given to the construction, through the agency of the Bombay, Baroda and Central India Railway Company, of this railway, a length of 20·75 miles and an extension of the Anand-Petlád railway, at the cost of the Baroda and Cambay Durbars. Till the end of the year only the earthwork on the line had been undertaken as a famine relief work. The regular construction of the line is being now put in hand.

Rajputana-Malwa railway (metre gauge).

23. Arrangements for procuring a supply of water for the railway from the Budha-Pushkar lake, some 7 miles west of Ajmer, were completed in January 1900. The following works were also completed during the year: works at Ujjain to admit of entry of the Bhopal-Ujjain and Nágdá-Ujjain railways; additional siding accommodation in the Collectorganj goods yard, Cawnpore; wire fencing for 47 miles of line; and re-laying 68 miles with 50lb. steel rails.

The principal works in progress are: extra accommodation at Anwarganj; widening the cutting between the brewery and Budha Shah's tomb at Delhi; constructing water reservoirs for gangmen on the Rewári-Ferozepore railway; and fencing 15 miles of line.

The conversion of the metre gauge line from Ferozepore to Kot Kapura to the standard gauge and the construction of a standard gauge line from Kot Kapura to Bhátinda, mentioned in the last year's report, was completed and the line opened for through traffic on the 15th June 1899. A few works of minor importance remain to be finished on the latter length.

Vijapur-Kálol railway (metre gauge).

24. The construction of this railway, from Kálol station on the Rajputana-Malwa railway to the town of Vijapur, a length of 29·60 miles, by the Bombay, Baroda and Central India Railway Company on behalf of the Baroda Durbar, was

sanctioned during the year. Work was, till the end of the year, limited to the throwing up of earthwork for purposes of famine relief.

Rajpipla railway (2' 6" gauge).

25. The remaining portion of the second section of this railway from Umalla to Nándod, 13·39 miles, was opened for passenger traffic on the 13th November 1899.

Madras railway, including the Kolar Gold-fields railway (standard gauge).

26. The grouping of points at Nandalúr has been completed. The alterations and additions at Bangalore City station are nearly complete. The work of interlocking the points and signals at Nagari has been completed. The re-modelling of station yards at Reddipalle and Rázampéta has been finished; at Múlánúr, Gooty, Timmanacherla, Adoni and Kósgí, similar work is in progress. The strengthening of the Tungabhadra bridge (53 spans of 64 feet) is in progress. The extension from Ráyapuram to the beach, 0·84 mile, was completed and the line opened for traffic on the 15th January 1900. The re-alignment of the Kolar Gold-fields railway is in progress, and about half of the work has been finished.

The Walajah Road-Ranipet branch, 4·17 miles, was, as reported last year, opened for traffic on the 17th April 1899.

The earthwork on the first 48 miles from Calicut to Tellicherry is practically fit for ballast and platelaying. With one exception the minor bridges from mile 0 to mile 25 are complete; between mile 26 and Mahé they have just been begun. The Korapsya bridge, 13 spans of 60 feet, has all its wells down except two. The wells of the Murat bridge, 6 spans of 60 feet, are all finished. The Mahé bridge, 5 spans of 60 feet, is in hand. The line will probably be completed by December 1901.

Nílgeri railway (metre gauge).

27. This line, 16·20 miles long, was re-opened for public traffic on the 15th June 1899. The works necessary to repair the line and as far as possible prevent the recurrence of slips have been completed.

Shoranur-Cochin railway (metre gauge).

28. The construction of this line, 65 miles in length, was sanctioned in February 1899. Good progress has been made with the earthwork between Shoranur and Trichur; between Trichur and Shelakudi work has been commenced. The line will probably be opened at the end of 1901.

The Nizam's Guaranteed State railway (standard gauge).

29. The construction of the new station at Begampet has been completed. In connection with the replacement of Warren girders by plate girders, the last of the nine bridges, viz., Kundanully, is in hand and will be completed in a few weeks.

Hyderabad-Góddvári Valley railway (metre gauge).

30. On the northern section, a length of 154·23 miles from Manmád to Sailu was opened to public traffic on the 7th December 1899. Platelaying beyond Sailu is being pushed on and on the 31st March 1900, the rail-head was at mile 178½. Platelaying on the southern section was completed up to mile 142½ on the 31st March 1900; the bridge over the Góddvári river, 21 spans of 60-foot girders, was completed in February 1900. The section from Secunderabad to Basar, 117·84 miles, will shortly be opened for passenger traffic. It is expected that the portion between Basar on the southern section and Sailu on the northern section will be completed by the end of July 1900.

Bengal and North-Western railway system (metre gauge).

31. The Revelganj-Manjhi Ghát extension, $3\frac{3}{4}$ miles, which was opened for traffic on the 15th March 1899, was closed from the 19th July to the 28th September 1899 in consequence of the bank being soft.

Company's section.
The temporary bridge over the Gogra river at Turtipur, which was removed during the rains, was again completed and opened for traffic on the 9th February 1900. The sinking of two caissons and three open well curbs for the permanent bridge, 18 spans of 200 feet, has been started.

Ganges-Gogra-Doab lines.
The last section of the Ganges-Gogra Doab lines between Ballia and Chand-deara Ghát, 28 miles in length, was opened for passenger traffic on the 12th May 1899, but it was closed on the 15th June 1899 owing to banks not having completely settled. It was again opened on the 12th November 1899 as far as mile $42\frac{3}{4}$, where a temporary ghát station was built. From mile $42\frac{3}{4}$ the line was continued across the river bed for about 4 miles to a point opposite Revelganj Ghát and was opened for all traffic on the 26th December 1899.

Of the important bridges on the Benares division, which were last reported as being under construction, those over the Gangi (Ghazipur branch), Gangi (main line), Mangai and Bhainsahi were completed and opened for traffic on the 12th June 1899, and the Besu, Udanti and Burna were completed and opened on the 31st July 1899. Work on the Gumti bridge, 13 spans of 100 feet, is still in progress; it is expected to be finished at an early date. All station buildings on this division were finished with the exception of Benares City station, which is expected to be completed shortly.

The bridging on the Ballia division has practically been completed. The station offices and quarters are all under construction and about half of them have been completed. The remainder will be completed before the monsoon. Ballasting is complete from mile 68 to 75 and collection is in hand wherever kunkur is obtainable.

Tirhoot section.
The raising of the main line bank between mile $7\frac{1}{2}$ and 8 has been completed and trains are running over the raised bank in which two new bridges have been provided. To protect the open line against damage by such heavy floods as occurred in September 1898, several new bridges are under construction on the Hajepore-Bettiah section, in addition to the raising of the formation where the floods over-topped the formation level and did heavy damages to the line. The raising of the formation level has entailed the raising of all existing bridges in addition to providing new ones. Junction arrangements have been made at Hajepore and Bachhwara in connection with the Hajepore-Begumsarai line and at Barauni for the Barauni-Katihár extension. The dry weather ghát of 1898-99 at Semaria was found unworkable owing to the formation of sand banks in front of the station; the line had, therefore, to be extended to Nepania Ghát, where sufficient water is available for crossing passenger and goods steamers. The relaying of 20 miles with new 50 lb rails has made good progress and 17 miles were completed during the year; the remaining 3 miles will be carried out during 1900-01.

Hajepore-Katihar extension.
On the Hajepore division, 44.25 miles, with the exception of the high banks in the Swazangpur and Alanpur *jheel*, where the country was till recently submerged, the banks are practically complete and have been well and neatly finished off. In the Swazangpur *jheel*, the land has been drying up fast, and work has been commenced in the dry portion and will extend as the water is got rid of. At the Alanpur *jheel*, a cut has been made about a mile long to drain the *jheel* into the Byah river; this has been working efficiently and the depth of water in the *jheel* has been reduced by 2 feet. The wells for the Byah river bridge, 3 spans of 60 feet, were being placed in position at the end of the year and the work will now be vigorously pushed on. Permanent-way has been laid throughout and the entire division from Hajepore to Bachhwara opened for goods traffic from the 1st April 1900.

On the Mansi division, 91 miles in length, a portion between Barauni Junction and Thanah Bihpur, a distance of 66.17 miles, and the Monghyr Ghát branch, 4 miles long, were opened for traffic of all kinds on the 1st March 1900, and 3 miles of temporary line on the Monghyr Ghát branch leading to the ghát were also

opened on the same date. Between Thanah Bihpur and Naugachia, 10 miles long, the banks are well in hand and the work is being pushed forward to allow the plate-laying to be done. It is hoped that work on the Bhágalpur branch will soon be started. Well sinking at all the wells of the piers, except one, of the Bur Gundak bridge, 7 spans of 100 feet, is in progress. Endeavours are being made to get the bridge completed before the rains. Erection of station buildings has made good progress.

On the Kosi bridge division, 35 miles in length, the earthwork between Naugachia and Kosi, 10 miles, has been nearly finished. Between Kosi and Katihár, 20 miles, a great part of the bank has been finished, and it is hoped the whole of it will be finished before the rains set in. Four piers for the Kosi bridge, 15 spans of 200 feet, have been finished. The wells of other four piers have been sunk to the full depth of 95 feet below low water level and are being filled up with concrete. The sinking of the wells of other four piers is in progress. A good temporary bridge has been erected over the river to allow of the materials for the piers being delivered at site by material trains. The Pírpainti tramway, 12 miles long, is now working. Work on the other bridges on this division is in progress. The station offices and quarters for the staff are under erection.

Segoolie-Razawl railway (metre gauge).

32. This line was closed during the rains owing to the breaches and damage to bridges done by the floods of September 1898. The line was re-opened for traffic on diversions on the 23rd October 1899.

Southern Mahratta railway system (metre gauge.)

33. The works connected with the completion of the locomotive workshops at Hubli are now in a forward state. Additional waiting and retiring accommodation for European passengers at Guntakal Junction is practically completed. A refreshment room for natives has also been provided at this station. Improvements to waterways between miles 278/12-18 and 286/11-12, Bellary-Kistna railway, are practically complete. The metre gauge sidings in connection with the goods transshipping arrangements at Tadépalli have all been laid. At Ghorpuri, the additional staff quarters for the locomotive running staff are well in hand. The institute has been completed.

A special staff is still employed in connection with the improvement of bridges on the old Mysore line (Gubbi to Mysore). The new station building at Mysore has almost been completed, and the remodelling of the yard and the additional staff quarters at this station are complete.

Birur-Shimoga railway (metre gauge).

34. Works were completed during the year and the line, 37.97 miles in length, was opened for public traffic on the 1st December 1899.

South Indian railway (metre gauge).

35. The alterations necessary to make Gudur a joint station with the East Coast State railway have been completed. The important works in progress are the re-modelling of the Tanjore Junction station and the construction of a goods station on the Madras beach for through communication with the East Coast State railway.

The Negapatam-Nagore extension, 4.49 miles in length, was opened for traffic on the 1st December 1899.

The under-noted branches and sidings were also opened for public traffic on the dates specified against each :

Short extensions.

Beach extension of the South Indian railway, to Joint Beach station, 0·19 mile	. . . . .	15th January 1900.
Tuticorin foreshore siding, 0·27 mile	. . . . .	7th August 1899.
Tuticorin salt siding, 2·15 miles	. . . . .	12th November 1899.
Cuddalore wharf siding, 1·51 miles	. . . . .	7th August 1899.

This line is intended to connect Tinnevely in British territory with Quilon in Tinnevely-Quilon (Travan- Cochin territory. The line is divided into three divisions; core) branch, 103·33 miles. the first is 48 miles in length, the second or ghat division, 24 miles and the third, 31 miles. Construction work on the first division has been restricted to the first 12 miles. Good progress has been made on earthwork and a large quantity of material has been collected at the site of the five major bridges. Arrangements are being made to start construction work on the second division and tunnelling plant has been ordered. No work was done during the year on the third division. The line may possibly be completed by the end of 1903.

This ninety-three mile length does not include the Sivaganga branch. Land for the construction of the Pamban branch has been marked out and is being taken up. Earthwork is in hand and stone is being quarried for the bridges. It is expected that the line may be completed by the end of 1901.

Assam-Bengal railway (metre gauge).

36. The length of the Assam-Bengal railway is 735·76 miles, of which 414·45 miles had been opened to traffic by the end of March 1899. The only additional lengths opened during the year were 17·21 miles from Badarpur to Damchhara on the 23rd April 1899 and 3·10 miles from old Lumding station to new Lumding station on the 20th February 1900, the former for goods traffic only. So the total length of the Assam-Bengal railway open at the end of March 1900 was 435·45 miles, leaving 300·31 miles to be completed.

Section I, which extends from Chittagong to Badarpur with branches from Láksám to Chandpur and Badarpur to Silchar, is now entirely open to goods and passenger traffic.

The 360-foot jetty at Chittagong was completed and opened for traffic. The head office buildings, the Chittagong station buildings and the Agent's bungalow were completed, and the head-quarters of the railway established in Chittagong on the 1st November 1899. The ballasting of the line, which is the only important work remaining to be completed on this section, has also been taken in hand, and fencing and completion of station staff quarters are in progress.

This section extends from Badarpur to Lumding. Good progress was made with the work in this section, but a very heavy rainfall greatly retarded work under all heads. The whole of the earthwork on the 8th division. 80 per cent. on the 9th, 70 per cent. on the 10th and 93 per cent. on the 11th division have been completed. The tunnels on the 8th division are complete, and as good progress as could be expected in such an unusually wet season has been made on the 9th, 10th and 11th divisions. Good progress has been made on the major and minor bridges on all the divisions and those on the 8th and 11th divisions were completed during the year. On the 8th division, the work on station buildings and staff quarters is in hand, but nothing has yet been done on the other divisions under these heads. The rails are laid for 30½ miles from Badarpur northwards and for 27 miles southwards from Lumding. This section, it is expected, will be opened for traffic by the 31st December 1902.

This section extends from Lumding to Tinsukia, the junction with the Dibru-Sadiya railway, with a branch from Lumding to Gauhati. The work from Gauhati to Lumding is complete, and the line is open for traffic. On the 15th division, good progress has been made with the earthwork, and some of the major bridges have been commenced. The 16th and 17th divisions are approaching completion, earthwork and bridging having been practically completed; stations and buildings and staff quarters are in hand and nearly completed. The rails are laid from Titábar for 41 miles northwards

and for 50 miles southwards. The commencement of work on the 18th division has been sanctioned, but owing to want of funds could not be taken in hand. The probable date of opening of the 15th, 16th and 17th divisions is the 1st January 1901, and of the completion of section III, the 31st December 1901.

Burma railways (metre gauge).

37. Two miles of line on the Meiktila branch and one mile on the Prome section were relaid with 50 lb. steel rails. The bridge over the Minbla Chounp, 2 spans of 20 feet and one of 40 feet, at mile 92-9 of the Prome section, was damaged by a jam of logs and is being rebuilt with one span of 100-foot girder. Damages to some other bridges are also being repaired.

Open line. All works on the Mogaung-Myitkyina section have been completed with the exception of a small quantity of ballasting.

Mogaung-Myitkyina section of the Mu Valley extension. Work on this branch, 71 miles in length, was greatly delayed by floods in the Mu river, but was resumed with vigour. The Mu bridge and the linking to Alón has been completed, and the branch was opened for public traffic on the 15th April 1900.

Sagaing-Alón branch. This branch, 57-21 miles, was opened for traffic on the 15th November 1899.

Meiktila-Myingyan branch. All works thereon have been completed except ballasting and watering arrangements beyond Meiktila; the former is in progress.

On this extension, formation and bridging were completed as far as Thibaw, with the exception of the Gokteik bridge and approaches, and those between Thibaw and Lashio were about $\frac{2}{3}$ ths finished. The final alignment of the Gokteik bridge approaches was decided on in July 1899, and work was started thereon at once. During the months from July 1899 to March 1900, 792 feet of tunnel heading and 11,619 cubic feet of opening out was completed, and good progress was made with the earthwork on the approaches. The erection of the Gokteik viaduct was begun in December and by the end of the year eight trestles (four towers) were erected. Rail-laying reached the Gokteik gorge in October. Labour has been fairly plentiful and only 300 Mekkran coolies for tunnel work were imported from India. The length from Sedaw to Maymyo, mile 39, was opened for traffic on the 1st April 1900 and it is proposed to open the line up to Nawngkio, mile 73, shortly. The opening to Maymyo has been unduly delayed by an abnormally wet season, culminating in a heavy flood in November, which did a great deal of damage to formation and bridging.

Bengal Dooars railway (metre gauge).

Western extension.—Dam Dim to Bagrakote, 6-76 miles.

Eastern extension.—Mal Junction to Madarihah, 44 miles.

38. The western extension and a section of the eastern extension, viz., from Mal Junction to Chalsa, are likely to be opened for traffic during 1900.

On the southern extension, the length from Barnes Ghât Junction to Baura, 28 miles, will, it is expected, be opened for goods traffic shortly. The rails should be laid throughout during 1900.

Southern extension.—Barnes Ghât Junction to Lalmanirhat, 65-80 miles.

Dibru-Sadiya railway (metre gauge).

39. The construction of the Dehing bridge is in hand.

Jodhpur-Bikaner railway system (metre gauge)

40. The construction of the Suratgarh-Bhatinda section, 88 miles in length, of this extension was sanctioned during the year. Earthwork on the entire length under construction has been nearly completed and rails have been laid on the first 20 miles from Dulmera.

Dulmera (Kheri)-Bhatinda section of the Bikaner-Bhatinda extension, 160 miles.

The Bálotra-Bármer section of this railway, 60 miles in length, was opened for Shadipalli-Balotra railway, traffic on the 15th May 1899. Plate-laying on the (native state section), 135 miles. remaining portion has been completed and ballasting is in progress. This portion will probably be ready for opening by the 1st July 1900.

This siding, 9½ miles in length, which extends from Gigasar to the Palana coal-fields and the construction of which was sanctioned in January 1899, was opened for goods traffic on the 26th June 1899.

Palana coal-siding.

Hyderabad-Shadipalli-Bálotra railway, British section (metre gauge).

41. The work of converting the existing standard gauge section from Hyderabad to Shadipalli to the metre gauge is in abeyance at present.

On the Shadipalli-Jodhpur frontier section, a distance of 69·05 miles, earthwork and bridging have been completed, station works and buildings are well advanced, rails have been laid for 53 miles and further plate-laying is in progress. This section is also expected to be opened for traffic in July 1900, when through communication between the native state and British sections of the line from Shadipalli to Bálotra will be effected.

Udaipur-Chitor railway (metre gauge).

42. The extension, 6·14 miles in length, from Dehari to the new terminal station, which has been called Udaipur, was opened for traffic on the 25th August 1899.

Jaipur railway (metre gauge).

43. This railway, 72·85 miles in length, from Sanganer to Siwai Mádhapur, is approaching completion as regards earthwork, bridgework, ballast collection and stations and buildings; the first 40 miles are already complete in these respects. The most important work on the line, the Banás bridge at mile 51 consisting of 30 spans of 60-foot girders, with a maximum height of 65 feet above the bed of the river, is about half-finished. The completion of the line only awaits the receipt of permanent-way materials and girders.

Cherra-Companyganj State railway (2' 6" gauge).

44. The railway as it existed during the cold weather of 1898-99 was seriously damaged by a heavy flood of the Therria (Dholoi and Dhubri) river on the 27th March 1899 which carried away about ¼ mile of the temporary siding from Therria to the Komorrah quarries, the trestle bridge over the Therria river and about 3½ miles of the temporary bank between Therria and the site of the old station at Bholáganj. The rest of the line, which is above high flood level, was but little damaged. No attempt was made to re-open the line until the rains had ceased. Repairs were taken in hand in October 1899, and goods traffic was resumed on the 3rd January 1900. Owing to the damage done to the permanent-way during the floods above referred to and to the nature of the banks between Therria and Bholáganj, the line was in a very bad state and was again damaged by floods and closed for traffic from the 25th March 1900.

The site of the old station at Bholáganj is now buried under sand to a depth of from 3' to 4'; it was under water during the greater part of the monsoon of 1899 and has now been entirely abandoned.

Darjeeling-Himalayan railway (2' 0" gauge).

45. The severe damages occasioned by the cyclone of the 25th and 26th September 1899, which extended from the 25th mile to Darjeeling, have been repaired.

Bársi Light railway (2' 6" gauge).

46. Construction is in progress on the Tadwalla extension, which was authorised by Government, on the 20th December 1899. The work has been begun for

famine relief purposes and considerable progress has been made. The total length of the extension from Bársi town to Tadwalla, a village on the Hyderabad frontier, is 26.70 miles. There are about 3 miles of ghat line where the gradient will be 1 in 50. Tadwalla is about 500 feet above Bársi.

Texpore-Bálipárá railway (2' 6" gauge).

47. A new permanent station building at Texpore is being erected and, it is expected, will be finished by the 31st July 1900.

Morvi railway (2' 6" gauge).

48. Orders for the conversion of the Wadhván-Rájkot section of this railway from the 2' 6" to the metre gauge were issued in December 1899, and work was commenced in the same month, as it was to be utilized for famine relief purposes so far as practicable. The portion from Wadhván to Dolia is to run over a new alignment *viá* Sayla, about 25 miles in length, and the present 2' 6" gauge line along the public road is to be removed. The widening of banks of the portion to be converted is nearly complete and that of cuttings is well in hand. The banks and cuttings of the new alignment *viá* Sayla are also nearly finished.

Parlakimedi Light railway (2' 6" gauge).

49. The line, 25 miles in length, which has been built under the Tramways Act at the expense of the Rajah of Parlakimedi, connects Parlakimedi with Naupada on the East Coast State railway. The line is practically ready for opening for traffic.

CHAPTER III.

Lines under survey or projected.

The following paragraphs furnish brief particulars of the surveys carried out during the official year ending with the 31st March 1900, and various other projects put forward :

East Indian railway (standard gauge).

2. The chord, an alternative scheme to quadrupling the main line, as finally located, starts from Lillooah station and is 53.70 miles in length. The estimates, with the exception of permanent-way and ballast, have been made out for a double line. The estimated cost of the line is expected to be about Rs. 56,33,565 or Rs. 1,04,908 per mile, excluding rolling-stock. The Tarkessur railway is crossed at mile 16 $\frac{3}{8}$ and the Bengal Provincial railway at mile 26 $\frac{7}{8}$.

Burdwan-Howrah chord. The survey of the Barun-Daltonganj line beyond mile 69, with a view to determine the best alignment to serve the coal-fields, is now being proceeded with. The project, it is expected, will be submitted by the end of July 1900.

Barun-Daltonganj railway extension survey. For the purpose of estimates and reports, the project for this line has been divided into three sections, viz., *plains section*—from Gya (mile 0) to the foot of the hills (mile 25 $\frac{1}{4}$); *hill section*—from the foot of the hills (mile 25 $\frac{1}{4}$) to the edge of the plateau (mile 38 $\frac{1}{2}$); and *plateau section*—from mile 38 $\frac{1}{2}$ to Kátrágarh (mile 108 $\frac{1}{2}$).

Gya-Kátrágarh survey. The steepest grade is 1 in 150 and the sharpest curve 2,000 feet radius. A general reconnaissance of the hill and plateau sections was made in 1898-99 and a regular survey is now in hand. It is expected that plans and estimates for all the sections will be completed and submitted in August 1900.

Sonthal railway (standard gauge).

3. The survey of the section of this project from Chakram to Hasdia, 18 miles in length, which was referred to in the last report, has been completed, and reports and estimates have been submitted.

Bengal Central railway (standard gauge).

4. The project for the Bongong-Kotchandpur railway is referred to in the previous report, and there is not much more to add than that some further information and a detailed estimate of the cost of this proposed two-foot gauge feeder railway have been received. This estimate shows the length of the line to be 32.41 miles, and the probable cost Rs. 11,01,600, including rolling-stock.

Bongong-Kotchandpur railway survey. This survey, referred to in the last report, was completed during the year. The total length of the line from the proposed Muxoodpore station is 15.35 miles, and the cost of the line works out to Rs. 8,60,160 or Rs. 56,036 per mile. There are no engineering difficulties and the country is flat throughout.

Muxoodpore-Majeegati railway survey. The survey was sanctioned in February 1899 and field operations were started by the end of May 1899. The line, which will be on the standard gauge, starts from the Madhyamgram station on the Bengal Central railway, 11 $\frac{1}{2}$ miles from Sealdah. The project estimates received provide for the following, viz. :

Main line from Madhyamgram to Taki	33.69 miles.
Branch from Sibchandrapore to Baduria	4.18 „
Total	37.87 „

The country through which the line passes is rich and fertile and presents no engineering difficulties.

Bengal-Nagpur railway (standard gauge).

5. The project for the line from Midnapore to Bujudih, 114.39 miles in length, has been sanctioned, but commencement of work has not yet been authorised.

The detailed reports and estimates of the cost of this project, referred to in the last report, have been received. The project comprises four sections, *vis.* :

	Miles.
(1) Main line from Gondia to Jabulpore	143.43
(2) Branch from Neinpur to Mandla	21.75
(3) Branch from Neinpur to S. osi	47.18
(4) Branch from Seoni to Chindwara	40.36
Total	252.67

The total cost of the line on the 2' 6" gauge with the branches is estimated at Ra. 81,33,000, being at the average rate of Ra. 32,182 per mile, including rolling-stock. The railway would run through a very heavy country which is in parts mountainous and much cut up. Several rivers of considerable size would also have to be crossed by the railway. The steepest gradient on the line is 1 in 80 and the sharpest curve has a radius of 238 feet. The earthwork on the railway has been started for famine relief purposes.

During 1898-99 it was thought advisable to obtain further information about this survey, and three parties were sent out to locate the alignment from Chitterpur (on the proposed Palamow-Ramgarh extension) to Ranchi, Lohardugga and Palkot. The whole length was divided as follows :

	Miles.
I.—Chitterpur to Ranchi	38½
II.—Ranchi to Lohardugga	4½
III.—Lohardugga to Palkot	44½

The parties completed their field-work and returned to Nagpur at the beginning of April 1899. The project reports and estimates have not yet been received.

Indian Midland railway (standard gauge).

6. The survey for a light railway from Ait *via* Kunch and Jalaon, to a point on the Jamna river opposite Ooriya, a distance of about 38 miles, was sanctioned in September 1899. Estimates, together with the necessary plans and sections, are under preparation.

This survey, 19 miles in length, was also sanctioned in September 1899. The project is for a light railway on the standard gauge to connect Bari, with Dholpur, a station on the Scindia section of the Indian Midland railway. The survey of the line has been completed and the estimates are now in course of preparation.

North Western State railway (standard gauge).

7. The detailed projects for the Kohat-Bannu railway on both the standard and the 2' 6" gauges have been submitted. The total length of the line would be about 115.38 miles. This has been divided into two sections :

	Miles.
Khushálgarh-Kohat section	32.72
Kohat-Bannu section	82.66
Total	115.38

It is proposed that the bridge over the river Indus at Khushálgarh should consist of two girder spans of 201½ and 469 feet, respectively, between bearing centres. The grades on this route are 1 in 83 compensated for curvature.

In addition to the above 115.38 miles of line, the following alternative routes, aggregating 157.36 miles, were also surveyed :

	Miles.
Jand <i>via</i> Koond and Gurzai to Kohat	43.61
Khushálgarh <i>via</i> Kamalkhel and Lachi to Bannu	99.22
Kamalkhel-Kohat branch	14.53

These, however, did not give as satisfactory results as were anticipated.

A reconnaissance, 58·12 miles in length, from Kobat to Thal up the Meeranzai valley was also undertaken and the information obtained indicates that a light railway is practicable along this route.

The survey of a line on the standard gauge, in the Jech Doab, which is to take off from Malakwál station on the Sind-Sagar railway and join the Wazirabad-Khánawal railway, is in hand.

A re-survey for a railway line from Amritsar to Tarn Taran and Sarhali, a distance of 26½ miles, on the standard gauge, was started in October 1899, and has been completed. The project estimate is in hand and will shortly be submitted.

A rough survey for a railway on the 2' 6" gauge from Lárkhána to Shah-dádpur *viá* Kambar, a distance of 32 miles, was started in November 1899, and has been completed.

Oudh and Rohilkhand State railway (standard gauge).

8. A survey for an extension of the Oudh and Rohilkhand State railway from Bareilly Junction station into Bareilly city is in progress.

Allahabad-Fyzabad and Allahabad-Jaunpur railway surveys (standard gauge).

9. The orders for the survey of this line, including the investigation of a site for a bridge over the Ganges at Allahabad, were issued in September 1899.

The line runs from Allahabad northwards into Partabgarh station on the Lucknow Rae-Bareli-Benares chord of the Oudh and Rohilkhand State railway at mile 36·39, whence it follows the Oudh and Rohilkhand State railway rails to Sultanpur Road station, a distance of 2·44 miles, using the existing bridge of 4 spans of 100-foot girders over the Sai river. From Sultanpur Road station the line runs direct to Fyzabad passing Sultanpur at mile 58·19.

The total length of the line from Allahabad to Fyzabad is 97·11 miles. There is a first class metalled road between Allahabad and Fyzabad, the only unbridged river being the Ganges, where there are a fairly well-made road over the sand, a bridge of boats from October to June, and a ferry during the rains; the distance across the river on this route is about 1½ miles; the bridge of boats is 850 feet in length.

The final location and pegging out were completed in January 1900 and the estimates are now in hand.

The only works of importance are the bridge over the Ganges near Allahabad, and the Gumti bridge at Sultanpur. The former is estimated at 11 spans of 250-foot girders, with foundations on wells about 100 feet below low water, and piers about 60 feet high; the latter is estimated at 8 spans of 100-foot girders, foundations on wells about 40 feet below low water, and piers about 48 feet high; the Ganges bridge is being estimated for double line, but only one line of girders would be provided at first.

The orders for a preliminary survey for a line of railway from Allahabad *viá* Janghai station on the Lucknow-Rae Bareli-Benares chord to Jaunpur station on the Oudh and Rohilkhand State railway were given in January 1900. The country traversed by the line is flat and for the most part cultivated.

Eastern Bengal State railway system (standard, metre and special gauges).

10. The project for this scheme has been submitted to Government. In connection therewith three alternative lines have been investigated, *viz.* :

- (1) Duplicating the existing double line from Naihati to Sealdah.
- (2) A new direct line commencing about a mile north of Ballygunge station and joining the East Indian railway between Naihati and the Hooghly bridge.
- (3) Another new line starting at the same point and joining the East Indian railway at the same place as (2), but diverging west from it to avoid an artillery range.

This project has been completed and is ready for submission. The site for the terminus at Cossipore has been fixed and two alternative lines have been surveyed, *viz.* :

Dum-Dum-Cossipore rail-
way survey.

(1) From Santrapara, about $5\frac{1}{2}$ miles from Sealdah on the main line, to Cossipore, with a branch to Dum-Dum Cantonment station on the Bengal Central railway.

(2) From Dum-Dum Junction to Cossipore.

The former with its branch would be 4.04 miles in length and is estimated to cost Rs. 14,39,555. The latter is only 1.82 miles long and would cost about Rs. 13,20,646. The high cost is due to anticipated excessive value of land and compensation claims. The country passed through is flat consisting of enclosed gardens and private compounds. The sharpest curve proposed is 6° or 955 feet radius and the heaviest grade is 1 in 500.

In connection with the proposed Ránaghat-Ganges-Katihár railway, noticed in the last year's report, the following surveys were completed during the year :

Ranaghat-Ganges-Katihár
railway survey (standard and
metre gauges).

- (a) Ránaghat to Godagari on the north bank of the Ganges, including a bridge over the river Ganges.
- (b) Sakrigali Junction on the East Indian railway to Manihári station on the Behar section of the Eastern Bengal State railway (standard gauge).
- (c) Godagari to Ráyganj station on the Behar section of the Eastern Bengal State railway, with an alternative from Godagari to Dinagepore (metre gauge).
- (d) Godagari to Santahar (Sultanpur) station on the northern section of the Eastern Bengal State railway (metre gauge).

For a bridge over the Ganges, three crossings of the river have been investigated, the first being three miles below the junction of the rivers Ganges and Mahananda, and the second and third about $5\frac{1}{2}$ and $7\frac{1}{2}$ miles, respectively, below that junction. The lengths of the routes over the river Ganges are calculated along the upper bridge crossing. The distance from Ránaghat to the transshipping station at Godagari, north of the Ganges, would be about 100 miles. In the case of a wagon ferry being adopted, it might be found convenient to form a transshipping station at Lalgola on the south side of the Ganges. The distance from Ránaghat to Lalgola would be about 95 miles and the distance on to the edge of the river would probably vary from 3 to 4 miles.

No fresh survey was made for the metre gauge branch line from Malda to Katihár referred to in the last year's report; the old alignment of the survey of 1896-97 has been practically adhered to. The important rivers met with on the branch are the Kunkur and the Mahananda which it is proposed to cross by bridges of 5 spans of 150 feet, and 5 spans of 150 and 22 of 60 feet, respectively.

In November 1899, orders were issued for the following preliminary surveys in connection with the extensions of the Dacca-Mymensingh railway: (i) Sherpur *via* Netrakona to Kishoriganj; (ii) Netrakona to Mymensingh; and (iii) Dacca to a point on the Pudda river opposite Goalundo. Field-work was started in December 1899.

A reconnaissance survey for this line was started at the beginning of March 1900. The proposed line will commence at Bonarpara station on the Brahmaputra-Sultanpur railway at mile $52\frac{1}{2}$ from Santahar and extend in a northerly direction to Kaunia. The length will be about $43\frac{1}{2}$ miles.

Kaunta-Bonarpara recon-
naissance survey (metre
gauge).

East Coast State railway (standard gauge).

11. Results of the survey of this line, referred to in the last year's report, have been received. The project has been prepared for both the 5' 6" and 2' 6" gauges.

The proposed standard gauge line would be 48.60 miles in length, and is estimated to cost Rs. 23,53,300, being at the rate of Rs. 48,421 per mile exclusive of rolling stock. The ruling gradient on this gauge is 1 in 150, and the sharpest curve used is one of 5 degrees.

The line on the 2' 6" gauge, the alignment of which is the same as for the standard gauge except in two or three places where it turns to the right or left in order mainly to utilize existing road bridges, will be 49.08 miles in length and is estimated to cost Rs. 14,90,700, being at the rate of Rs. 30,373 per mile, including a provision of Rs. 4,326 for rolling-stock. The country to be traversed by the line is undulating and hilly, and is richly cultivated.

Berhampore-Russelkonda
survey.

Amráoti-Ellichpur Light railway survey (2' 6" gauge).

12. A reconnaissance survey and preliminary estimate for a 2' 6" gauge railway from Amráoti to Ellichpur (30.64 miles) was undertaken by the Great Indian Peninsula Railway Company for the Berar administration. The cost of the line is estimated at Rs. 7,92,953, or Rs. 25,879 per mile, including rolling-stock.

Khandwa-Akola-Basim railway survey (metre gauge).

13. Orders to commence this as a preliminary survey were issued in October 1899. Three survey parties started work the following November. An effective grade of 1 in 100 has been realized over the whole length, including the Satpura hills and up the Ajunta plateau. The estimated length of the line is about 160 miles. The work on the alignment crossing the Satpura range will be expensive, but the rest of the alignment is fairly easy. On the urgent requisition of the Chief Commissioner, Central Provinces, and Resident of Hyderabad, certain portions of the line were set out as a detailed survey to enable the civil officers to start earthwork for famine relief purposes.

Bombay, Baroda and Central India railway (standard gauge).

14. During the year under review, orders were issued for the re-survey and setting out of the following lines in order to enable the earthwork to be done for famine relief purposes :

Sábarmati-Dholka railway,	34 miles (metre gauge).
Nadiád-Kapadvanj railway,	28 " (5' 6" or 2' 6" gauge).
Nadiád-Petlád railway,	30 " (5' 6" gauge).
Miyágám-Sinor railway,	20 " (2' 6" gauge).
Bahadurpur-Songir railway,	10 " (2' 6" gauge).
Nándod temporary station to Nándod town,	2½ miles, (2' 6" gauge).
Kósambá-Velacha-Zankavao railway,	25 miles (2' 6" gauge).

The re-survey and setting out of the Sábarmati-Dholka railway has been completed and the earthwork is being done by the Famine department under the supervision of the Bombay, Baroda and Central India railway. The re-survey and setting out of the Nadiád-Kapadvanj railway have been completed and those of the Miyágám-Sinor railway are in progress. The re-survey of the Bahadurpur-Songir railway has been completed. The line from Nándod temporary station to Nándod town has been set out and earthwork is being done thereon by the Rajpipla state.

Orders have recently been issued for the survey of the Nadiád-Petlád railway and of the line from Kósambá to Zankavao *viá* Velacha in the Gaekwar's territory.

Madras railway (standard gauge).

Baliapatam-Mangalore railway survey (standard gauge).

15. A reconnaissance survey of a line from Baliapatam to Mangalore, 90 miles in length, was sanctioned in November 1899, and is in progress.

The project for a railway from Salem station to the foot of the ghát ascent to the Shevaroy hills, noticed in the last report, has been abandoned and a survey for a light railway from Salem eastward to the town of Atur, a distance of 36 miles, has been sanctioned and is in hand.

The survey for this line, 16 miles in length, was sanctioned in June 1899, and the field work has been completed by the Madras Railway Company.

The survey for a 2-foot gauge railway from Tirupattur to Krishnagiri, a distance of 25 miles, with an alternative line to Patchur, was sanctioned in April 1899. The field-work was commenced in October 1899 by the Madras Railway Company and completed in December 1899.

The survey from Yerragudipad, a station on the north-western branch of the Madras railway, through Proddatur to Jammalamadugu, a distance of 24 miles, was sanctioned in December 1899, and has been put in hand by the Madras Railway Company.

Dehra-Mussooree Light railway survey (2' 0" gauge).

16. On behalf of the Government of the North-Western Provinces a survey is about to be made for a light railway on the two-foot gauge from Dehra Dun to Mussooree.

Bengal and North-Western railway (metre gauge).

17. The project for this line, from Aunrihar to Jaunpur, which, was noticed in the last year's report, has been completed and is shortly to be submitted.

Aunrihar-Jaunpur survey.

This survey was completed at the end of April 1899 and the project is shortly to be submitted. The total length of the line will be 31.16 miles, commencing at Ghazipur Ghat station on the Ganges, and terminating on a junction with the Kopaganj-Ballia section at Phephna, about 7 miles west of Ballia. The alignment is fairly direct and runs close to the Ghazipur-Ballia road for its entire length. The earthwork is light, but there are three important tributaries of the Ganges to be bridged, *viz.*, at mile 2, Besu river, requiring 4 spans of 80-foot girders; at mile 11, Mangai river, requiring 6 spans of 60-foot girders; and at mile 29½, Tonse river, requiring 11 spans of 80-foot girders.

The plans and estimates of the proposed Azamgarh-Shahganj extension have been received. The line runs through a very easy country with few waterways.

Azamgarh-Shahganj extension (34.84 miles).

The plans and estimates of the proposed branches of the Tirhoot State railway noted on the margin are under revision.

Mansi-Bhaptiahi (80 miles),
Bettiah-Bagaha (49 miles)
and Shikarpur-Bairagnia (58 miles) surveys.

The construction of the Sakri-Jainagar railway, 30 miles in length, was sanctioned during the year. Work has not yet been started on the line.

Sakri-Jainagar railway.

Bárán-Ajmer and Marwar railway survey (metre gauge).

18. The project reports and estimates for this line have not yet been received. In November 1899, the earthwork on the Bárán-Marwar line was begun for famine relief purposes in Rajputana, and shortly after, on the Kekri-Nasirabad alignment.

With a view to commence famine relief works, the survey of the Tonk-Jehazpur line has also been sanctioned. This line forms a connection between the Jaipur and the proposed Bárán-Ajmer and Marwar railways and runs through a rich valley to the east of the Banas river. It passes the large town of Tonk and the cantonment of Deoli. The length of this line is 75.70 miles; there are no physical difficulties met with in the alignment; the bridging is very light and the construction can be cheaply carried out. The survey was begun in November and completed in January, when plans were made for starting earthwork for famine relief purposes.

In addition to the above, the Government of India have sanctioned the re-survey of the Pipli Ghat on the Bárán-Marwar project. The survey was begun in November and will be completed shortly; the country is difficult.

Pipli Ghat re-survey.

Southern Mahratta railway (metre gauge).

19. A reconnaissance survey of the country between Bagalkot on the Bijápur branch of the Southern Mahratta railway and Hungund, a distance of about 29 miles, was made during January 1900. A location survey is now being made and will, it is expected, shortly be completed.

Bagalkot-Hungund railway survey.

The survey of the following feeder lines in the Madras Presidency have been sanctioned and will be taken up during 1900-01: Bellary to Rayadrug (33 miles); Hospet to Kottur (35 miles); and Narasarávpur to Pondugul (45 miles).

Feeder lines.

The question of location surveys of the following projected lines is also under consideration: Kurnool Road to Kurnool Town (32 miles); and Bezwada to Masulipatam (50 miles).

Mysore and West Coast railway survey (metre and 2' 6" gauges).

20. This group of surveys was sanctioned in October 1899 and work was begun in the following month. It covers alternative routes for a light railway with ruling gradients of 1 in 25, on the 2' 6" or metre gauge, from Arsikere or some other adjacent place on the Mysore State railway to Mangalore or Tellicherry. The survey is now concentrated on 85 miles of the ghat in five separate localities and 373 miles of rough reconnaissance on the plateau and the plain, with the object of deciding the best route for a narrow gauge railway from Mysore to the west coast.

Railway extensions in Mysore territory.

21. Surveys for the following projects have been undertaken by the Government of Mysore :

	Miles.
Dodballapur to Chikballapur	18
Bowringpet to Kolar	12

Field work in connection with both these surveys was completed in October 1899, and the preparation of the project was taken up during the year.

South Indian railway (metre gauge).

22. The survey for the Nanjangud-Erode railway was noticed in the last year's report. The project report and estimate of the cost of constructing the line have been submitted. The line, which will be 120·70 miles in length, is roughly estimated to cost Rs. 1,23,03,700, or Rs. 1,01,936 per mile, including rolling-stock.

The final survey of the Madura-Pamban railway, which was commenced in December 1898, was completed in July 1899. The survey of the first section from Madura to Paramagudi and the branch to Sivaganga is entirely over a new line through a country dotted with tanks and intersected by feeder channels. The work on the second section was confined to lockspitting the original centre line from Paramagudi to Toni Torai, making a preliminary survey of the Pamban reef and a detailed survey on the island of Rameswaram from Pamban to Rameswaram *via* the southern part of the island where it is proposed to open up a harbour. Soundings were taken along the coast for the harbour project.

From Madura station the line skirts the southern part of the town and then onwards to Tiruppuvanam, keeping as near the river as practicable. It then proceeds to Tiruppachetti and on to Manamadurai and thence to Paramagudi.

From Paramagudi the line follows the trace laid down in 1895, except that the station located at Toni Torai just at the extreme end of the neck of land, which joins on to the Pamban reef, has now been omitted, as, owing to the reef on the north side of Toni Torai, no cargo or passenger boats can land there, and every one going on to the island will alight at Mandapam where all boats are kept.

The country through which the line runs is very flat with a slight fall eastwards. The bridgework is comparatively light and there are no engineering difficulties.

The estimate for the construction of the Pamban branch is divided into three parts. The first, for the main section from Madura to Mandapam, 91·33 miles, is estimated to cost Rs. 71,99,515, or Rs. 78,830 per mile. The second, for the branch to Sivaganga, 11·65 miles, is estimated at Rs. 9,26,276, or Rs. 79,506 per mile, the higher rate being due to the bridging of the Vaigai river. The third is for the works in connection with the Pamban reef and the line on the island of Rameswaram, 9·09 miles; the estimated cost is Rs. 27,73,988, or Rs. 3,05,169, per mile.

The Travancore branch is 103 miles in length and is divided into three divisions. The first division is from Tinnevely, mile 0 to 48, the second or ghát division from mile 48 to 72, and the third from mile 72 to 103.

In February 1899, orders were issued first to complete the final survey and the staking out of the ghát section left unfinished by the previous survey party in 1895, and secondly to stake out the remainder of the line fit for the commencement of construction, including alteration of alignment where it was considered necessary.

The survey work is practically complete, but there are portions where investigations are in hand with a view to further improvements.

A reconnaissance survey from Saidapet road by Adiyar and Mylapur to the Madras Beach station has been made by the South Indian Railway Company and the report is now under

consideration.

A reconnaissance survey for a chord line to connect Trichinopoly with Tirukkoyilur, a distance of 97 miles, was sanctioned in January 1900. The field-work has been completed.

This survey from Kalikiri to Rayachoti, 32 miles in length, which was sanctioned in July 1899, has been completed, and plans and estimates are under preparation by the South Indian Railway Company.

Máyavaram-Mutupet railway (metre gauge).

23. The survey for this extension, 53 miles in length, was completed during the year, but plans and estimates have not yet been received.

Mutupet-Avadayarkovil railway survey.

Assam-Bengal railway (metre gauge).

24. The survey of the Tilagaon-Sylhet branch referred to in the last year's report has been completed and reports and estimates have been submitted. The estimate shows the length of the line to be 39.39 miles and the cost Rs. 37,74,500, or Rs. 95,823 per mile, excluding rolling-stock. The nature of the country will entail heavy expenditure on earthwork and bridging. The most important river on this alignment is the Koosera, which, it is proposed, should be crossed at mile 17½ by a bridge consisting of two spans of 250 feet and 6 spans of 60 feet. The line runs, for a great part of its length, through a rich and well populated agricultural country; it serves the important trade centres of Ballaganj and Sylhet, the trade of which at present is entirely conducted by water.

The survey of the Akhaura-Bhairab Bazar branch, which was referred to in the previous report, has been completed and reports and estimates have been submitted. The estimate shows the length of the line to be 19.00 miles and the cost Rs. 16,18,150, or Rs. 85,166 per mile, excluding rolling-stock. With the exception of the bridge over the Teetas, there is no bridging of much importance. The line will pass through a rich and populous country, serving the important town of Brahmanbaria, and the still more important Bhairab Bazar on the Megna river.

The detailed survey of the Hajiganj-Shatnol branch, which was referred to in the last year's report, has been completed and reports and estimates have been submitted. The estimate shows the length of the proposed line to be 24.39 miles, with a wagon ferry to Náráyananj, 12 miles distant, and the cost Rs. 37,81,950, excluding rolling-stock, but including Rs. 13,12,500 on account of the cost of the ferry to Náráyananj. This gives an average of Rs. 1,01,248 per mile of railway, excluding ferries. The line would have heavy banks and bridges as it passes across lands over which the Megna river spills considerably. The steepest gradient would be 1 in 1,000 and the sharpest curve 3°. The country through which the line passes is thickly populated and all under cultivation. This branch line will connect the existing Dacca section of the Eastern Bengal State railway with the Assam-Bengal railway and render the port of Chittagong accessible by rail for the export of Náráyananj jute.

Hajiganj-Shatnol branch.

Burma railways (metre gauge).

25. The survey of the Shwebo-Letskobin-Thabeitkyin branch was completed during the year, but the project estimates have not yet been submitted. The line has been divided into two sections, viz., from Shwebo to Letkobin and Letkobin to Thabeitkyin.

The total length of the line from its junction with the Mu Valley railway at Shwebo, 446 miles from Rangoon, to Thabeitkyin station on the Irrawaddy, opposite the town of Thabeitkyin, is 29.30 miles and to Letkobin station, near the coal mines, is 22 miles; a siding, 0.75 mile long, runs to the mines. The total cost of the line from Shwebo to Thabeitkyin, including the siding to the coal mines, is (excluding rolling-stock) estimated at Rs. 13,41,285, or Rs. 44,632 per mile. The ruling gradient on the Shwebo-Letskobin section is 1 in 100 from the mines and 1 in 50 approaching them, and on the Letkobin-Thabeitkyin section 1 in 50 in either direction. The sharpest curve on the line is one of 573 feet radius.

From the junction at Shwebo to mile 6, the country traversed is of a gently undulating character, and thence to Kongyi station, mile 12½, a more or less flat well cultivated plain is traversed. At Kongyi, the line leaves the watershed between the Mu and Irrawaddy rivers and the ground at once becomes very broken, water-worn and intersected with ravines. The line selected gives a suitable site for the station at Letkobin, with a siding to the coal-fields of 1 in 50.

From Letkobin to Thabeitkyin station, the line runs as much as possible along watersheds, and a fairly light line has been obtained by adopting a ruling gradient of 1 in 50 compensated.

The construction of the Bassein-Henzada-Tharrawaddy railway, 119 miles in length, was sanctioned during the year, but as further surveys were considered necessary to decide whether Tharrawaddy or Letpadan is the best place for effecting

Bassein-Henzada Tharrawaddy railway and extension surveys.

a junction of the Bassein-Henzada railway with the existing Burma railway system, a line from Letpadan station to Tharrawa on the left bank of the Irrawaddy, opposite Henzada, a distance of 23 miles, was reconnoitred in April and May 1899, and on being found to be the best and cheapest connection, it was located during the months of December 1899 to February 1900. A survey from Henzada to Myanoung and Kyaugin on the right bank of the Irrawaddy and about 65 miles north was started early in January 1900, and 45 miles have been located. The country is flat and easy, intersected by a few large creeks; it is covered with rich paddy cultivation and studded with big villages.

The following is in continuation of the paragraph on the Salween extension survey included in the last administration report:

Salween extension.
No. 1 Salween survey party, which went out to complete the river route up the right bank of the Salween to Kunlông, returned from the field in the middle of June. During the season they succeeded in obtaining a detailed contour plan of the right bank of the Salween from mile 250.25 (the end of the paper line of 1897) to Kunlông, a distance of about 12 miles; of this, nearly 12 miles of line were staked out on the ground, and 10 miles located by permanent apex points.

The country traversed, however, is extremely difficult and the project could not be properly investigated in one season, and further surveys are required to definitely determine whether or not the right bank of the Salween is the correct one for the final location of the line. The total estimated cost of the Salween extension, from the end of the fourth division of the Mandalay-Kunlông railway to Kunlông, miles 230.62 to 271.09, a total distance of 40.47 miles, is, exclusive of rolling-stock, Rs. 98,23,376, being Rs. 2,42,730 per mile, but there is no doubt that this figure could be very much reduced by a free use of sharp curves. The steepest gradient is 1 in 40 extending over 0.66 mile; the average amount of rise per mile is 31.80 feet; and the stiffest curve on the line is 17° or 338.30 feet radius.

In the middle of November, No. 1 party again set out for the field arriving at Lashio on the 28th November and Hsupkyet on the 10th December, their objects being (1) to ascertain whether a cheaper line than the present one could not be obtained by keeping wholly on the left bank of the Salween, crossing the river at Hsupkyet, or partly on the left bank, by crossing at some intermediate point between Hsupkyet and mile 268½; and (2) to find the best route into the Namting valley.

A considerable amount of work was done, and information obtained, but the best point of crossing above mile 250 is still left undecided, as the party was recalled on the 10th February.

No. 2 Salween survey party which was sent out to investigate the route from Lashio to Kunlông *via* Theinnee returned to Maymyo from the field in July, and in January a report on the route was submitted. The country traversed was thoroughly examined and a paper line was obtained along what appeared to be the most favourable location, the instructions being to obtain a line with a ruling gradient of 1 in 40, and, if possible, with a maximum curvature of 10°, with 17° curves in exceptional cases, or to get a line at a reasonable cost. It was, however, found impossible to get a line approximating to these conditions as regards curvature, as it was found absolutely necessary to use 17° curves freely on the more difficult sections. Extremely sharp spurs rendered the use of curves as sharp as 28° (205 feet radius) necessary to avoid almost continuous tunnelling.

The further surveys and borings alluded to in the last year's report were commenced early in December, and are in progress at the Sagaing bridge.

Rohilkund and Kumaon railway, company's section (metre gauge).

Kichha-Kashipur extension. 26. The plans and project estimates of this extension are still awaited.

Dudhwa-Mohan river survey. A re-survey for a line from Dudhwa station to the Mohan river was made during the year and the project estimates are in course of submission.

Hyderabad-Gódvári Valley railway (metre gauge).

27. The survey and location of the branch line from Purna station on the Hyderabad-Gódvári Valley railway, 198 miles from Purna-Basim railway survey. Manmád, to Basim have been completed, and plans, estimates and report are under preparation.

Shoranur-Cochin railway (metre gauge).

28. The project estimate of the entire line, 65 miles in length, from Shoranur on the south-west line of the Madras railway to the town of Cochin, mentioned in the

last year's report, has been submitted. Of the total length, 0.98 mile is in British, 17.36 miles in Travancore and 46.36 in Cochin territory. The line traverses rough country for a considerable distance, and although a ruling grade of 1 in 80 has been adopted with curves of 955 feet radius, heavy earthwork in banks and cuttings cannot be altogether avoided.

The total cost of the line is estimated at Rs. 50,59,500, including rolling-stock, giving a mileage rate of Rs. 77,838. The principal rivers met with in the alignment are the Ponani and the Alway, which are to be crossed by bridges of 15 spans of 60 feet and 9 spans of 80 feet respectively. The construction of the line has been sanctioned and is in progress.

Jámnagar railway (metre gauge).

29. In November 1899, orders were given for the survey of an extension from Jamnagar-Salaya extension. Jámnagar to the port of Salaya, a distance of about 35 miles. The survey party took the field on the 19th November 1899, and the line, which is comparatively easy, was located and pegged out and the survey completed by the end of January 1900. One large bridge, consisting of 12 spans of 50 feet, will be required over the river Sasoi; the foundations of the river-bed are good, and stone is procurable within easy distance.

Dhrángadrá railway (metre gauge).

30. This survey was undertaken, according to the wishes of the Dhrángadrá Durbar, with a view to commence earthwork for famine relief purposes. The field-work was begun on the 1st March 1900, and the location and survey completed on the 24th of the same month from Dhrángadrá to Halvad, a distance of 20 miles.

Howrah-Amta Light railway (2' 0" gauge).

31. A reconnaissance of the proposed extension from Jagatbullabpur to Champadanga, with a branch to Rajbulhat, was made during the year, and proposals have been submitted to the Local Government for sanction to its construction.

Ránaghat-Krishnagar Light railway (2' 6" gauge).

32. A reconnaissance for a line from Krishnagar to Saroopgunj (Nawadip) on the Bhagirathi has been made in view of a possible extension of the Ránaghat-Krishnagar Light railway.

Kalka-Simla railway (2' 0" gauge).

33. With the view of ascertaining whether some better alignment could not be obtained than had been indicated by surveys of past years, from Kalka to Simla, a survey party started work in April 1899. The reconnaissance was completed in August, and a general project estimate with plans submitted to the Government of India and to the Board of Directors. This reconnaissance showed that a line could be obtained 60 miles long, with a ruling grade of 3 per cent., at a cost of Rs. 86,66,500, or Rs. 1,44,442 per mile, including rolling-stock on a gauge of 2 feet.

Detailed surveys have since been taken in hand between Kalka and Dharpore, 20 miles, with the object of finally locating the line in this section for construction. Similar detailed surveys for sections north of Dharpore will be taken in hand at an early date.

Morvi railway (2' 6" gauge).

34. In connection with the proposal to convert the 2' 6" gauge between Wadhwan and Rájkot to the metre gauge, a survey has been carried out for a new alignment from Dolia to Wadhwan via Sayla. The survey of this new alignment, 22 miles in length, was put in hand in August 1899 and completed in November 1899. It is estimated to cost Rs. 5,50,000. The ruling gradient is 1 in 250, and the curves are easy. The country traversed is an open fertile plain lying between the two Bhogawa rivers, and the alignment occupies as nearly as possible the watershed between them.

35. Statement No. 6 gives the lengths and estimated cost of the railways which have been surveyed, reconnoitred or proposed, and of sanctioned projects on which no progress has been reported or on which commencement of work has not yet been authorised. The estimated cost of each project is approximate and has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT No. 6.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
Agra-Delhi chord A	Standard	121	90,76,000	Surveyed and earthwork started as famine relief.
Ahmadpur-Baidyanáth	Standard	61	55,17,000	Surveyed.
Ahmadpur-Cutwa	Standard	32	32,00,000	Surveyed in connection with the Western Bengal railway project.
Ait-Kusoh-Jaloon	Standard	38	26,60,000	} Under survey.
Akhaura-Bhairab Bazar	2' 6" Metre	19	3,69,854	
Akola-Hinguli	Metre	56	16,18,000	} Surveyed.
Allahabad-Fyzabad chord	2' 6" Metre	56	16,49,000	
Allahabad-Jaunpur	Standard	97	1,50,00,000	Under survey.
Allahabad-Jaunpur	Standard	70	49,00,000	Under survey.
Ammayanáyakkandú-Kuruvanath	2' 6"	75	30,00,000	Not surveyed.
Amráoti-Ellichpur	2' 6"	31	7,93,000	Reconnoitred.
Amritsar-Tarn Taran-Sarhali	Standard	27	18,00,000	Under survey.
Arsikere-Mangalore	Metre	137	1,86,88,000	Surveyed in 1895-96.
Assam-Burma connection	Metre	234	3,83,00,000	Surveyed in 1895-96.
Aunrihar-Jaunpur	Metre	36	18,34,000	Surveyed.
Azamgarh-Sháhganj	Metre	35	15,29,000	Surveyed.
B				
Bágalkot-Hungund	Metre	29	21,17,000	Under survey.
Bahadurpur-Songir	2' 6"	10	...	Surveyed.
Baidyanáth-Nawádah	Standard	75	60,00,000	Surveyed in connection with the Western Bengal railway project.
Bairagnia-Shikarpur	Metre	58	36,60,000	Surveyed.
Baliapatam-Mangalore	Standard	90	...	Under survey.
Balla-Ghasipur	Metre	31	20,85,000	Surveyed.
Báran-Ajmer and Marwar	Standard	213	1,76,83,000	} Under survey.
	Metre		1,33,00,000	
Báran-Kotah	Standard	43	35,96,000	} Surveyed in 1895-96 and again in 1897-98 for a 2' 0" gauge line. Revised survey being made in connection with Báran-Ajmer and Marwar railway.
	Metre		34,88,000	
	2' 0"		9,50,000	
Baraset-Bhaduria	2' 6"	40	6,40,000	Surveyed by the promoters.
Bareilly-Soron	Metre	63	53,50,000	Surveyed.
Bárai Town-Latur	2' 6"	68	34,00,000	Not surveyed.
Bárai Road-Pandharpur extension	2' 6"	33	13,39,000	Surveyed.
Begamsarai-Bowsara	Metre	14	5,50,000	Not surveyed.
Bellary-Rayadrug	2' 6"	33	7,76,000	Under survey.
Berhampore-Gopálpur	Standard	9	6,30,000	Not surveyed.
Berhampore-Russelkonda	2' 6"	49	14,91,000	} Surveyed.
	Standard		23,53,000	
Bettiah-Bagaha	Metre	49	22,05,000	Surveyed.
Bezwada-Jaggaispett	Standard	54	43,50,000	Not surveyed.
Bezwada-Masulipatam	Standard	50	53,50,000	Surveyed.
Bhágálpur-Banai-Baidyanáth	Standard	75.47	65,31,000	} Surveyed. Alternative projects.
		75.98	65,77,000	
Bhagwangola-Katihár-Ráyganj	Metre	153	1,10,86,000	Survey from Rampur Beaula to Ráyganj and Malda to Katihár completed. See also Ránaghat-Ganges-Katihár.

STATEMENT No 6—contd.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
B—contd.				
Bhora-Jhang	Standard	110	55,00,000	Not surveyed.
Bombay Port Trust	Standard	9	81,00,000	Not surveyed.
Bombay-Sind connection	Standard	360	3,24,00,000	Surveyed.
Bombay-Southern Mahratta direct connection	Metre	203	1,58,09,000	Not surveyed.
Bongong-Kotohandpur	2' 0"	32	11,00,000	Survey completed. Alternative to the Kissangunge-Kotohandpur-Magura line.
Botad-Barwalla	Metre	14	2,00,000	Reconnoitred.
Bowringpet-Kolar	Metre	18	...	Under survey.
Brahmapuri-Nágpur branch	Standard	55	27,50,000	Not surveyed.
Burdwan Cutwa	Standard	34	26,49,000	Surveyed. Alternative to the Hooghly-Cutwa line.
Burdwan-Howrah Chord	Standard	57	77,50,000	} Surveyed. Double line } Single line }
			49,00,000	
C				
Cochar District tramways	2' 6"	60	14,75,000	Reconnoitred.
Calcutta Central	Standard	95	1,00,00,000	Not surveyed.
Cawnpore-Hamirpore	2' 6"	40	6,00,000	Not surveyed.
Cawnpore-Kae Bareilly-Fyzabad	Standard	140	1,12,00,000	Not surveyed.
Chakardharpore-Ranchi-Lohardugga	2' 6"	100	81,00,000	Not surveyed. Alternative to Purulia-Ranchi line.
Chandausi Gajronla	Standard	44	22,50,000	Surveyed.
Chandipore (Madhyamgram)-Taki with Bhaduria branch	Standard	38	20,00,000	Surveyed.
Changa Mángra-Chandian-Pakpatan	Standard	70	56,00,000	Not surveyed.
Chausama-Bachraji Mota	Metre	17	7,20,000	Surveyed.
Cherra-Companyganj extensions	2' 6"	26	12,70,000	Partially surveyed.
Coochoor-Ootacamund extension	Metre	12	19,19,000	Surveyed.
D				
Daoca-Tangall (Daoca-Mymensingh extension).	Metre	54	35,64,000	Under survey.
Dalkonganj-Sini	Standard	190	1,90,00,000	Not surveyed.
Dehra-Mussoorie-Landour	2' 0"	26	15,50,000	Reconnoitred.
Dehra Ghazi Khan-Sakki Sarwar	Standard	25	35,00,000	Not surveyed.
Dharmapuri-Morappur	2' 6"	16	4,30,000	Under survey.
Dholpur-Bari	Standard } 2' 6" }	19	...	Under survey.
Dhrángadrá-Halvad	Metre	20	...	Under survey.
Dhubri-Gauhati extension, Golakgunge-Gauhati section.	Metre	151	1,41,37,000	} Surveyed.
Dhubri-Kungpore, Mogalhát-Dhubri section	Metre	39	1,65,41,000	
Dindigul-Salem	Standard	60	60,00,000	Not surveyed.
Dodballapur-Chikballapur	Metre	18	...	Under survey.
Dudhwa branch extension to Bámnagar ghat	Metre	25	10,00,000	Not surveyed.
E				
East Indian, Jherriah extensions	Standard	14	5,39,000	Under survey.
East Indian, Sitarámpur-Howrah section, quadrupling of line.	Standard	138	1,50,00,000	Under survey.
F				
Farídpur-Munshiganj extension (Goolundo-Náráyangunj)	Metre	40	69,47,000	Reconnoitred.
Farrukhabad-Shikohabad	Standard	66	45,20,000	Surveyed.

STATEMENT NO. 6—contd.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
F—concl'd.				
Fatehpur-Markundi	Standard	Miles. 61	Rs. 42,70,000	Not surveyed.
Feni-Noakhali	2' 6"	27	5,40,000	Not surveyed. Alternative to the Laksam-Noakhali-Ichakhali line.
G				
Goalundo-Dacca (Dacca-Mymensingh extension).	Metre	42	27,72,000	Not surveyed
Godhra-Baroda chord	Standard	44	94,12,000	Surveyed in 1895-96.
Gograhat-Sitapur	Metre	53	25,00,000	Partially surveyed.
Gorakhpur-Bettiah (Gorakhpur-Captainganj-Bagaha).	Metre	75	33,40,000	Not surveyed.
Gurmukhteswar-Khurja	Standard	44	20,00,000	Reconnoitred.
Gurmukhteswar-Meerut	Standard	29	17,61,000	Surveyed in 1895-96.
Gya-Kátrágarh	Standard	108½	1,96,00,000	Under survey.
H				
Hájiganj-Shatnol	Metre	25	37,82,000	Surveyed.
Harpálpur-Nowgong	2' 0"	19	2,98,000	Surveyed.
Harpálpur Rath	2' 0"	26	3,66,000	Surveyed.
Hensada-Myanong-Kyangin	Metre	65	...	Under survey.
Hingajea-Sylhet	2' 6"	40	12,50,000	Not surveyed. Alternative to the Tilágáou-Sylhet line.
Hoghly-Cutwa	Standard	65	63,12,000	Surveyed.
Hospet-Kottur	2' 6"	35	8,23,000	Under survey.
Hsipaw (Thibaw)-Moné	Metre	200	...	Hsipaw (Thibaw) to Mampan, 50 miles, cost Rs. 35,61,000 surveyed; Mampan to Moné, 150 miles, not surveyed.
Hyderabad-Guntakal (Hyderabad-Kistna river).	Metre	168	1,40,00,000	Not surveyed.
J				
Jámnagar-Salaya	Metre	35	...	Under survey.
Jesh Doab (Malakwál)-Toba Tek Singh	Standard	100	50,00,000	Under survey.
Jubbulpore-Gondia with branches	2' 6"	253	81,33,000	Surveyed.
Jullundur-Hoshiarpur	Standard	24	14,71,000	Surveyed.
Jullundur-Kapurthala	Standard	13	6,03,000	Surveyed.
K				
Kala-ki-Sarai-Abbottabad (Kashmir)	Metre	203	2,44,93,000	Surveyed.
Kalikiri-Rayachoti	2' 6"	32	7,36,000	Under survey.
Kalka-Simla	2' 0"	60	86,66,000	Surveyed.
Karnal-Kaithal-Nabha	Standard	70	56,00,000	Not surveyed.
Káthgodám-Naini Tal	2' 0"	13	12,00,000	Examined.
Kaunia-Bonarpara	Metre	44	20,77,500	Under survey.
Khandwa-Akola-Basim	Standard	160	...	Under survey.
Khurda-Sambalpur	Standard	190	2,37,00,000	Surveyed.
Khushálgarh-Kohat-Thal	2' 6"	91	48,86,000	Reconnoitred.
Khushálgarh-Kohat-Banná	Standard	116	1,58,56,000	Surveyed. Alternative to Khushálgarh-Kohat-Thal.
Kichha Kashipur	Metre	40	10,00,000	Under survey.
Kisangunge-Kotchandpur-Magura	2' 6"	51	13,71,000	Survey completed. Alternative to the Bongong-Kotchandpur line.
Kisangunge-Titalia-Siliguri	Metre	55	25,00,000	Not surveyed. Alternative to the Saidpur-Titalia line.
Kóambá-Velacha-Zankavao	2' 6"	25	...	Under survey.

STATEMENT No. 6—contd.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
K—concl'd.				
Krishnagiri-Tirupattūr	2' 0"	25	6,72,000	Under survey.
Kucháman-Rewari	Metre	184	65,21,000	Surveyed.
Kucháman-Sirsa	Metre	170	58,31,000	Not surveyed.
Kumbakónam-Mannargudi branch	Metre	21	12,60,000	Examined.
Kurjet-Uran Salt-fields	Standard	15	12,00,000	Not surveyed.
Kurnool branch	Metre	32	9,88,000	Surveyed.
L				
Láksám-Noakhali-Ichakhali	Metre	39	23,40,000	Under survey.
Lodhrán-Karor	Standard	18½	9,00,000	Not surveyed.
Ludhiána-Dhuri-Jakhal	Standard	80	39,37,000	Surveyed in 1897-98.
Ludhiána-Ferozepore	Standard	77	44,66,000	Surveyed in 1898-99.
M				
Maolcod Ganj-Fásilka	Standard	23	12,65,000	Surveyed.
Madhopur to Sikar	Metre	32	...	Under survey.
Mandra-Chakwal	Standard	40	22,00,000	Not surveyed.
Mangaldai tramway (Rangamati Ghát-Ghagrapara).	2' 6"	35	7,89,000	Not surveyed
Mangalpur-Suri-Sainthia	2' 6"	50	40,00,000	Not surveyed.
Mansi-Bháptiáhi	Metre	80	53,19,000	Surveyed.
Mári-Bannu	Standard	100	1,09,00,000	Surveyed. Alternative to Kohst-Bannu.
Máyavaram-Tranquebar	Metre	15	6,75,000	Reconnoitred.
Meerut-Baraut	Standard	30	24,00,000	Not surveyed. Alternative to the Shahdara-Baraut branch.
Meerut-Hapur	Standard	19	10,97,000	Surveyed in 1895-96. Alternative to the Gurmukhteswar-Meerut branch.
Midnapore-Jherriah	Standard	122	1,22,12,000	Survey completed.
Miyágám-Sinor	2' 6"	20	...	Under survey.
Moradabad (or Bámpur)-Bámnagar	Standard	47	16,50,000	Surveyed.
Mutupet-Avadayárkóvil	Metre	53	17,00,000	Under survey.
Muzoodpore-Majeegati (Bengal Central railway).	Standard	15	8,60,000	Reconnoitred.
Mymensingh-Netrakona (Dacca-Mymensingh extension).	Metre	24	15,84,000	Under survey.
Mysore-Fraserpet	Metre	52	25,00,000	Not surveyed.
N				
Nadiád-Kapadvanj	Standard	28	8,73,000	Under survey.
Nadiád-Petlád	Standard	30	...	Under survey.
Nágdá-Bárán-Muttra	Standard	355	3,50,09,000	Surveyed in 1895-96.
Naiháti-Ballygunge (independent line)	Standard	29	53,19,000	Under survey.
Naiháti-Sealdah (quadrupling of line)	Standard	22	41,62,000	Survey. Alternative to Naiháti-Ballygunge independent line.

STATEMENT No. 6—contd.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
N—concl'd.				
Naini Tal-Káthgodám branch	2' 0"	19	12,00,000	Reconnoitred.
Nanjangúd-Erode	Metre	121	1,23,04,000	Surveyed.
Nanjangúd-Calicut	Metre	155	1,00,00,000	Reconnoitred.
Narasarávpur-Pondugul	2' 6"	45	10,58,000	Under survey.
Nasirabad-Kekri	Metre	35	9,00,000	Revised survey being made in connection with Bárán-Ajmer and Marwar railway.
Nattore-Kámpur-Beanles	Metre	24	11,15,000	Surveyed in 1895-96.
Nawádah-Bihar branch	Standard	17	22,46,000	Not surveyed.
P				
Pálghat-Dindigul	Metre	115	85,00,000	Under survey.
Pandharpur-Sangoia	2' 6"	17	6,97,000	Reconnoitred.
Pánipat (or Sonépat)-Saháranpur	Standard	60	48,00,000	Not surveyed.
Pátan-Rádhanpur	Metre	44	21,30,000	Surveyed.
Pathánkot-Báijnath with branch	2' 6"	102	...	Not surveyed.
Pegu-Moulmein	Metre	114	92,04,000	Reconnoitred.
Phulbári-Samjhia	Metre	18	4,42,000	Surveyed in 1895-96.
Pilibhit-Barm Deo	Metre	40	12,00,000	Not surveyed.
Pindrai-Mandla branch	2' 0"	27	13,50,000	Satpura plateau lines under survey.
Pindrai-Seoni branch	2' 0"	35	17,50,000	Satpura plateau lines under survey.
Porto Novo-Salem	Metre	116	86,00,000	Reconnoitred.
Prome-Magwe-Meiktila	Metre	176	1,18,00,000	Not surveyed.
Puri-Astrang	Standard	34	27,20,000	Not surveyed.
Purná-Basim	Metre	64	...	Under survey.
Purulia-Ranchi	Standard	75	1,50,00,000	Ranchi plateau lines under survey.
R				
Ráipur-Vizianagram with Sonopore branch	Standard	359	2,81,00,000	Surveyed.
Ranchi Plateau (Chitturpur-Ranchi-Lohardugga-Palkot).	2' 0"	127	...	Under survey.
Ránaghat-Ganges-Katihár	Not decided on.	338	5,85,00,000	Surveyed.
Rárganj-Lahirihat-Atwari	Metre	53	28,00,000	Not surveyed. Alternative to the Kissengunge-Titalia-Siliguri line.
Rewari-Phulera chord	Metre	133	53,35,000	} Surveyed.
		131	51,18,000	
S				
Sábarmati-Dholka	Metre	34	13,08,000	Surveyed.
Sáidpur-Titalia	Metre	66	29,84,000	Surveyed in 1895-96.
Sakri-Jainagar	Metre	30	16,00,000	Surveyed.

STATEMENT No. 6—concl'd.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—concl'd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
S—concl'd.				
Salem-Atur	2' 6"	86	...	Under survey.
Shahdara (Delhi)-Sahāranpur with Meerut branch.	2' 6"	135	83,53,000	Not surveyed.
Shahdara-Baraut	Standard	30	24,00,000	Not surveyed. Alternative to Meerut-Baraut branch.
Sherpur-Netrakona	Metre	40	58,47,000	Under survey.
Shwebo-Letkobin-Thabeitkyin	Metre	29	13,41,000	Under survey.
Singia-Lohagara branch	Standard	23	29,56,000	Surveyed.
Sitarāmpur-Khorabad	Standard	5	4,00,000	Under survey.
Sonapat-Sahāranpur	Standard	60	48,00,000	Not surveyed.
Songad-Palitana branch	Metre	17	5,21,000	Surveyed.
Sripur-Tangail (Dacca-Mymensingh extension).	Metre	40	58,47,000	Under survey.
Bakkur-Shikārpur-Nasrat	Standard	46	86,83,000	Survey completed.
Sultanpur-Srinagar	Standard	160	1,09,00,000	Surveyed.
Suratgarh-Bhātinda	Metre	58	19,43,000	Survey completed.
Sylhet-District tramways	2' 6"	4	12,00,000	Reconnoitred.
Sylhet District tramways (supplementary).	2' 6"	105	40,40,000	Reconnoitred.
T				
Tarkessur extension	Standard	50	25,00,000	Not surveyed.
Tilāgāon-Sylhet	Metre	39	38,00,000	Surveyed.
Trichinopoly-Tirukkoyilur	Metre	97	...	Under survey.
Trichinopoly-Thondi	Metre	86	37,50,000	Not surveyed.
U				
Uska Bazar-Tulsipur-Jhanva extension	Metre	66	26,00,000	Not surveyed.
V				
Verāval-Sasan	Metre	80	15,00,000	Reconnoitred.
Virangām-Sami-Rādhanpur	Metre	62	29,41,000	Surveyed.
Vizianagram-Bimlipatam	Standard	15	9,39,000	Not surveyed.
W				
Warora-Warangal	Standard	187	1,71,00,000	Partially surveyed.
Y				
Yerragundipād or Yerraguntla-Jammalamadugu.	2' 6"	24	...	Under survey.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist and the general depths reached at the end of the year 1899 are given below :

Kurhurbaree.

	Feet.		Feet.
2 " Jubilee " pit. Down cast, drawing coal and pumping	650	Bhalmorstand. Up cast, drawing coal	244
23 D. Down cast, pumping and drawing coal	429	Joaktiabad. Down cast, driving main galleries	472
17 B. Down cast, drawing coal	295	Joaktiabad. Up cast, air shaft	472
23 B. Up cast, drawing coal	242	Faltu, Incline, Bhaduash . . . . .	..
2 C. Up cast, drawing coal	156	Lillo's Incline, Bhaduash . . . . .	..
7 Jogitand. Up cast, pumping and drawing coal	272	10 Bhaduash Incline . . . . .	..
1 Jogitand. Up cast, drawing coal	178	23 D. Incline. Down cast, and haulage road for coal . . . . .	..
Bitagarha. Down cast, pumping and drawing coal	252	23 B. Incline. Up cast and haulage road for coal . . . . .	..
Sarlabad. Up cast, drawing coal	231	2 Mathadiah Incline. Up cast and haulage road for coal . . . . .	..
Baloodenga. Down cast, driving main galleries	472		
Domohani	172		
23 E. Sunk to lower seam	211		

Serampore.

16 A. Down cast, pumping	344	42 E. Up cast, ventilating shaft	63
21 Up cast, drawing coal	279	Hetta pit, auxiliary to 1 Kamaljore	168
25 Down cast, pumping and drawing coal	199	Paratdih Incline . . . . .	..
42 D. Down cast, drawing coal	83	Khandiba Incline . . . . .	..
1 Kamaljore. Down cast, drawing coal	176	42 D. Incline. Haulage road for coal . . . . .	..
2 Kamaljore Up cast, ventilating shaft	176	2 Central pit. In course of sinking	216
1 Central pit. Up cast, drawing coal and water	466		

The following table shows the output and number of persons employed during 1899 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.			Total.	Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.		
		Tons.	Tons.	Tons.		
Previous year	6,512	375,303	30,350	55,891	461,544	72
1899	6,885	387,990	32,591	41,951	462,532	67

Out of the slack, 12,539 tons of coke were made. The development of the colliery has kept pace with the output, and is being pushed to meet the increasing demand.

The capital outlay on the collieries to the 31st December 1898 amounted to Rs. 13,11,387, and the expenditure during the year to Rs. 1,10,264, making a total outlay to the 31st December 1899 of Rs. 14,21,651.†

The total receipts at the sanctioned issue rates were Rs. 9,58,610, and the charges, including sinking fund on working, coke manufacture and briquette, Rs. 9,12,697, thus showing a net gain of Rs. 45,913, equivalent* to a return of 3.23 per cent. on the total capital outlay.

* All coal which will not pass through a 3" mesh is classed as large coal.

† This outlay is made up of the purchase money Rs. 3,05,154, which represented half the original cost of buildings, plant etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

The quantity of coal and coke sold to the public, contractors and the South Behar (Luckeeserai-Gya) railway amounted to 6,832 tons and the amount realized was Rs. 24,850. The cost on the net output was Rs. 1-15-3 per ton.

The "Joaktiabad" shaft was completed, the engine pit head having been erected. A good output is got from this place.

The briquette plant has not worked much this year, as smithy coal has been exchanged for steam coal in the proportion of 1 ton of smithy to 1 ton 6 cwts. of steam coal. This is a more profitable arrangement than making briquettes.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	8	85	8	85	2,170	2,170	158,848	158,848	125,101	125,101
1899	5	18	5	18	1,377	1,377	92,506	92,506	77,598	77,598

Warora colliery.

2. This colliery, which is worked by Government, has seven shafts of depths and uses as under :

	Feet.	
Pit No. 1	245	Pumping
Pit No. 2	215	Winding
Pit No. 3	239	Pumping
Pit No. 4	181	Winding
Pit No. 5	174	Winding
Pit No. 6	102	Ventilating
Pit No. 7	170	Ventilating

The following table shows the output and number of persons employed during 1899 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	862	102,545	24,692	127,237	148
1899	810	105,672	27,308	132,980	164

The increase of 5,743 tons of the total output, it is explained, occurred during the earlier part of the year, and was due to good cotton and other crops of the year 1898.

The receipts during the year amounted to Rs. 6,02,897 and the expenditure to Rs. 4,14,912, thus showing a net profit of Rs. 1,87,985, equivalent to a return of 10.96 per cent. on the capital outlay.

* All coal which will not pass through a $\frac{1}{2}$ " mesh is classed as large coal.

The sales during the year are briefly detailed below :

	Large coal.	Small coal.	Total.
	Tons.	Tons.	Tons.
Great Indian Peninsula railway	66,042	...	66,042
Empress Mills, Nágpur	1,256	17,599	18,855
Hinganghat Mill Company	3,780	858	4,138
Berar Manufacturing Company	4,863	...	4,863
Other customers	23,070	2,427	25,497
TOTAL	99,011	20,384	119,395

During the year, 551 tons of fire-clay were raised for the manufacture of fire-bricks and tiles and for sale to the public.

The capital outlay on the colliery up to the 31st December 1898 amounted to Rs. 17,95,261, and as the capital transactions of the year resulted in a credit of Rs. 80,516, the outlay on the 31st December 1899 was reduced to Rs. 17,14,745.

The receipts during the year from fire-bricks and tiles amounted to Rs. 47,913 and the expenditure to Rs. 29,828.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	1	3	1	3	862	862	127,237	127,237	102,545	102,545
1899 . . . . .	...	4	...	4	...	...	...	...	...	...

Umariá colliery.

3. This colliery, which is worked by Government, consists of pits and inclines. The general depths reached at the end of the year were :

	Feet.
Pit No. 1 Shaft for water-supply to the station (steam power)	123
Pit No. 2 Up cast, ventilating shaft	131
Pit No. 3 Down cast, drawing coal	117
Pit No. 4 Down cast, main pumping shaft	236
Pit No. 5 Up cast, pumping shaft	192
Pit No. 6 Down cast	93
Pit No. 7 Up cast, pumping shaft	270
Pit No. 8 Down cast, drawing coal	244
Pit No. 9 Down cast, in course of sinking	125
Pit No. 10 Down cast, drawing coal	204
Incline No. 1 Travelling road for workmen and ventilation	181
Incline No. 2 Haulage road for coal	216
Incline No. 3 Travelling road for workmen and ventilation	216
Incline No. 4 Haulage road for coal	231
Incline No. 5 Haulage road for coal	143
Incline No. 6 Travelling road for workmen and ventilation	90

The following table shows the output and number of persons employed during 1899 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal*	Small coal.	Total.	
		Tons.	Tons.	Tons.	
Previous year	1,931	90,022	44,704	134,726	69
1899	2,354	119,724	44,845	164,569	70

* All coal which will not pass through a $\frac{1}{2}$ " mesh is classed as large coal.

The increase of 29,843 tons in the total output was due to the extension of work.

The capital outlay on the colliery on the 31st December 1898 amounted to Rs. 11,53,744, and the expenditure during the year to Rs. 29,050, making a total outlay to the 31st December 1899 of Rs. 11,82,794.

The receipts during the year amounted to Rs. 5,62,370 and the expenditure to Rs. 4,45,588, thus showing a net profit of Rs. 1,16,782, equivalent to a profit of 9.87 per cent. on the capital outlay.

The sales during the year are briefly detailed below :

	Large coal.	Screened nut coal.	Screened dust.	Slack coal.	Unscreened dust.	Shale.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway . . .	57,449	...	...	...	...	...	57,449
Great Indian Peninsula railway . . .	18,923	...	...	...	...	...	18,923
Bengal-Nágpur railway . . .	5,000	..	...	...	...	...	5,000
East Indian railway . . .	18,072	...	...	...	...	...	18,072
Other customers . . .	10,424	9,977	677	14,315	3,937	87	39,417
Coal consumed in colliery boilers . . .	...	795	1,335	3,325	..	1,421	11,876
Total . . .	104,868	10,772	2,012	22,640	3,937	1,508	145,737

The colliery is still under development. No. 9 pit sinking has been suspended for the present: coal is being raised from No. 10 pit. No. 3 pit workings have been connected with No. 10 pit and the former will shortly be closed, all the coal being then taken to No. 10 pit.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . .	...	1	...	1	...	...	...	...	...	...
1899 . . .	3	5	3	5	784	784	54,856	54,856	39,908	39,908

Coal fields at Telanpali near the Eeb river.

4. At the recommendation of the Director, Geological Survey, a new shaft in the Eeb Coal field was sunk about half a mile south of the main line from mile 366½, and three miles from Belpahár station. The boring was carried down to a depth of 828 feet.

In reporting on the core samples the Director, Geological Survey, states, that the coal seams disclosed by the drill are uniformly poor, but that it may be assumed that the drill has not penetrated the entire thickness of the Gondwanas of the Rampur field, as there is no apparent sign of the lowest series, the Talchir, Kurhurbaree beds being represented in the core.

The total amount sanctioned for expenditure on block account is Rs. 24,800.* The capital outlay to the 31st December 1899 amounted to Rs. 19,004 against Rs. 10,896 at the end of the previous year.

Dandot colliery.

5. This colliery is worked in connection with the North Western State railway. The coal, of which there is only one seam, is worked by means of level or inclined tunnels driven in from the out-crop on the hill sides, the furthest of which, the low level at the main mine, has reached a distance of 2,200 feet from the mouth. There are three separate main groups of workings, *viz* :

- i—Main mine.
 ii—South out-crop mine. } Both at Dandot.
 and iii—Pidh mines, which work the coal contained in an outlying hill north-east of Dandot.

The Pidh mines have this year, as before, supplied the major part of the output. Explorations have been carried out during the year in the surrounding hills, but so far no new workable area of coal has been proved.

A steady market exists for the slack or dust coal which is used by the public for lime and brick burning.

The following table shows the output and the number of persons employed during 1899, as compared with the previous year :

YEAR.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large or steam coal.†	Small or nut coal.	Slack coal.	TOTAL.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	1,593	51,672	745	22,273	74,590	47
1899	1,593	53,743	3,513	23,963	81,219	51

The increase of 6,629 tons in the total output was chiefly due to labour coming in more freely owing to failure of crops.

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1898 amounted to Rs. 4,79,016, and as the capital transactions during the year resulted in a credit of Rs. 3,50,399, the total outlay to the 31st December 1899 was reduced to Rs. 1,28,617.

The receipts during the year amounted to Rs. 7,59,091 and the expenditure to Rs. 4,56,643, thus showing a net profit of Rs. 3,02,448 for the year, giving a return of 68·71 per cent. on the capital outlay.

The sales during the year are briefly detailed below :

	Large or steam coal.	Screened or nut coal.	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	52,436	3,335	4,536	...	60,307
Engineering department, North Western State railway	515	68	5,460	...	6,043
Mári-Attock branch, North Western State railway	585	...	...	...	585
Lyallpur-Khánawal branch, North Western State railway	107	...	...	...	107
Other consumers	100	110	12,638	...	12,848
Colliery works	...	...	...	1,329	1,329
Total	53,743	3,513	22,634	1,329	81,219

* Including an estimate of Rs. 3,050 for coal boring in the vicinity of the Eeb river bridge, on which an expenditure of Rs. 8,108 has been incurred.

† All coal which will not pass through a $\frac{3}{4}$ " mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	1	5	1	5	1,588	1,588	74,590	74,590	51,572	51,572
1899	2	8	2	8	797	797	40,609	40,609	26,871	26,871

Baghanwala colliery.

6. This colliery is worked in connection with the North Western State railway. The amount of coal proved having been found insufficient to pay for the further working of the colliery, it was closed on the 15th January 1899, and the works dismantled.

The following table shows the output and the number of persons employed during 1899 as compared with the previous year :

YEAR.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large or steam coal.*	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	295	5,218	6,054	11,272	38
1899	78	313	304	617	8

The decrease in the total output was due to the closing of the colliery in January.

The receipts during the year amounted to Rs. 4,610, and the expenditure to Rs. 3,569.

The sales during the year are briefly detailed below :

	Large steam coal	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	313	...	...	313
Other consumers . . . . .	...	264	...	264
Colliery works . . . . .	...	...	40	40
Total	313	264	40	617

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	2	2	2	2	147	98	5,636	3,757	2,609	1,739
1899	1	...	1	...	78	78	617	617	313	313

* All coal which will not pass through a 1/2" mesh is classed as large coal.

Khost colliery.

7. This colliery is worked in connection with the North Western State railway. The colliery consists of mainways and adits, and the progress made up to the end of 1899 was as under :

	Feet.
Adit No. 12 heading	451
Adit No. 3 mainway, East	1,700
Adit No. 4 mainway, West	1,383
Adit No. 12 mainway, East	15
Adit No. 12 mainway, West.	1,212
Takrai Dip mainway, East	627
Takrai Dip mainway, West	742
Killa Hakim Khan No. 2 mainway, West	115
Adit No. 3 Killa Hakim Khan heading	391
Adit No. 4 Killa Hakim Khan heading	70
Adit No. 5 Killa Hakim Khan heading	99
Adit No. 3 Sump	117
Killa Hakim Khan Sump	134
Guzh Sump	170
No. 3 incline	70
Takrai incline	65

The following table shows the output and the number of persons employed during 1899 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Unscreened small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	237	5,938	716	4,008	10,662	45
1899	304	7,139	820	3,729	11,688	38

The increase of 1,026 tons in the total output was chiefly due to increased demands from the locomotive department of the North Western State railway for large coal.

The sum originally sanctioned on block account was Rs. 1,00,000 plus Rs. 50,000 to be met from the profits realised from the working of the colliery. During the year 1897, however, the limit of the block account was reduced to an amount covering the actual value of plant which may be realised in the event of abandonment of the working at any time, or Rs. 50,000. The capital outlay to the 31st December 1898 was Rs. 62,859, and as the capital transactions during the year resulted in a credit of Rs. 4,699, the total outlay to the 31st December 1899 was reduced to Rs. 58,160.

The receipts during the year amounted to Rs. 1,57,236 and the expenditure to Rs. 1,70,013, thus showing a net loss of Rs. 12,777, chiefly due to the opening of new areas.

The sales during the year are briefly detailed below :

	Large coal.	Screened or nut coal.	Dust coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	7,003	742	...	7,745
Engineering department, North Western State railway	126	65	...	191
Pressed fuel manufacture . . . . .	...	...	1,302	1,302
Private sales	10	13	2,427	2,450
TOTAL.	7,139	820	3,729	11,688

* All coal which will not pass through a $\frac{1}{2}$ " mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	...	3	...	3	...	...	...	...	...	...
1899	4	4	50	4	76	6	2,922	294	1,765	148

The fatal casualties during the year were due to a heavy fire which broke out in the Takrai mine on the 12th October 1899, when 47 men lost their lives.

Sharigh colliery.

8. This colliery, which is worked in connection with the North Western State railway, consists of mainways, and the progress up to the end of 1899 was the same as previously reported to the end of 1898, *viz.* :

	Feet.
Adit No. 1 mainway, West	553
Adit No. 3 mainway, East	1,035
Adit No. 5 mainway, West	1,167
Adit No. 6 mainway, East	573
Adit No. 6 mainway, West	649

The mining works were closed at the end of May 1896, as already stated in the report for 1896-97, and no coal was excavated in 1899.

There was, however, a sale of 105 tons of washed nut coal and 160 tons of washed dust coal during 1899 out of the old stock in hand.

The sum sanctioned for expenditure on block account is Rs. 25,000. The capital outlay remained the same as at the end of the previous year, *viz.*, Rs. 14,176.

The receipts during the year amounted to Rs. 2,062, and the expenditure to Rs. 1,382, thus showing a net profit of Rs. 680 for the year 1899.

As there is no probability of utilizing the coal on these mines with advantage to the railway, and as better coal can be obtained at a cheaper rate from the Khost mines, it has been decided to close the Sharigh colliery, and the work of dismantlement is in hand.

Baluchistan coal mines.

9. The chief areas within which coal mining operations have been carried out during the past years are those included in the Khost and Sharigh mines, the Sor Range, the mines near Mach and in the Digari district.

The Khost and Sharigh mines, worked by the North Western State railway, are separately referred to.

The remaining mines are worked by four concessionnaires who hold leases from the Agent to the Governor General.

The total quantity of coal proved during the year was 3,770 tons* against 1,848 tons in the previous year.

In the Mach mines, some serious faults have been met with in the seams and in all probability operations may have to cease in that locality.

Total coal production.

10. The statement on the next page shows the quantity, in tons, of coal, produced in India for the five years 1880 to 1884, and for each year from 1885 to 1899.

* Including dust and small coal.

STATEMENT NO. 7.

Quantity, in tons, of coal produced in India for the five years 1880 to 1884, and for each year from 1885 to 1899.

YEARS.	PROVINCES.										Total.
	Bengal.	Punjab.	Central Provinces	Assam.	Central India.	Nizam's territory.	Madras.	Baluchistan.	Burma.	North-Western Provinces and Oudh.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880—84*	5,415,989	—	426,977	16,493	2,100	...	...	...	...	...	5,861,559
1885	1,123,700	—	119,116	43,707	7,698	...	...	...	...	...	1,294,221
1886	1,186,802	—	117,287	70,859	13,539	...	...	...	...	...	1,388,487
1887	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	...	1,564,063
1888	1,380,594	11,249	157,768	101,528	41,580	13,382	...	2,802	...	...	1,708,903
1889	1,541,356	22,835	144,465	116,676	52,956	59,646	...	8,238	...	...	1,946,172
1890	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	...	2,163,521
1891	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	...	2,328,577
1892	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	...	2,537,696
1893	1,902,866	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	...	2,562,001
1894	2,035,934	66,467	140,495	169,443	132,837	240,525	1,337	21,498	12,111	...	2,820,652
1895	2,716,155	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	...	3,537,82
1896	3,037,920	79,017	141,185	177,259	115,386	262,681	...	10,572	22,993	1,000	3,848,013
1897	3,142,497	92,792	131,629	185,533	124,778	365,550	...	8,876	11,472	...	4,063,127
1898	3,585,990	85,862	149,709	200,329	134,726	394,622	...	10,667	6,975	...	4,568,880
1899	3,893,206	81,835	156,576	225,623	164,569	401,216	...	11,954	8,105	...	4,943,084

* The annual output for each year, from 1880 to 1884, will be found in statement No. 7, page 60 of Part I of the Administration Report for 1895-96.

CHAPTER V. •

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office, during the calendar year 1899, was :

	£
A.—Bridge work	41,810
B.—Engineer's plant	11,322
C.—Workshop machinery	17,666
D.—Permanent-way	325,625
E.—Locomotive and rolling-stock	294,823
F.—Station materials and fencing	40,671
G.—Tools and stores	88,425
Total	820,342

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 4,44,039 and Rs. 22,549, respectively.

3. *Cost of establishments at ports.*—The cost to State railways of the establishments maintained at Calcutta and Bombay was :

	Rs.
Calcutta	17,152
Bombay	1,636

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for native state lines, during the calendar year 1899, was :

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	32	102	31,482
„ Calcutta	118	23,453	48,56,498
„ Kurrachee	61	49,961	55,41,276
„ Vizagapatam	4	(a) 213	71,773
„ Cocanada	28	6,766	7,35,554
„ Madras	18	262	84,401
„ Rangoon (b)	4	23	7,202
	265	80,780	1,13,28,186

5. *Credits to Civil Department on account of insurance.*—During the year 1899-1900, Rs. 89,260 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—There were no losses of stores during the year 1899-1900.

7. *Capital locked up in stores.*—Statement No. 8 on the two following pages shows the balances on the standard and metre gauge railways on the 31st December 1899, as compared with the previous year.

(a) Of this, 5 tons were landed at Madras.

(b) These stores were for the East Coast State railway.

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1899.

Classification No.	RAILWAY.	Balance on the 31st December 1898.	Receipts during 1899.	Total.	Issues during 1899.	Balance on the 31st December 1899.	Balance per mile of single track, including sidings on the 31st December 1899.	Percentage of capital outlay locked up in stores on total capital outlay.	Balance per train-mile.	Value of surplus stores available for sale or transfer on the 31st December 1899.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
STANDARD GAUGE.										
State lines worked by companies.										
I	EAST INDIAN	1,09,86,894	9,73,10,556	10,82,97,450	9,69,25,015	1,13,86,086	4,225	2.78	0.80	99,820
II	BENGAL CENTRAL	2,75,871	4,78,840	7,54,712	4,00,821	3,53,891	2,407	2.79	0.86	45,626
III	BENGAL-NAGPUR	20,57,611	15,49,797	36,07,408	19,10,504	16,96,904	1,277	1.14	0.73	...
IV	INDIAN MIDLAND (b)	14,23,672	26,13,821	40,37,493	24,83,690	15,53,803	1,251	1.23	0.68	...
	TOTAL	1,47,44,049	10,19,53,014	11,66,97,063	10,17,20,030	1,49,90,684	...	...	...	45,626
State lines worked by the State.										
XI	NORTH WESTERN (b)	(c) 82,58,464	2,26,85,878	3,09,44,342	2,23,84,111	(d) 85,60,231	1,918	1.61	0.83	(e) 96,301
XIII	OUDEH AND ROHILKHAND	14,78,222	(f) 47,34,421	62,12,643	43,96,341	(g) 18,13,037	1,568	1.54	0.57	75,997
XIV	EASTERN BENGAL (h)	27,27,293	58,87,160	86,14,453	58,15,243	27,99,210	2,385	2.32	0.72	15,542
XVI	EAST COAST	13,30,429	15,19,040	28,49,469	16,72,257	(i) 11,91,723	1,293	1.45	0.80	1,16,324
	TOTAL	1,37,94,408	3,48,26,499	4,86,20,907	3,42,67,952	1,43,64,201	...	...	...	3,04,164
Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA (b)	51,08,319	77,32,339	1,28,40,658	89,35,051	45,05,607	2,014	1.60	0.47	58,394
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	42,36,199	1,00,85,007	1,43,21,206	92,81,083	50,40,173	6,990	4.42	1.81	9,137
XIX	MADRAS (b)	23,94,853	34,03,965	57,98,818	35,11,421	22,66,797	2,192	1.85	0.85	2,34,287
	TOTAL	1,17,39,371	2,12,20,711	3,29,60,682	2,11,27,505	1,18,32,577	...	...	...	3,01,818
Line owned by native state and worked by company.										
XXXI	THE NIPAM'S GUARANTEED STATE (b)	4,74,504	12,46,165	17,20,669	13,07,965	4,12,704	1,051	0.96	0.43	...
	TOTAL	4,74,504	12,46,165	17,20,669	13,07,965	4,12,704	...	...	...	...
	TOTAL STANDARD GAUGE	4,07,52,332	15,92,46,389	19,99,98,721	15,84,23,452	4,16,00,166	...	...	...	6,51,608

(a) Excluding Rs. 87,313 on account of balance of unopen lines, but including Rs. 31,651 under adjustment.

(b) Including branch lines worked.

(c) Revised figures.

(d) Excluding the Frontier and Peshawar railway reserve, but including the Mari-Attock, Lyallpur-Khanewal and London store balances.

(e) Up to the 30th September 1899.

(f) Including Rs. 1,09,965 for value of stores taken over from the late Rae Bareilly-Benares railway in April 1899.

(g) Excluding Rs. 3,265 under adjustment.

(h) Excluding the stores transactions of the narrow gauge sections, the figures for which are not given separately.

(i) Including the stores transactions of the narrow gauge sections, the figures for which are not given separately.

CHAPTER V. •

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office, during the calendar year 1899, was :

	£
A.—Bridge work	41,810
B.—Engineer's plant	11,322
C.—Workshop machinery	17,666
D.—Permanent-way	325,625
E.—Locomotive and rolling-stock	294,823
F.—Station materials and fencing	40,671
G.—Tools and stores	88,425
Total	820,342

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 4,44,039 and Rs. 22,549, respectively.

3. *Cost of establishments at ports.*—The cost to State railways of the establishments maintained at Calcutta and Bombay was :

	Rs.
Calcutta	17,152
Bombay	1,636

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for native state lines, during the calendar year 1899, was :

	No.	Tons.	Approximate value of stores received at each port.
			Rs.
To Bombay	32	102	31,482
„ Calcutta	118	23,453	48,56,498
„ Kurrachee	61	49,961	55,41,276
„ Vizagapatam	4	(a) 213	71,773
„ Cocanada	28	6,766	7,35,554
„ Madras	18	262	84,401
„ Rangoon (b)	4	23	7,202
	265	80,780	1,13,28,186

5. *Credits to Civil Department on account of insurance.*—During the year 1899-1900, Rs. 89,260 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—There were no losses of stores during the year 1899-1900.

7. *Capital locked up in stores.*—Statement No. 8 on the two following pages shows the balances on the standard and metre gauge railways on the 31st December 1899, as compared with the previous year.

(a) Of this, 5 tons were landed at Madras.

(b) These stores were for the East Coast State railway.

CHAPTER VI.

Rolling-stock (Capital).

On page 65, a statement has been recorded, comparing the number of locomotives, coaching and goods stock on the principal Indian railways on the standard (5' 6") gauge with the principal English railways on the standard (4' 8½") gauge during 1898. A diagram illustrating the number per mile of locomotives, coaching and goods stock on the principal Indian and English railways is also inserted opposite the statement.

Locomotives and rolling-stock at end of 1899 and value thereof.

2. Statement No. 9 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1899 and statement No. 10 shows the value of the stock at the same period.

Rolling-stock adapted for military purposes.

3. Statement No. 11 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1899.

Automatic Vacuum brakes.

4. Statement No. 12 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1899.

On the East Indian railway, 63 engines and 155 vehicles were fitted with vacuum brake complete during the year, and 113 vehicles were fitted with pipes only; 28 of the latter were afterwards stripped of pipes and fitted with vacuum brake complete, thus reducing the number with pipes only to 85.

On the Bengal-Nágpur railway, 38 engines and 184 vehicles were completely fitted with the automatic vacuum brake during the year and 25 vehicles were piped only.

On the Indian Midland railway, 2 engines and 23 additional carriages were fitted with the automatic vacuum brake, and 1 vehicle was piped only during the year.

On the North Western State railway, 23 engines and 50 vehicles were fitted with the automatic vacuum brake during the year, and 15 vehicles were piped only.

On the Oudh and Robilkhand State railway, 4 engines and 26 vehicles of all classes were fitted with the automatic vacuum brake during the year, and 3 vehicles were piped only.

The system of automatic vacume brake communication between carriages and engines has been introduced on the mail and passenger services, and 58 sets of the apparatus have been received.

On the Eastern Bengal State railway, 9 standard gauge engines and 82 vehicles were fitted with the vacuum brake, and 8 vehicles with train pipes during the year; train pipes were taken out of 30 vehicles during the year.

On the metre gauge, 13 engines and 21 vehicles were fitted with the vacuum brake during the year, and 16 vehicles with train pipes.

On the East Coast State railway, 4 engines and 36 vehicles were completely fitted with the automatic vacuum brake during the year, and 5 vehicles were piped. Fourteen vehicles transferred from the Bezwada-Madras railway have also been completely fitted with the automatic vacuum brake.

On the Great Indian Peninsula railway, 25 locomotives were fitted with the automatic vacuum brake during the year. Seven third class carriages, bogie, were fitted with the automatic vacuum brake taken from fourteen ordinary 4-wheeled third class carriages which were broken up. Thus there was a decrease of seven in total number of vehicles fitted.

On the Bombay, Baroda and Central India railway, 12 new engines received fitted with the automatic vacuum brake, were placed on rails and 5 more were fitted up from materials out of broken up engines, total 17; but as 9 of the engines, condemned and withdrawn from stock during the year, were so fitted, the net increase

during the year was only 8. Two vehicles were fitted with the vacuum brake and piping taken out of 1 vehicle.

On the Madras railway, 13 engines and 121 vehicles were fitted with the vacuum brake during the year, and piping taken out of 12 vehicles.

On the Nizam's Guaranteed State railway, 10 passenger carriages were fitted with the automatic vacuum brake during the year. In addition to these, nine private carriages were also similarly fitted.

On the South Indian railway, 10 bogie carriages were fitted with the automatic vacuum brake gear during the year, and the pipes of 10 vehicles have been removed as they were temporarily fitted.

On the Assam-Bengal railway, all the engines and vehicles erected are fitted with the automatic vacuum brake, 11 vehicles being fitted during the year. The brakes were not brought into use.

On the Burma railways, 24 engines and 117 vehicles were fitted with the automatic vacuum brake during the year, and 3 vehicles were piped only.

On the Dibru-Sadiya railway, screw brakes were fitted to the rolling-stock.

Couplings.

5. On the East Indian railway, with the exception of the stock noted on margin, which is fitted with a screw coupling at each end, the whole of the East Indian railway coaching and goods stock has one screw coupling only.

4 royal saloons.	} used as reserved.
34 reserved carriage .	
4 first class	
2 composite class	
480 brake-vans.	
24 half and quarter post office vans.	
22 full post office vans.	
42 joint stock, East Indian and Great Indian Peninsula railways.	

Total 582 carriages.

On the Bengal-Nágpur railway, the whole of the coaching and goods stock is fitted with couplings at both ends.

On the Eastern Bengal State railway, the whole of the coaching stock, and nearly all

the goods vehicles are fitted with couplings at both ends.

On the East Coast State railway, the whole of the coaching and goods stock is fitted with couplings at both ends.

On the Great Indian Peninsula railway, the whole of the coaching stock is fitted with screw couplings at both ends. During the year, 320 screw couplings have been fitted to the goods stock at one end only, making a total at the end of the calendar year of 5,346 so fitted.

On the Bombay, Baroda and Central India railway, the whole of the coaching stock is fitted with screw couplings at each end. Most of the goods stock has been fitted with screw couplings at one end only, and 381 covered and 313 open wagons have screw couplings at both ends. The latter number was fitted during the year. The Engineers' ballast and the salt wagons have chain couplings only.

On the Southern Mahratta railway, Jones' system of buffers and couplings is now generally in use on the coaching stock, and goods vehicles are being fitted with Jones' buffers gradually.

On the South Indian railway, 16 sets for coaching and 207 sets for goods vehicles were fitted with Jones' flexible buffers during the year.

On the Assam-Bengal railway, the whole of the passenger and goods stock is fitted with screw couplings at both ends.

On the Dibru-Sadiya railway, centre buffer and hook couplings were fitted to the rolling-stock. The coaching vehicles were fitted with tight couplings.

Of the coaching stock on the Morvi railway, 16 more vehicles and 3 locomotives were fitted with White and Burke's patent screw couplings and buffers. New side chains were fitted to 2 new bogie iron wagons.

Lighting of railway carriages with gas on Pintsch's system.

6. On the East Indian railway, 63 vehicles were fitted with gas on Pintsch's system during the year, making a total of 973 vehicles so fitted up to the 31st December 1899. Under the present sanction, 254 vehicles remain to be fitted.

On the Bengal-Nágpur railway, 42 carriages have been fitted with gas fittings on Pintsch's system up to the 31st December 1899.

On the North Western State railway, 15 carriages were fitted during 1899 with gas lamps on Pintsch's system, making a total of 448 so fitted up to the 31st December 1899.

On the Oudh and Rohilkhand State railway, all the mail, passenger and mixed services are now running with gas lighted vehicles, 353 vehicles of all classes were adapted for gas up to the 31st December 1899.

On the Eastern Bengal State railway, 95 standard gauge carriages were fitted with gas lamps on Pintsch's system, making a total of 356 carriages so fitted up to the 31st December 1899, the number that remained to be fitted being 9 only.

On the Great Indian Peninsula railway, 7 third class bogie carriages were fitted with Pintsch's gas apparatus taken from 14 ordinary 4-wheeled third class carriages which were broken up. The total number of vehicles fitted with Pintsch's gas on the 31st December 1899 was 1,036.

On the Bombay, Baroda and Central India railway, the whole of the coaching stock, except horse-boxes, luggage vans and carriage trucks, and the goods brake-vans, have been fitted with Pintsch's gas-lighting apparatus. During the year, a few brake-vans were fitted up for burning gas in the side and tail lamps also, and from the results obtained it has been arranged to similarly fit up all the brake-vans.

On the Madras railway, during the year, 39 vehicles were fitted with gas lighting on Pintsch's system, making a total of 516 vehicles fitted up to the 31st December 1899. The work of so fitting the whole of the carriages of this line will be completed very shortly.

On the Southern Mahratta railway, 375 vehicle of the Southern Mahratta railway proper and 117 vehicles of the Mysore railway were fitted during the calendar year with gas lamps on Pintsch's system, making a total of 547 so fitted up to the 31st December 1899. Under the present sanction, 356 vehicles of the Southern Mahratta railway and 78 of the Mysore railway still remain to be fitted.

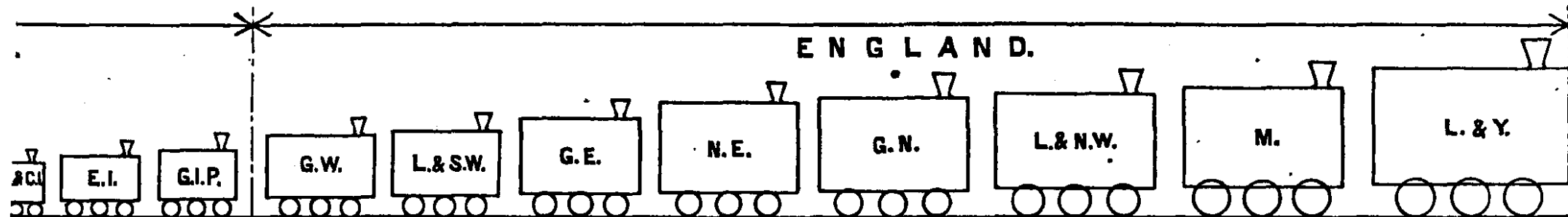
On the Assam-Bengal railway, all the carriages are fitted with Pintsch's system of gas lights and the necessary gas making plant has been erected at Lāksām.

Retiring accommodation for females.

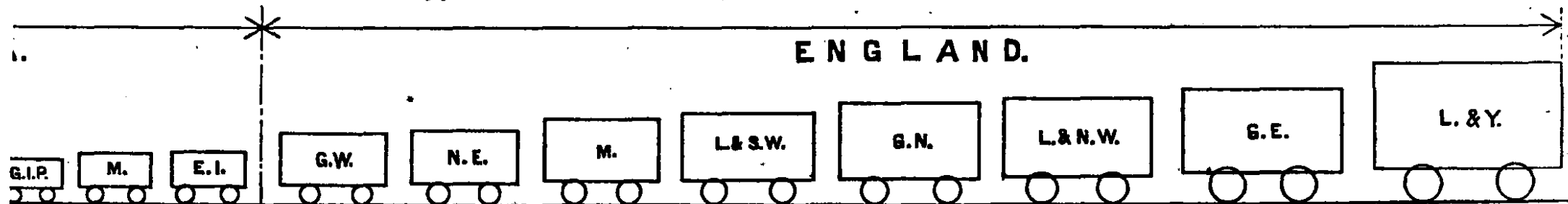
7. Statement No. 13 furnishes details of the number of carriages that have been fitted with retiring accommodation for females, in compliance with the requirements of section 64 of the Indian Railways Act IX, 1890.

ILLUSTRATING THE NUMBER PER MILE OF LOCOMOTIVES, COACHING AND
GOODS STOCK ON THE PRINCIPAL INDIAN & ENGLISH RAILWAYS.

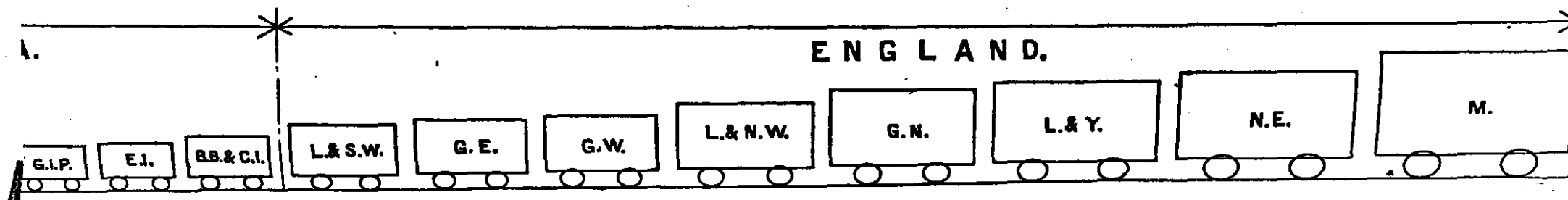
LOCOMOTIVES.



COACHING VEHICLES.



GOODS VEHICLES.



Statement comparing the number of locomotives, coaching and goods stock on the principal Indian railways on the standard (5' 6") gauge with the principal English railways on the standard (4' 8½") gauge during 1898.

RAILWAYS.	Length.	LOCOMOTIVES.				COACHING VEHICLES.			GOODS VEHICLES.		
		Total stock.	Per mile open.	Per 10,000 engine-miles.	Per 10,000 Train-miles.	Total stock.	Per mile open.	Per 10,000 coaching Train-miles.	Total stock.	Per mile open.	Per 100,000 Ton-miles.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
<i>Indian railways—</i>											
East Indian, including branches worked.	1,897	643	0·34	0·39	0·46	1,228	0·65	2·32	10,518	5·55	0·61
Bengal-Nágpur	1,067	118	0·11	0·55	0·60	253	0·24	3·24	3,413	3·20	2·31
Indian Midland, including branches worked.	970	125	0·13	0·58	0·66	326	0·34	3·95	2,059	2·12	1·55
North Western State, including branches worked.	3,400	640	0·19	0·53	0·60	1,411	0·41	3·36	10,999	3·23	1·14
Oudh and Rohilkhand State, including branches worked.	1,030	169	0·16	0·54	0·64	491	0·48	3·96	4,331	4·20	2·60
Great Indian Peninsula, including branches worked.	1,491	605	0·41	0·57	0·64	890	0·60	2·12	7,816	5·24	1·05
Bombay, Baroda and Central India, including branches worked.	686	174	0·25	0·54	0·63	409	0·60	3·34	4,153	6·06	1·27
Madras, including branches worked.	858	168	0·20	0·54	0·65	550	0·64	4·38	2,996	3·49	1·96
<i>English railways—</i>											
Great Eastern	1,110	993		0·89		3,394	3·06		21,641		19·50
Great Western	2,599	1,885		0·73		4,264	1·64		51,357		19·76
London and North Western.	1,908	2,800		1·52		5,707	2·99		63,908		33·49
Midland	1,431	2,360		1·35		3,201	2·24		117,730		82·27
North Eastern	1,630	1,994		1·22		2,710	1·66		92,426		56·70
Great Northern	819	1,151		1·41		2,388	2·92		34,802		43·49
London and South Western.	894	702		0·79		2,420	2·71		11,211		12·54
Lancashire and Yorkshire	556	1,350		2·39		3,563	6·41		26,617		47·86

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Locomotives.	VEHI					Total passenger vehicles.
			1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	
	STANDARD GAUGE.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.							
I	EAST INDIAN	738	77	88	73	857	178	1,268
II	BENGAL CENTRAL	27	8	4	3	84	30	79
III	BENGAL-NAGPUR	139	8	15	8	198	41	245
IV	INDIAN MIDLAND	132	35	22	...	220	50	327
V	BHOPAL-ITÁRSI (BRITISH SECTION)	Worked by the Indian	Midland railway		...	...	...	...
VI	GODHRA-RUTLAM-NÁGDÁ	Worked by the Bombay,	Baroda and Central India railway		...	...	...	...
VII	WARDHA COAL	} Worked by the Great	Indian Peninsula railway		...	...	...	...
VIII	DHOND-MANMÁD							
IX	BEEWADA EXTENSION (EAST COAST STATE)	Worked by the Nizam's	Guaranteed State railway		...	...	...	...
	TOTAL	1,036	128	129	84	1,304	294	1,930
	State lines worked by the State.							
XI	NORTH WESTERN (b)	652	108	98	116	870	238	1,480
XII	HYDERABAD-SHADIPALLI	Worked by the North	Western State railway		...	...	...	...
XIII	OUDEH AND ROHILKHAND	172	43	29	32	201	112	507
XIV	EASTERN BENGAL	113	13	12	35	161	109	330
XV	CALCUTTA PORT COMMISSIONERS'	8	...	...	...	...	...	...
XVI	EAST COAST	77	19	23	...	242	39	323
	TOTAL	1,023	183	162	183	1,564	498	2,300
	Lines worked by guaranteed companies.							
XVII	GREAT INDIAN PENINSULA	605	90	157	...	548	88	883
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	172	27	38	25	239	73	403
XIX	MADRAS	168	34	63	...	306	64	557
	TOTAL	945	151	258	25	1,183	225	1,942
	Assisted companies.							
XX	DELHI-UMBALLA-KALKÁ	} Worked by the East	Indian railway		...	...	...	...
XXI	TARESSUR							
XXII	SOUTH BEHAR (LUCKNOW-GRÁ)	} Worked by the North	Western State railway		...	...	...	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)							
XXV	TÁPTI VALLEY	Worked by the Bombay,	Baroda and Central India railway		...	...	...	...
	TOTAL	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.							
XXVI	KHÁMGAON	} Worked by the Great	Indian Peninsula railway		...	...	...	...
XXVII	AMBÁOTI							
XXVIII	BÍNA-GOONA-BÁBÁN	} Worked by the Indian	Midland railway		...	...	...	...
XXIX	BHOPAL-UJJAIN							
XXX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)							
XXXI	THE NIZAM'S GUARANTEED STATE	54	15	8	...	58	21	102
XXXII	NÁGDÁ-UJJAIN	} Worked by the Bombay,	Baroda and Central India railway		...	...	...	...
XXXIII	THE GARHWAR'S PETLÁD							
XXXIV	KOLAR GOLD-FIELDS	Worked by the Madras	railway		...	...	...	...
	TOTAL	54	15	8	...	58	21	102
	Lines owned by native states and worked by state railway agency.							
XXXVI	RÁJPURA-BHÁTINDA	} Worked by the North	Western State railway		...	...	...	...
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)							
	TOTAL	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	3,057	477	557	292	4,109	1,098	6,478

No. 9.

and metre gauge railways on the 31st December 1899.

CLES.						Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans.)	Total coaching vehicles (excluding brake-vans.)	Total goods vehicles of all descriptions (excluding brake-vans and cranes.)	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.		
No.	No.	No.	No.	No.	No.		
218	1,486	12,678	452	23	14,639	I	
81	110	488	10	1	609	II	
40	305	3,697	148	11	4,156	III	
45	372	2,186	(a) 122	9	2,689	IV	(a) Including 50 brake-vans with one third class compartment each.
...	...	...	...	...	...	V	
...	...	...	...	...	...	VI	
...	...	...	...	...	...	VII	
...	...	...	...	...	...	VIII	
...	...	...	...	...	...	IX	
934	2,273	19,049	727	44	22,093		
928	1,758	11,301	555	50	13,664	XI	
...	...	...	...	...	...	XII	
106	613	4,374	153	17	5,157	XIII	
111	441	2,278	65	5	2,789	XIV	
...	...	372	...	...	372	XV	(b) Excluding the stock belonging to the metre gauge section of the old Bolan railway (Quetta loop) and on the Ferozepore tramway.
23	346	1,701	(c) 85	7	2,139	XVI	
568	3,158	20,026	858	79	24,121		(c) Including 44 brake-vans with one or more third class compartments each.
246	1,129	7,816	(d) 650	47	9,642	XVII	(d) Including 90 brake-vans with 4 third class compartments each, and 25 with 3 compartments each.
38	440	4,271	100	4	4,815	XVIII	
103	660	2,990	177	7	3,834	XIX	
357	2,229	15,077	927	58	18,291		
...	...	...	...	...	...	XX	
...	...	...	...	...	...	XXI	
...	...	...	...	...	...	XXII	
...	...	...	...	...	...	XXIII	
...	...	...	...	...	...	XXV	
...	...	...	...	...	...	XXVI	
...	...	...	...	...	...	XXVII	
...	...	...	...	...	...	XXVIII	
...	...	...	...	...	...	XXIX	
...	...	...	...	...	...	XXX	
18	120	929	49	2	1,100	XXXI	
...	...	...	...	...	...	XXXII	
...	...	...	...	...	...	XXXIII	
...	...	...	...	...	...	XXXIV	
18	120	929	49	2	1,100		
...	...	...	...	...	...	XXXVI	
...	...	...	...	...	...	XXXVII	
...	...	...	...	...	...	XXXVIII	
...	...	...	...	...	...	XXXIX	
...	...	...	...	...	...	XXXX	
1,307	7,780	55,081	2,561	183	65,605		

Number of locomotives and vehicles on the standard and

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Locomotives.	VEHI					Total passenger vehicles.
			1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	
	METRE GAUGE.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	155	50	20	...	423	86	579
	COMPANY'S SECTION							
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	Worked by the Rohilkund and Kumaon railway (Company's section)						
XLI	RAJPUTANA-MALWA	424	123	99	50	823	118	1,218
XLII	PALANPUR-DIBRA	Worked by the Rajputana-Malwa railway						
XLIII	SOUTHERN MAHRATTA	(a) 219	19	41	...	500	94	654
XLIV	GUNTAKAL-MYSORE FRONTIER	} Worked by the Southern Mahratta railway						
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)							
XLVI	SOUTH INDIAN	208	19	44	...	611	106	780
XLVII	MAYAVARAM-MUTUPET	Worked by the South Indian railway						
XLVIII	ASSAM-BENGAL	53	1	...	...	75	26	102
XLIX	BURMA	170	34	48	14	372	69	537
	TOTAL	1,229	246	252	64	2,804	499	3,865
	State lines worked by the State.							
L	NORTH WESTERN (e)	4	...	...	...	12	...	12
	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kauria-Dharla, 2' 6" gauge, branch)	89	12	10	32	209	63	328
	DACCA SECTION	15	3	4	2	45	17	71
	TOTAL	108	15	14	34	266	80	409
	Assisted companies.							
LIII	DROGHDA	3	...	...	...	8	2	10
LIV	BRAHMAPUTRA-SULTANPUR	} Worked by the Eastern Bengal State railway						
LV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ							
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	27	14	3	3	110	24	154
LVII	SEGOWALIE-BAKAUL	Worked by the Bengal and North-Western railway						
LVIII	BENGAL DOOARS	4	...	...	...	13	6	19
LIX	DIBRU-SADIYA	18	...	...	...	35	8	46
LX	LEDO AND TIKAR-MARGHERITA COLLIERY	4	...	...	...	...	...	...
LXI	AHMEDABAD-PARANTIJ	Worked by the Rajputana-Malwa railway						
LXII	NILGIRI	4	2	...	...	4	2	8
	TOTAL	60	16	8	8	170	42	234
	Lines owned by native states and worked by companies.							
LXIII	THE GANAKWAS MESSANA	} Worked by the Rajputana-Malwa railway						
LXIV	HYDERABAD-GODAVARI VALLEY							
LXV	KOLHAPUR	15	2	2	...	18	8	25
LXVI	YESWANTPUR-MYSORE FRONTIER	} Worked by the Southern Mahratta railway						
LXVII	MYSORE-NANJANGUD							
LXVIII	BIRUR-SHIMOGA	15	2	2	...	18	8	25
	TOTAL	15	2	2	...	18	8	25
	Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER—							
	JODHPUR SECTION	17	8	4	...	51	11	74
	BIKANER SECTION							
LXXIII	UDAIPUR-CHITORE	2	1	...	2	15	3	21
LXXIV	BHAVNAGAR-GONDAL-JUNAGAD PORBANDAR	37	24	11	9	139	20	203
LXXV	JETALSAR-BAJKOT	} Worked by the Bhavnagar-Gondal Junagad-Porbandar railway						
LXXVI	JAMNAGAR							
LXXVII	DHRANGADRA							
	TOTAL	56	33	15	11	205	34	298
	Foreign lines.							
LXXIX	WEST OF INDIA PORTUGUESE	12	2	2	...	16	3	23
LXXX	PONDICHERY	} Worked by the South Indian railway						
LXXXI	KARAIKAL-PERALAM							
	TOTAL	12	2	2	...	16	3	23
	TOTAL METRE GAUGE (g)	1,480	314	288	112	3,479	661	4,854

No. 9—concl'd.

metre gauge railways on the 31st December 1899—concl'd.

CLES.						Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Total coaching vehicles (excluding brake-vans).	Total goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.		
No.	No.	No.	No.	No.	No.		
36	615	4,518	125	20	5,278	XXXIX	
...	...	...	...	...	...	XL	
168	1,381	6,981	312	29	8,683	XLI	
...	...	...	...	...	...	XLII	
96	750	4,669	(b) 193	20	5,632	XLIII	(a) Excluding tender of a condemned engine.
...	...	...	...	...	...	XLIV	
60	840	3,294	(c) 141	3	4,278	XLV	(b) Including 155 brake-vans with one third class compartment each.
...	...	...	...	...	...	XLVI	(c) Including 8 brake-vans with one third class compartment each.
...	...	...	...	...	...	XLVII	
32	134	1,148	38	13	1,333	XLVIII	
109	646	3,584	(d) 140	21	4,391	XLIX	(d) Including 5 brake-vans with one third class compartment each.
501	4,366	24,174	949	106	29,595		
...	12	...	...	...	12	L	
63	989	2,446	54	8	2,897		
13	84	360	9	3	456		(e) For narrow gauge stock formerly used on the metre gauge section of the old Bolan railway (Quetta loop) and on the Ferozepore tramway.
76	485	2,806	63	11	3,365		
...	10	8	2	...	20	LIII	
...	...	...	...	...	...	LIV	
...	...	...	...	...	...	LV	
18	172	765	30	6	973	LVI	
...	...	...	...	...	...	LVII	
2	21	(f) 106	5	1	193	LVIII	
9	52	800	26	1	879	LIX	(f) Including one dummy truck.
...	...	4	1	1	6	LX	
...	...	...	...	...	...	LXI	
...	8	16	4	...	28	LXII	
29	263	1,699	68	9	2,039		
...	...	...	...	...	...	LXIII	
4	29	202	10	1	242	LXIV	
...	...	...	...	...	...	LXV	
...	...	...	...	...	...	LXVI	
...	...	...	...	...	...	LXVII	
...	...	...	...	...	...	LXVIII	
4	20	202	10	1	242		
6	80	250	14	...	944	LXXII	
1	22	35	3	...	60	LXXIII	
11	214	993	41	2	1,250	LXXIV	
...	...	...	...	...	...	LXXV	
...	...	...	...	...	...	LXXVI	
...	...	...	...	...	...	LXXVII	
18	316	1,278	58	2	1,654		
1	24	146	13	1	184	LXXIX	
...	...	...	...	...	...	LXXX	
...	...	...	...	...	...	LXXXI	
1	24	146	13	1	184		(g) Excluding the Cawnpore-Barhwa (metre gauge link) for which no separate rolling-stock has been provided.
629	5,483	30,305	1,161	130	37,079		

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.			
		I	II	III	IV
		East Indian railway system.	Bengal Central.	Bengal-Nápur.	Indian Midland railway system.
STANDARD GAUGE.					
1	Mileage open on the 31st December Miles	1,973-90	125-01	1,191-81	1,112-12
2	Mileage of single track, including sidings Miles	2,955-68	147-04	1,330-62	1,242-52
3	Total train-mileage Train-miles	14,810,403	410,175	2,328,305	2,280,356
4	Gross ton-mileage Ton-miles	5,517,631,499	95,654,172	899,351,709	759,311,367
5	Total capital outlay on open line, excluding steam-boat and suspension Ra.	42,88,97,324	1,23,31,929	14,73,52,392	12,47,82,195
6	Gross earnings, excluding steam-boat Ra.	6,52,74,399	14,30,688	90,73,459	79,83,761
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings Ra.	637	158	152	139
8	Value* of engine stock Ra.	2,63,59,759	8,96,691	50,24,387	48,93,218
9	Per mile of line open (8 + 1). Ra.	13,354	7,173	4,216	3,955
10	Per train-mile (8 + 3). Ra.	1-8	2-2	2-2	1-9
11	Per 1,000 gross ton-miles (8 x 1,000 + 4) Ra.	4-8	9-4	5-6	5-8
12	Value* of coaching and goods stock Ra.	8,59,28,681	19,22,007	1,19,23,064	94,09,048
13	Per mile of line open (12 + 1). Ra.	18,202	15,375	10,008	8,460
14	Per train-mile (12 + 3) Ra.	2-4	4-7	5-1	4-1
15	Per 1,000 gross ton-miles (12 x 1,000 + 4). Ra.	6-5	20-1	13-3	12-5
16	Total value* of rolling-stock Ra.	6,22,88,440	28,18,698	1,69,46,351	1,38,07,219
17	Per mile of line open (16 + 1). Ra.	31,556	22,543	14,219	12,415
18	Per train-mile (16 + 3) Ra.	4-2	6-9	7-3	6-0
19	Per 1,000 gross ton-miles (16 x 1,000 + 4) Ra.	11-3	29-5	19-9	18-3
20	Per cent. of value of locomotives on total capital outlay on rolling-stock (8 x 100 + 16). Per cent.	42-3	31-8	29-6	31-9
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12 x 100 + 16) Per cent.	57-7	66-2	70-4	68-1

* Represents total cost charged

(a) Including 5-63 miles of military line not used for public traffic.

(b) Including cost of rolling stock belonging to the metro gauge portion of the old Dolán railway (Quetta loop) and the Ferozepore tramway.

(c) Value of engine and carriage and wagon stock not recorded separately.

No. 10.

metre gauge railways on the 31st December 1899.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Progressive No.
XI	XIII	XIV	XV	XVI	XVII	XVIII	XIX	XXI	
North Western railway system.	Ondh and Rohilkhand.	Eastern Bengal.	Calcutta Port Commissioners'.	East Coast.	Great Indian Peninsula railway system.	Bombay, Baroda and Central India railway system.	Madras railway system.	The Nizam's Guaranteed State railway system.	
(a) 3,550·40	950·76	267·79	8·58	(f) 804·37	1,491·31	789·06	853·39	350·71	1
4,461·99	1,087·86	510·89	23·09	(g) 919·74	2,237·38	1,074·44	1,043·33	392·62	2
10,264·192	3,065,911	2,007,378	(d)	1,492,919	9,453,932	3,148,498	2,695,854	953,465	3
3,530,952,910	937,989,375	646,822,068	(d)	462,355,458	2,928,925,887	1,208,750,365	771,905,853	378,055,137	4
51,78,92,583	11,37,27,622	6,62,95,903	71,96,940	8,00,63,314	29,40,93,733	14,18,79,059	12,09,67,750	4,23,95,647	5
3,75,08,544	1,02,97,755	90,26,042	4,46,546	42,67,913	3,58,09,430	1,91,89,677	1,07,72,971	44,22,373	6
205	208	649	1,007	104	462	513	242	240	7
3,23,44,245	45,66,927	(c)	1,48,365	30,98,602	1,88,78,350	65,22,277	55,31,631	21,51,072	8
6,293	4,803	...	17,393	3,852	12,659	8,266	6,482	6,133	9
2·2	1·5	...	...	2·1	2·0	2·1	2·1	2·2	10
6·3	4·9	...	...	6·7	6·4	5·4	7·2	5·7	11
4,22,04,230	1,24,02,972	(c)	(e) 5,65,610	67,09,028	2,05,53,520	1,20,71,711	1,04,83,675	25,34,619	12
11,687	13,045	...	66,308	8,341	13,732	15,299	12,285	7,227	13
4·1	4·0	...	...	4·5	2·2	3·8	3·9	2·7	14
11·9	13·2	...	...	14·5	7·0	10·0	13·6	6·7	15
(b) 6,45,48,475	1,69,69,899	1,16,08,036	7,13,975	98,07,630	3,94,31,870	1,85,93,988	1,60,15,306	46,85,691	16
13,180	17,948	43,348	83,701	12,193	26,441	23,565	18,767	13,360	17
6·3	5·5	5·8	...	6·6	4·2	5·9	6·0	4·9	18
18·2	18·1	17·9	...	21·2	13·4	15·4	20·8	12·4	19
34·6	26·9	...	20·8	31·6	47·9	35·1	34·5	45·9	20
65·4	73·1	...	79·2	63·4	52·1	64·9	65·5	54·1	21

to final heads of account.

(d) Information not available.

(e) Including Rs. 64,943 for converting 100 ballast wagons into covered goods wagons.

(f) Including 2·66 miles (laid on the mixed gauge) worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge) worked over only by the Southern Mahratta railway.

(g) Excluding 1·93 miles of single track laid on the metre gauge.

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.					
		XXXIX	XLI	XLIII	XLVI	XLVIII	XLIX
		Bengal and North-Western railway system. †	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South-Indian railway system.	Assam-Bengal.	Burma.
METRE GAUGE.							
1	Mileage open on the 31st December Miles	1,084.80	(b) 1,836.97	1,592.26	1,106.77	(c) 484.66	993.31
2	Mileage of single track, including sidings Miles	1,244.25	(c) 2,110.19	1,760.42	1,238.35	491.67	1,156.56
3	Total train-mileage Train-miles	2,324,837	6,544,950	2,887,745	3,396,161	611,231	2,945,796
4	Gross ton-mileage Ton-miles	536,214,095	1,527,157,239	553,802,044	537,535,187	155,310,700	573,732,637
5	Total capital outlay on open line, excluding steam-boat and suspense Re.	(a) 7,37,23,023	13,60,85,393	12,51,15,888	7,85,75,078	5,09,62,000	8,47,89,912
6	Gross earnings, excluding steam-boat Re.	71,88,315	2,54,61,768	75,87,470	87,89,518	16,19,495	87,98,770
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings Re.	132	266	91	154	75	179
8	Value* of engine stock Re.	30,00,210	75,79,229	(d) 45,11,044	44,23,989	9,05,385	38,36,259
9	Per mile of line open (8+1) Re.	2,766	4,126	2,833	3,997	2,083	3,862
10	Per train-mile (8+3) Re.	1.1	1.2	1.6	1.3	1.5	1.3
11	Per 1,000 gross ton-miles (8×1,000+4) Re.	5.6	5.0	8.1	8.2	5.8	6.7
12	Value* of coaching and goods-stock Re.	79,33,498	1,40,01,256	91,86,356	81,86,909	21,22,830	79,32,700
13	Per mile of line open (12+1) Re.	7,313	7,622	5,770	7,406	4,884	7,986
14	Per train-mile (12+3) Re.	2.8	2.1	3.2	2.4	3.5	2.7
15	Per 1,000 gross ton-miles (12×1,000+4) Re.	14.8	9.2	16.6	15.3	13.7	13.8
16	Total value* of rolling-stock Re.	1,09,33,708	2,15,80,485	1,36,97,400	1,28,20,896	30,28,215	(f) 1,17,37,995
17	Per mile of line open (16+1) Re.	10,079	11,748	8,603	11,403	6,967	11,837
18	Per train mile (16+3) Re.	3.9	3.3	4.8	3.7	5.0	4.0
19	Per 1,000 gross ton-miles (16×1,000+4) Re.	20.4	14.2	24.7	23.5	19.5	20.5
20	Per cent. of value of locomotives on capital outlay on rolling-stock (8×100+16) Per cent.	27.4	35.1	32.9	35.0	29.9	32.6
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12×100+16) Per cent.	72.6	64.9	67.1	64.9	70.1	67.4

* Represents total cost charged
† Excluding the Segowlie-Raxauli

- (a) Including Rs. 10,90,014 on account of interest on capital during construction.
 (b) Including 26.28 miles (laid on the mixed gauge) worked by the Rajputana-Malwa railway and also worked over by the North Western railway.
 (c) Excluding 5.17 miles of standard gauge track.
 (d) Decrease due to certain credits.
 (e) Including the Jamuna Mukh-Lumding section, 35.70 miles, temporarily closed from the 2nd October 1899.
 (f) Excluding Rs. 10,964 on account of receipts on capital account.

No. 10—concl'd.

metre gauge railways on the 31st December 1899.—concl'd.

STATE LINE WORKED BY THE STATE.		ASSISTED COMPANIES.					LINES OWNED AND WORKED BY NATIVE STATES.			FOREIGN LINE.	Progressive number.
L Eastern Bengal.		LIII	LVI	LVIII	LIX	LX	LXXII	LXXIII	LXXIV	LXXIX	
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch) and Brahmaputra-Sultanpur.	Dacca section, including the Mymensingh-Jamalpur-Jaganathganj.	Deoghur.	Bohilkund and Kumaon railway system.	Bengal Dooars.	Dibru-Sadiya.	Ledo and Tikak-Margherita colliery.	Jodhpur-Bikaner.	Udaipur-Chitor.	Bhavnagar-Gondal-Junagad-Forbandar railway system.	West of India Portuguese.	
502.97	139.29	4.79	235.09	36.40	77.50	7.50	475.50	67.30	(j) 455.18	51.11	1
588.10	158.03	5.41	321.05	43.63	87.43	8.00	489.10	70.40	505.86	62.96	2
1,702,853	260,541	14,558	580,061	39,175	236,200	16,920	574,135	51,127	614,619	116,497	3
312,236,211	35,728,160	(g)	97,915,308	(g)	(g)	(g)	114,502,275	10,114,113	103,169,592	20,734,628	4
4,21,50,784	87,55,241	2,36,180	1,14,32,272	24,72,503	72,85,349	12,83,416	1,01,62,947	19,34,912	2,20,36,710	1,35,77,163	5
54,63,535	6,51,414	33,262	17,37,783	2,60,046	8,59,414	63,084	20,83,636	2,10,540	22,42,609	(k) 4,15,082	6
211	104	134	119	137	213	162	89	62	95	157	7
17,36,226	3,60,358	34,000	5,63,250	1,00,279	(h)	(h)	(i) 3,72,920	59,442	7,56,356	4,01,528	8
3,452	2,587	7,098	1,976	2,755	...	...	784	883	1,681	7,856	9*
1.0	1.4	2.3	1.0	2.6	...	...	0.6	1.2	1.2	3.4	10
5.6	10.1	(g)	5.8	(g)	...	...	3.3	5.9	7.3	19.4	11
53,89,206	8,02,267	49,236	16,61,901	2,84,668	(h)	(h)	7,03,395	1,70,985	19,56,275	3,45,639	12
10,715	5,760	10,278	5,829	7,821	...	...	1,479	2,541	4,298	6,763	13
3.2	2.8	3.4	2.9	7.3	...	...	1.2	3.3	3.2	3.0	14
17.2	22.4	(g)	17.0	(g)	...	...	6.1	16.9	19.0	16.7	15
71,25,432	11,62,625	83,236	22,25,151	3,84,947	15,54,011	80,396	(i) 10,76,315	2,30,427	27,13,631	7,47,167	16
14,167	8,347	17,376	7,805	10,576	20,052	10,719	2,263	3,424	5,959	14,619	17
4.2	4.2	5.7	3.9	9.9	6.6	4.8	1.8	4.5	4.4	6.4	18
22.8	32.5	(g)	22.8	(g)	(g)	(g)	9.4	22.8	26.3	36.1	19
24.4	31.0	40.8	25.3	26.1	...	...	34.6	25.8	27.9	53.7	20
75.6	4.69.0	59.2	74.7	78.9	...	...	65.4	74.2	72.1	46.3	21

to final heads of account.
railway.

(g) Information not available.

(h) Value of engine and carriage and wagon stock not recorded separately.

(i) Difference due to the figure shown in the previous year having included outlay chargeable to construction.

(j) Including 8.86 miles of dock estate and quarry lines constructed and maintained by the states themselves.

(k) Excluding Rs. 1,57,393 on account of harbour earnings.

Number of vehicles on the standard and metre gauge railways.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.					Percentage on entire stock *	NUMBER OF HORSE-BOXES.				NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†						
		Second.	Intermediate.	Third	Composites.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock *		
	STANDARD GAUGE.																	
	State lines worked by companies.																	
I	EAST INDIAN . . . .	...	...	52	...	52	4.36	75	...	...	...	75	875	2,911	30,288	49.48		
II	BENGAL CENTRAL . . .	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...
III	BENGAL-NAGPUR . . .	...	...	23	...	23	8.95	10	...	...	...	10	...	1,191	9,528	47.47		
IV	INDIAN MIDLAND . . .	...	...	22	...	22	6.42	5	...	10	...	15	...	750	6,000	57.38		
	State lines worked by the State.																	
XI	NORTH WESTERN (f) . .	...	...	450	(c)	454	34.14	120	...	18	...	138	75	(g)	4,207	35,904	54.24	
XIII	ODDH AND BOHILKHAND	...	...	110	...	110	23.70	39	...	...	...	39	227	878	8,840	28.73		
XIV	EASTERN BENGAL . . .	...	16	...	...	16	4.64	9	...	4	...	13	...	666	5,328	38.92		
XVI	EAST COAST . . . .	...	...	19	...	19	6.17	8	...	...	...	8	...	552	4,416	48.00		
	Lines worked by guaranteed companies.																	
XVII	GREAT INDIAN PENINSULA . . . .	...	...	29	...	29	3.76	...	...	98	...	98	1,793	...	14,344	40.48		
XVIII	BOMBAY, BARODA AND CENTRAL INDIA . . . .	...	...	15	...	15	4.00	18	...	...	...	18	1,321	...	10,568	60.23		
XIX	MADRAS . . . .	...	...	28	...	28	5.35	2	...	44	...	46	1,069	395	11,712	98.85		
	Line owned by native state and worked by company.																	
XXI	THE NIZAM'S GUARANTEED STATES . . . .	...	...	...	...	...	...	7	...	3	...	10	64	60	992	72.51		

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1899.

† Only such wagons as are actually provided with complete fittings are included in these columns.

- (a) Of these 1 is a bogie first, second and intermediate; 1 a bogie intermediate and third; 36 intermediate and third; and 76 third and postal and third and brake-van composite carriages.
 (b) Capable of carrying 8 horses or 10 ponies each.
 (c) These are third and intermediate class composite carriages.
 (d) Of these 4 are first and second and 13 third and brake-van composite carriages.

- (e) Of these 28 are first and second; and 4 first and third class composite carriages; the second and third class compartments are only fitted with racks.
 (f) The carriages on this line are fitted with both hooks and racks.
 (g) Of these 412 are bogies, capable of carrying 12 horses each.
 (h) Of these 140 are bogies.
 (i) Of these 17 are first and second; 8 first, second and third; 53 third and intermediate; 19 intermediate and postal; and 25 third and postal composite carriages.

No. 11.

adapted for military purposes, as existing on the 31st December 1899.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available. †	NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS. ‡				CARRIAGES FITTED WITH HOOKS OR RACKS.											
	Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	Percentage on entire stock. *	NUMBER FITTED WITH								PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS. †			
					Hooks.				Racks.				Second.	Intermediate.	Third.	Composites.
					Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.				
...	...	3,481	44,554	87·61	...	59	781	(a) 114	...	...	...	...	...	80·82	99·49	46·53
(b) 310	8	...	17	11·42	...	...	1	(c) 1	4	3	16	(d) 17	100·00	100·00	50·00	60·00
...	500	115	9,464	54·14	...	...	...	...	15	8	161	(e) 27	100·00	100·00	83·42	65·85
...	...	207	2,752	24·15	...	...	...	...	22	...	178	...	100·00	...	80·91	...
...	148	(h) 1,765	25,062	59·83	...	...	...	...	25	34	804	(i) 122	25·51	29·31	92·63	51·26
...	...	138	1,480	33·74	...	...	...	...	...	32	291	(j) 64	...	100·00	100·00	57·14
(k) 394	...	151	2,102	62·92	...	6	2	...	12	19	154	(l) 80	100·00	71·43	82·53	73·99
(b) 3	158	386	8,685	100·00	...	...	...	...	...	...	182	(m) 7	...	...	75·21	17·95
(n) 371	497	...	7,952	15·84	...	...	...	...	65	...	322	...	41·40	...	58·76	...
...	431	(o) 571	12,538	50·86	...	...	...	...	6	25	106	(p) 16	15·79	100·00	99·40	37·21
...	...	132	792	12·09	63	...	336	...	...	...	...	...	100·00	...	84·84	...
...	635	...	8,744	84·33	...	...	...	...	...	...	...	...	...	...	...	...

† Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.

‡ Excluding wagons with doors less than 5' 9" wide, and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.

- (j) Of these 4 are first, second, intermediate and third; 29 are intermediate and third; 3 intermediate and postal; and 23 third and postal composite carriages.
- (k) Capable of carrying 8 horses each
- (l) Of these 15 are first and second; 37 intermediate and third; 8 intermediate and brake-vans; 6 intermediate and postal; 1 intermediate, third and postal; 10 third and brake-vans; and 3 third and postal composite carriages.

- (m) These are third and postal composite carriages.
- (n) Capable of carrying 6 horses or 8 ponies each.
- (o) Of these 20 are bogies.
- (p) Of these 14 are first and second and 2 intermediate and postal composite carriages. Racks are only fitted in the second class compartments of the first and second class composite carriages.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.					NUMBER OF HORSE-BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†				
		Second.	Intermediate.	Third	Composites.	Total.	Percentage on entire stock.	Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock.
	METRE GAUGE. State lines worked by companies.															
XXXIX	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION . . . . .	...	...	...	...	...	...	30	...	...	30	57	651	4,134	19.37
	COMPANY'S SECTION . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	...	...	...	...	...	...	3	...	...	3	3	...	12	0.59
XLI	RAJPUTANA-MALWA . . . . .	...	...	(b) 26	...	26	2.50	82	...	...	82	425	...	(c)	9.71
XLIII	SOUTHERN Mahratta . . . . .	...	...	3	...	3	0.47	36	...	...	36	...	100	400	3.19
XLVI	SOUTH INDIAN . . . . .	...	...	15	...	15	1.95	10	...	20	30	17	250	1,602	14.10
XLVIII	ASSAM-BENGAL . . . . .	...	...	...	...	...	...	6	...	...	6	360	...	1,440	69.90
XLIX	BURMA . . . . .	...	...	59	...	59	18.21	36	...	...	36	(m) 95	50	580	6.68
	State line worked by the State.															
L	EASTERN BENGAL—															
	NORTHERN AND BEHAR SECTIONS . . . . .	...	...	...	...	...	...	6	...	...	6	...	504	2,016	24.34
	KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	DACCA SECTION . . . . .	...	...	...	...	...	...	2	...	...	2	...	100	400	34.48
	Assisted companies.															
LVI	ROHILKUND AND KUMAON (Company's section) . . . . .	...	...	...	...	...	...	2	...	...	2	...	...	...	...
LVIII	BENGAL DOOARS . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIX	DIBRU-SADIYA . . . . .	...	...	...	...	...	...	2	...	1	3	...	...	...	...
	Lines owned and worked by native states.															
LXXII	JODHPUR-BIKANER—															
	JODHPUR SECTION . . . . .	...	...	...	...	...	...	4	...	1	5	...	...	...	...
	BIKANER SECTION . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXIII	UDAIPUR-CHITORE . . . . .	...	...	...	...	...	...	1	...	...	1	...	...	...	...
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-POREHANDAR . . . . .	...	...	...	...	...	...	(w) 11	...	...	11	...	...	...	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1899.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(a) These are intermediate and third class composite carriages.

(b) Of these 21 are bogie carriages.

(c) Two hundred and ninety-one wagons are capable of carrying 6 horses or 10 ponies each and the remainder 9 ponies each.

(d) Capable of carrying 6 horses or 10 ponies each.

(e) Of these 114 are bogie carriages.

(f) Of these 3 are first and second, 2 of which are bogie carriages; 7 intermediate and third and 24 third and postal composite carriages.

(g) Includes 72 bogies.

(h) Of these 38 are first and second; 2 third and postal; and 17 third and brake-van composite carriages.

(i) Of these 9 are first and third; 10 third and postal, of which 8 are bogies; 28 third class and brake-vans, of which 20 are bogies; and 24 bogie composite carriages.

(j) Capable of carrying 4 horses each.

(k) These are bogie carriages.

No. 11—concl'd.

adapted for military purposes, as existing on the 31st December 1899—concl'd.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available. †	NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS ‡				CARRIAGES FITTED WITH HOOKS OR RACKS.											
	Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds. Tons.	Percentage on entire stock. *	NUMBER FITTED WITH								PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS. *			
					Hooks.				Racks.				Second.	Inter-mediate.	Third.	Com-posites.
					Se-cond.	Inter-mediate.	Third.	Com-posites.	Second.	Inter-mediate.	Third.	Com-posites.				
...	...	53	504	9.31	...	...	...	...	...	...	423	(a) 42	...	...	100.00	100.00
...	1	75	(a) 9	...	100.00	100.00	42.86
(d) 231	...	1,944	21,496	79.57	...	...	...	...	2	8	(e) 299	(f) 34	2.02	16.00	86.11	30.01
...	111	487	3,728	49.77	...	...	...	...	36	...	(g) 283	(h) 57	87.80	...	56.60	24.57
1,627	452	(i) 71	...	...	73.98	62.28
(j) 155	...	(k) 60	1,020	12.63	...	...	...	...	...	...	75	(l) 15	...	...	100.00	57.69
315	...	286	1,956	40.57	...	...	...	...	17	14	322	(n) 28	35.42	100.00	86.56	59.57
(o) 538	...	66	391	26.83	...	...	...	...	10	26	182	(p) 51	100.00	92.86	98.33	86.44
...	4	17	...	...	100.00	70.83	...
(j) 121	...	2	12	16.67	...	1	30	(q) 7	4	...	15	(r) 8	100.00	50.00	100.00	88.23
...	2	14	(a) 1	...	100.00	100.00	33.33
...	(s) 3	...	...	12	(t) 3	...	...	85.71	100.00
(u) 138	204	70	2,381	58.79	...	...	...	...	...	...	8	...	...	...	22.86	...
...	...	70	463	100.00	...	...	...	...	...	...	...	...	...	...	...	...
...	...	10	63	100.00	...	...	...	(v) 3	...	...	...	...	...	...	...	75.00
(z) 145	6	...	...	...	...	...	...	...	4.32	...

† Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.
 § Excluding wagons with doors less than 5' 9" wide, and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.

- (b) Of these 8 are first, second and third and 7 third and postal composite carriages.
- (m) Of these 75 are bogies.
- (n) Of these 23 are first and second, 11 of which are bogie carriages; 2 second, intermediate and third; and 3 second and third class composite carriages.
- (o) Three hundred and four of these wagons are capable of carrying 4 horses each and the remainder 4 ponies each.
- (p) Of these 35 are first and second and 16 intermediate and third class composite carriages.
- (q) Of these 5 are intermediate and third and 2 third and postal composite carriages.
- (r) Of these 6 are first and second and 2 intermediate and third class composite carriages.
- (s) These are first and second class composite carriages. The second class compartments only are fitted with racks.
- (t) Of these 1 is an intermediate and third; 1 an intermediate and postal; and 1 a third and postal composite carriage.
- (u) Capable of carrying 2 horses each.
- (v) These are first and second class composite carriages and are fitted with both hooks and racks.
- (w) Six of these are cattle trucks.
- (z) Capable of carrying 4 horses or six ponies each.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1899.

Classification No.	RAILWAY * (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS
		Locomotives.		Vehicles.*			Number of miles run by trains fitted or partially fitted.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.		Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	STANDARD GAUGE.										
	State lines worked by companies.										
I	EAST INDIAN (a) . . .	157	531	1,247	85	13,284	2,413,113.	21.27	9.11	15.29	(a) Excluding 15 locomotives and 439 vehicles in use on lines under construction.
II	BENGAL CENTRAL . . .	5	22	...	1	607	...	18.53	...	...
III	BENGAL-NAGPUR . . .	39	109	294	24	3,817	257,479.	23.06	7.21	11.06	
IV	INDIAN MIDLAND . . .	68	64	135	24	2,521	412,031	51.51	5.94	18.07	
	State lines worked by the State.										
XI	NORTH WESTERN . . .	470	182	2,063	206	11,338	2,330,968	72.09	16.72	23.61	
XIII	ODISH AND BOHILKHAND . . .	47	125	379	33	4,728	729,063	27.33	8.01	23.78	
XIV	EASTERN BENGAL . . .	60	53	338	77	2,369	849,632	53.10	14.90	42.32	
XV	CALCUTTA PORT COMMISSIONERS' . . .	...	8	...	...	372	...	...	...	...
XVI	EAST COAST . . .	16	(b) 58	55	5	2,072	(c)	21.62	2.80	...	(b) Excluding 3 contractors' small tank engines useless for train service.
	Lines worked by guaranteed companies.										(c) Brakes not brought into use.
XVII	GREAT INDIAN PENINSULA . . .	221	334	1,309	...	3,286	3,999,425	36.53	13.64	41.25	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA . . .	109	63	439	59	4,313	1,197,099	63.37	10.35	33.02	
XIX	MADRAS . . .	54	114	459	14	3,354	673,326	32.14	12.36	24.98	
	Line owned by native state and worked by company.										
XXXI	THE NIZAM'S GUARANTEED STATE . . .	...	54	30	...	1,068	...	...	2.73	...	
	TOTAL STANDARD GAUGE .	1,246	1,808	6,733	540	53,129	12,762,176	40.30	11.15	24.12	

* Excluding cranes.

STATEMENT No. 12—concl'd.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways* on the 31st December 1899—concl'd.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS.
		Locomotives.		Vehicles.†			Number of miles run by trains fitted or partially fitted.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.		Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN . . . . .	..	155	..	..	5,258	..	..	..	..
XLI	RAJPUTANA-MALWA . . . . .	..	424	..	..	8,654	..	..	..	..
XLIII	SOUTHERN MAHRATTA . . . . .	..	(a) 318	..	..	(b) 5,612	..	..	..	..	(a) Including 3 locomotives fitted with Westinghouse brake and pipe and excluding the tender of a condemned engine.
XLVI	SOUTH INDIAN	25	183	132	27	4,116	645,640	12·02	3·72	19·01	(b) Including 18 vehicles fitted with Westinghouse brake and 1 with pipe.
XLVIII	ASSAM-BENGAL	44	9	163	..	1,157	(c)	83·02	12·35	..	(c) Brakes not brought into use.
XLIX	BURMA	29	141	137	3	4,230	47,970	17·06	3·20	1·63	
	State lines worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kauria-Dharila, 2' 6" gauge, branch)	23	66	184	41	2,664	233,966	25·84	7·79	13·74	
	DACCA SECTION	3	12	..	..	453	..	20·00	..	..
	Assisted companies.										
LIII	DEOGHUR . . . . .	..	3	..	..	20	..	..	..	..
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	..	27	..	..	967	..	..	..	..
LVIII	BENGAL DOGARS . . . . .	..	4	..	..	132	..	..	..	..
LIX	DIBRU-SADIYA . . . . .	..	22	..	..	883	..	..	..	..
LXII	NILGIRI	4	..	28	..	..	23,577	100·00	100·00	100·00	
LXIV	HYDERABAD-GODAVARI VALLEY . . . . .	..	15	..	..	241	..	..	..	..
	Lines owned and worked by native states.										
LXXII	JODHPUR-BIKANER . . . . .	..	17	..	..	344	..	..	..	..
LXXIII	UDAHPUR-CHITOR . . . . .	..	2	..	..	60	..	..	..	..
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-POREBANDAR . . . . .	..	37	..	..	1,243	..	..	..	..
	TOTAL METRE GAUGE*	128	1,339	644	71	36,039	953,153	8·73	1·95	4·04	

* Excluding the West of India Portuguese railway for which information is not available.

† Excluding cranes.

STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 1899
in accordance with section 64 of Act IX, 1890.

Classification No.	RAILWAY.	Inter- mediate class.	Third class.	Total.	REMARKS.
STANDARD GAUGE.					
State lines worked by companies.					
I	EAST INDIAN	45	(a) 62	107	(a) Two of these are intermediate and third class composites.
II	BENGAL CENTRAL	8	5	8	
III	BENGAL-NAGPUR . . . . .	...	30	30	
IV	INDIAN MIDLAND . . . . .	...	20	20	
State lines worked by the State.					
XI	NORTH WESTERN	116	(b) 107	223	(b) Of these, 27 are bogie carriages.
XIII	OUDEH AND ROHILKHAND	9	35	44	
XIV	EASTERN BENGAL	5	(c) 23	27	(c) Including 16 intermediate and third class composites.
XVI	EAST COAST	(d) 13	(e) 17	30	(d) Ten of these are third and intermediate composites with bath-rooms, and in the remaining three three-fourths are intermediate with bath-rooms, and one-fourth is postal.
Lines worked by guaranteed companies.					
XVII	GREAT INDIAN PENINSULA . . . . .	...	113	113	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	6	15	21	(e) In each of two of these one-sixth is postal.
XIX	MADRAS . . . . .	...	48	48	
Line owned by native state and worked by company.					
XXXI	THE NIZAM'S GUARANTEED STATE . . . . .	...	24	24	
METRE GAUGE.					
State lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	}	42	42	
	COMPANY'S SECTION				
XL	LUCKNOW-BAREILLY SECTION (ROHILKHAND AND KUMAON)	(f) 8	...	8	(f) Composite intermediate and third class carriages.
XLI	RAJPUTANA-MALWA . . . . .	...	71	71	
XLIII	SOUTHERN MAHRATTA	}	(g) 57	57	(g) Of these, 7 are bogie carriages.
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)				
XLVI	SOUTH INDIAN . . . . .	...	(h) 44	44	(h) Including 10 third class carriages on bogie frames.
XLVIII	ASSAM-BENGAL . . . . .	...	12	12	
XLIX	BURMA	(i) 5	33	48	(i) 2 bogie second, intermediate and third and 3 bogie second and third class composite carriages.
State line worked by the State.					
L	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kania-Dharila, 2' 6" gauge, branch)	21	(j) 26	47	(j) Including 6 intermediate and third class composites.
	DACCA SECTION (l) . . . . .	...	(k) 8	8	(k) Including 4 intermediate and third class composites.
Assisted companies.					
LIII	DEOGHUR . . . . .	...	(m) 1	1	(l) Including the Mymensingh-Jamshilpur-Jagannathganj railway.
LVI	ROHILKHAND AND KUMAON (COMPANY'S SECTION)	(n) 3	...	3	(m) One compartment of a composite carriage.
LIX	DIBRU-SADIYA . . . . .	...	3	8	(n) Composite intermediate and third class carriages. The intermediate halves of two carriages have been set apart for the use of the Postal Department.
Line owned by native state and worked by company.					
LXIV	HYDERABAD-GODAVARI VALLEY . . . . .	...	6	6	
Lines owned and worked by native states.					
LXXII	JODHPUR-BIKANER— JODHPUR SECTION	}	10	10	
	BIKANER SECTION				
LXXIII	UDAIPUR-CHITTOB	2	15	17	
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	2	14	16	
SPECIAL GAUGES.					
Assisted company.					
LXXXVI	DARJEELING-HIMALAYAN (2' 0") . . . . .	...	2	2	
Line owned and worked by native state.					
XCIX	MORVI (2' 6") . . . . .	...	10	10	

CHAPTER VII.

Capital.

The total capital outlay on Indian railways up to the 31st December 1899, including lines under construction and survey, etc., *adopted for administrative purposes* in this report (*vide* statement No. 17, as also those in paragraphs 12 and 13 of chapter VIII), is Rs. 3,11,16,85,617 allocated as follows :

	Rs.	£
State railways— <i>vide</i> details in statement No. 17	1,80,84,31,234	
State lines leased to companies, statement No. 18	44,30,02,151	32,670,776
Guaranteed railways statement No. 18	52,31,16,639	47,605,706
Assisted companies*	15,48,25,874	
Native state lines statement No. 17	15,67,19,153	
Foreign lines †	1,75,90,319	
	3,10,36,85,370	
Surveys statement No. 17	51,02,708	
Collieries statement No. 17	28,97,539	
	3,11,16,85,617	

The figures for state railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue. In the case of the lines which have been acquired by the State from guaranteed railway companies, the figures are based on the purchase money (including *premia*) converted at the rate of £ 1= 10 rupees *plus* outlay incurred by the State since the date of purchase.

For the state lines leased to companies and the guaranteed railways, the conversion of rupee outlay into sterling is made at the rates of exchange applicable in each case under the respective contracts.

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1899, *viz.*, Rs. 2,87,60,20,432 is given in statement No. 22 and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details in statement No. 22	9,57,36,647
<i>Add</i> —Hardwar-Dehra (under construction)	23,42,687
Tápti Valley (under construction)	7,36,519
Bengal and North-Western railway (Company's section) (including lines under construction).	5,15,71,068
Brahmaputra-Sultanpur (under construction).	11,51,845
Robilkund and Kumaon (Company's section) (under construction)	7,274
Segowlic-Raxaul railway (under construction)	51,151
Bengal Doonars (under construction)	26,75,455
Kalka-Simla (under construction).	5,53,228
	15,48,25,874
† As per details in statement No. 22	1,75,90,319

The total difference between the two methods of stating the capital outlay of the acquired railways amounts to Rs. 8,09,36,979. Details for each railway will be found at foot of the first two pages of statement No. 17.

2. Up to the 31st December 1899, the total amount of sterling capital raised by the various guaranteed railway companies was £ 47,237,405, and by state lines leased to companies, £ 29,892,027, or in all £ 77,129,432 as under:

STATEMENT No. 14.

Guaranteed railways.

Particulars.	XVII	XVIII	XIX	TOTAL.
	Great Indian Peninsula railway.	Bombay, Baroda and Central India railway.	Madras railway.	
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4½ per cent. . . . .	...	...	999,960	999,960
Share capital @ 4¼ per cent. . . . .	...	...	500,000	500,000
Debentures @ 3 per cent.	1,318,800	1,236,000	530,000	3,084,800
Debentures @ 2½ per cent.	800,000	...	60,000	860,000
Debentures @ 2¼ per cent.	1,602,100	1,081,400	505,300	3,188,800
Debenture stock @ 4 per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	60,436	27,731	6,258	94,425
TOTAL	25,982,786	9,895,431	11,359,188	47,237,405

The capital not bearing interest is made up thus:—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Premium on share capital and debentures	238,720	31,051	12,039	386,810
Less—				
Discount on debenture stock	225,891	...	...	225,891
" debentures	7,398	8,320	5,781	16,494
Balance excess premium	60,436	27,731	6,258	94,425

STATEMENT No. 15.

State lines leased to companies.

Particulars.	II	III and LXXXII	IV	XL	XLIII	XLV	XLVIII	XLIX	TOTAL.
	Bengal Central railway.	Bengal- Náppur railway.	Indian Midland railway.	Lucknow- Bareilly section (Rohil- kund and Kumaon railway).	Southern Maharatta railway (including Bellary- Kistna railway).	Mysore section (Southern Maharatta railway).	Assam- Bengal railway.	Burma railways.	
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent.	...	3,000,000	3,000,000	..	...	...	...	...	6,000,000
Share capital @ 3½ per cent.	500,000	...	...	...	3,500,000	...	...	...	4,000,000
Share capital @ 3 per cent.	...	...	...	...	...	...	1,500,000	...	1,500,000
Share capital @ 2½ per cent.	...	...	...	...	...	...	...	1,836,462	1,836,462
Advances from money raised under Act 61 Vict., Cap. 5	500,000	2,780,000	1,345,000	...	2,129,900	...	...	...	6,784,900
Debentures @ 3½ per cent.	...	...	...	...	600,000	...	...	...	600,000
Debentures @ 3 per cent.	...	2,300,000	1,150,000	147,000	348,100	...	500,000	...	4,440,100
Debentures @ 2½ per cent.	..	...	171,200	...	...	...	...	...	171,200
Debentures @ 2¼ per cent.	...	1,100,000	1,332,900	...	100,000	...	300,000	...	3,332,900
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest . . . . .	...	15,100	-5,977	...	30,207	24,000	13,135	...	76,465
TOTAL	1,000,000	9,175,100	7,493,123	147,000	6,703,207	1,224,000	2,313,135	1,836,462	29,692,027

The capital not bearing interest is made up thus :—

	Bengal- Náppur.	Indian Midland.	Southern Maharatta.	Mysore.	Assam- Bengal.	Total.
	£	£	£	£	£	£
Premium on debentures and debenture stock	19,600	6,523	30,957	24,000	13,385	96,465
<i>Less—</i>						
Discount on debentures	4,500	12,500	750	...	2,250	20,000
Balance excess premium	15,100	-5,977	30,207	24,000	13,135	76,465

3. The following tables contain further information in detail regarding the capital transactions of the different railways :

STATEMENT No. 16.

Debenture loans on the 31st December 1899.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£				
XVII	GREAT INDIAN PENINSULA	1,068,800	3,220,900	3	30th June 1902.	
		300,000		2½	31st December 1902.	
		300,000		2½	30th June 1903.	
		300,000		2½	31st December 1903.	
		1,002,100		2½	30th June 1904.	
		250,000		3	30th June 1905.	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	232,000	2,317,400	2½	1st February 1901.	
		198,800		3	8th July 1901.	
		300,000		3	1st January 1902.	
		100,000		2½	5th May 1903.	
		149,400		2½	15th June 1903.	
		100,500		3	8th July 1903.	
		500,000		2½	10th July 1903.	
		100,000		2½	1st April 1904.	
		100,700		3	8th July 1905.	
		536,000		3	1st December 1905.	
XIX	MADRAS	140,000	1,095,300	3	30th June 1900.	
		100,000		2½	31st October 1900.	
		102,200		2½	31st December 1900.	
		178,500		3	30th June 1902.	
		60,000		2½	31st December 1902.	
		200,000		2½	31st December 1903.	
		103,100		2½	30th June 1904.	
		100,000		3	31st December 1905.	
		111,500		3	30th June 1906.	
	TOTAL GUARANTEED . . . . .	...	6,638,600			
	Carried forward . . . . .	...	6,638,600			

STATEMENT No. 16—concl'd.

Debenture loans on the 31st December 1899—concl'd.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
		£	£			
	Brought forward	...	6,633,600			
	State lines leased to companies.					
III and LXXXII	BENGAL-NÁGPUR	1,234,400	3,400,000	3	18th February 1900.	
		200,000		2½	3rd January 1901.	
		265,600		3	18th February 1902.	
		500,000		2½	10th July 1903.	
		400,000		2½	21st April 1904.	
		400,000		3	18th August 1905.	
		400,000		3	15th June 1906.	
IV	INDIAN MIDLAND	1,000,000 1,000,000 171,200 250,000 582,900 150,000	3,154,100 147,000	2½ 3 2½ 2½ 2½ 3	31st December 1900. 30th June 1901. 31st December 1902. 31st December 1902. 30th June 1903. 30th June 1905.	
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON). The sum of Rs. 20,84,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3	1st July 1901.	
XLIII	SOUTHERN MAHRATTA	255,000	1,043,100	3	1st October 1901.	
		100,000		2½	1st April 1904.	
		88,100		3	1st October 1905.	
		600,000		3	1st April 1906.	
XLVIII	ASSAM-BENGAL	500,000	800,000	3	4th July 1902.	
		800,000		2½	13th April 1905.	
	TOTAL STATE	...	8,544,200			
	Purchased by the State.					
I	EAST INDIAN	599,700	1,550,000	2½	11th February 1901.	The East Indian Railway Company has also raised £1,000,000 by the issue of debenture stock.
		150,000		2½	27th July 1902.	
		800,000		2½	19th June 1904.	
		500,000		2½	5th March 1905.	
		800		2½	11th February 1906.	
	GRAND TOTAL	...	16,727,800			

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED										
	STANDARD GAUGE.						METRE				
	Open lines.						Under construction.	Open			
	I East Indian.	V Bhopal-Itarsi (British section).	VI Godhra-Rutlam-Nagdā.	VII Wardha Coal.	VIII Dhond-Manmād.	IX Borswada extension (East Coast State).	X Agra-Delhi Chord. (a).	XXXIX Bengal and North-Western (Tirhoot section).	XL Lucknow Bareilly section (Nohilkund and Kumaon).	XLI Rajputana-Malwa.	XLII Pālanpur-Deesa (British section).
Purchase of line . . .	Rs. 37,30,00,000	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Overdrawn capital . . .	26,45,269	..	..	..	..	..	..	..	..	..	..
Preliminary expenses . . .	4,68,352	..	1,60,184	91,642	1,23,328	15,319	45,374	1,88,608	1,28,259	22,71,382	..
Land	24,22,999	..	85,570	4,745	99,295	47,109	7,622	11,61,633	1,49,118	18,87,698	..
Formation	27,48,980	..	60,83,922	3,02,318	9,14,803	1,83,329	4,470	11,65,526	2,95,751	78,29,385	..
Bridgework	1,30,29,357	..	41,34,555	10,49,577	22,12,654	1,62,007	..	43,17,484	4,78,916	2,17,07,279	..
Fencing, etc.	12,41,845	..	2,79,038	2,24,499	4,91,859	19,536	..	9,18,327	95,675	81,06,540	..
Electric telegraph . . .	..	..	4,063	..	..	..	..	14,036	..	..	..
Ballast and permanent-way . . .	2,14,41,487	..	46,97,941	17,51,227	50,25,403	6,10,828	..	81,14,568	22,62,241	3,80,47,175	..
Stations and buildings . . .	1,17,60,695	..	14,34,376	3,65,446	10,27,942	3,08,340	..	32,47,105	5,95,555	1,86,99,626	..
Colliery works	12,17,483	..	..	..	..	..	..	..	..	..	..
Plant	85,23,656	..	58,582	2,17,578	1,81,771	9,464	..	5,96,071	1,13,832	80,85,004	..
Ferries, etc.	11,07,347	..	..	..	..	..	..	5,45,095	..	..	..
Rolling-stock	2,67,99,299	..	..	8,79,332	17,298	20,384	..	50,37,914	6,58,450	2,15,80,485	..
General charges	28,72,580	..	7,88,387	4,52,519	7,75,497	1,17,275	4,819	13,81,158	3,06,192	68,47,815	..
Suspense accounts	1,16,54,974	..	..	..	2,065	..	..	5,03,436	..	82,78,943	..
Exchange . . . . .	..	..	..	1,57,442	6,56,990	..	..	7,04,770	42,150	49,08,971	..
Deduct—											
Receipts on capital account . . . . .	..	..	..	..	..	..	..	..	..	..	..
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	91,18,159	..	..	..	..	..	..	..	..	..	..
TOTAL	46,48,16,064	23,61,938	1,76,96,520	49,96,325	1,15,34,107	15,02,651	62,235	2,78,90,681	51,31,139	19,37,30,253	2,33,26

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itarsi railway shown under completed surveys, as it was decided by Government.
† Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government.
‡ The total outlay is made up of Rs. 36,00,27,913 on commercial section and Rs. 15,87,30,861 on military section.

	East Indian.	South Indian.
	Rs.	Rs.
§ Total cost to the State in acquiring guaranteed lines plus subsequent outlay (1)	46,48,16,064	8,18,80,167
Deduct—"Purchase of line" and "Overdrawn capital" as shown above	37,46,45,269	6,69,25,570
Less—Undrawn capital at the time of purchase . . . . .	..	—24,896
	9,01,70,795	2,49,78,893
Add—Outlay incurred by the guaranteed companies to the time of purchase	33,95,14,682	5,01,68,115
Total expenditure incurred on construction of line to the 31st December 1899 (2)	42,96,85,477	7,51,47,008
Difference between (1) and (2)	3,51,30,587	67,33,159

(a) Commencement of work was not authorized at the end of 1899.

No. 17.

appropriated to the various undertakings to the 31st December 1899.

BY COMPANIES.									STATE LINES WORKED BY THE STATE.			
GAUGE.									STANDARD GAUGE.			
Lines.					Under construction.				Open lines.			
XLIII Southern Maharatta (Bellary- Kistna section).†	XLIV Guntakal- Mysore frontier.	XLVI South Indian.	XLVII Māvava- ram- Mutapet.	XLIX Burma.	XXXIX Bengal and North- Western (Tirhoot section exten- sions).	XLVI South Indian.		XLVIII Assam- Bengal.	XI North- Western.‡	XII Hydera- bad- Shadi- palli.	XIII Oudh and Rohilkhand.	XIV Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	5,69,25,570	...	...	...	...	...	...	14,00,91,244	...	10,33,60,490	4,41,55,749
...	...	...	...	...	...	...	...	...	28,70,470	...	...	4,24,433
2,24,755	59,327	4,67,017	16,171	14,50,560	33,821	1,13,798	18,335	...	36,51,303	36,345	1,29,335	1,36,521
83,000	28,440	5,45,925	1,75,506	11,33,662	11,76,226	2,177	5,891	...	31,21,584	25,995	5,20,240	26,62,491
...
32,16,764	7,83,879	26,49,568	2,42,988	1,01,85,483	12,43,315	1,530	990	...	6,08,73,206	1,39,768	9,22,332	13,96,226
19,50,678	20,32,587	57,43,254	3,45,768	1,21,78,147	12,28,445	504	1,780	...	8,77,04,314	2,75,131	53,15,287	29,69,705
1,04,683	56,997	2,46,015	29,897	27,66,145	33,401	...	...	...	39,04,697	18,987	10,19,116	4,05,667
...	1,845	27,130	2,536	9,238	7,584	...	...	...	1,70,757	...	...	...
28,60,461	18,22,222	62,59,227	6,73,925	2,07,84,435	23,91,209	1,433	...	...	9,78,42,021	10,06,262	95,85,026	1,11,84,251
12,80,398	4,71,540	22,62,792	2,24,666	75,48,374	1,93,953	5	...	...	3,00,98,430	1,69,773	30,88,038	49,44,452
...
7,49,262	28,579	4,07,166	14,557	14,09,219	4,27,660	...	66	...	84,06,281	19,519	1,52,105	5,12,174
...	...	...	...	6,91,823	2,66,478	...	...	...	5,87,345	26,907	...	2,38,237
...
8,14,454	...	56,65,948	...	1,06,48,418	15,37,341	...	...	...	4,37,28,625	3,577	29,77,363	71,10,135
15,78,524	6,13,692	20,05,927	2,72,341	68,61,216	8,26,857	36,189	30,929	...	2,24,11,998	1,17,479	8,61,701	14,25,973
32,29,347	...	23,63,172	...	...	7,70,362	10,247	11,714	...	93,14,734	...	17,38,699	29,84,760
4,91,090	...	2,42,360	...	12,50,610	...	...	...	...	87,18,416	...	...	-1,874
...
...	...	...	...	...	...	12	11	...	...	...	1,65,787	...
...	...	39,30,904	...	...	...	...	...	...	48,96,651	...	33,02,053	7,27,880
1,65,78,416	58,98,608	8,18,80,167	24,97,355	7,69,12,324	1,01,36,852	1,65,921	69,694	5,03,96,398	51,87,53,774	18,39,743	12,62,01,922	7,98,21,070

omit this expenditure from the capital account of the railway after the transfer of the line.

North Western.	Oudh and Rohilkhand.	Eastern Bengal.	TOTAL.
Rs.	Rs.	Rs.	Rs.
51,87,58,774	12,62,01,922	7,98,21,070	1,27,14,77,997
14,29,61,714	10,33,60,490	4,45,80,232	72,24,73,275
...	-8,41,459	...	-8,65,755
37,57,97,060	2,36,82,891	3,52,40,838	54,98,70,477
12,37,10,012	9,16,17,643	3,56,60,089	64,06,70,541
49,95,07,072	11,53,00,534	7,09,00,927	1,19,05,41,018
1,92,51,703	1,09,01,388	89,20,143	8,09,36,979

(b) Expenditure charged to Part I of the Capital account Rs. 35,65,306 and to Part II, Rs. 4,68,31,090. Details of the latter amount cannot be given.
 (c) Outlay to the 31st August 1896; subsequent outlay is included in statement No. 19.

Expenditure in England and in India on Indian State railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE—concl'd.							METRE		
	Open lines—concl'd.		Under construction.					Open lines.		
	XV Calcutta Port Commissioners'.	XVI East Coast.	XI North Western.			XIII Oudh and Rohil- khand (Ghazia- bad-Mira- dabad).	XVI East Coast (Gôdâvari bridge).	L Eastern Bengal.		LI Cawnpore- Burai (metre gauge link).
			Indus Bridge.	Jullun- dur- Hoshiar- pur. (a).	Ludhiana- Feroze- pore. (a).			Northern and Behar sections (including the Kaunia- Dharila, 2' 6" gauge branch).	Dacca section.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line . . . . .	...	...	...	...	...	...	...	...	...	...
Overdrawn capital . . . . .	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	31,753	5,05,882	31,227	14,531	28,312	94,005	21,418	1,97,023	1,27,561	31,729
Land	41,81,315	22,37,148	70,488	...	...	7,728	1,18,173	13,87,178	5,32,167	93,403
Formation	4,25,948	83,97,093	1,35,868	...	...	3,62,106	94,143	34,15,980	6,95,702	1,37,429
Bridgework	4,28,033	1,69,38,342	19,10,559	...	...	3,33,385	30,55,764	77,70,982	5,68,708	2,65,770
Fencing, etc.	53,509	5,83,602	6,800	...	...	35,485	27,341	11,11,895	1,08,968	2,58,747
Electric telegraph . . . . .	...	3,142	...	...	...	...	...	7,210	...	...
Ballast and permanent-way	9,39,393	2,76,46,714	80,108	...	...	22,08,195	1,66,168	1,05,42,705	17,80,838	12,15,918
Stations and buildings	3,76,324	51,59,106	3,199	...	...	72,770	17,442	46,44,411	12,97,871	4,03,431
Colliery works . . . . .	...	...	...	...	...	...	...	...	...	...
Plant . . . . .	...	14,01,721	2,42,722	...	...	1,39,009	5,35,422	12,45,732	3,18,879	4,700
Ferries, &c. . . . .	...	4,86,078	...	...	...	...	...	10,55,085	...	...
Rolling-stock	7,13,975	98,07,630	...	...	...	...	...	71,25,432	11,62,625	...
General charges	26,691	53,82,934	3,00,118	...	...	2,53,688	3,35,630	30,38,925	3,62,982	1,02,961
Suspense accounts . . . . .	...	12,52,284	1,33,104	...	...	3,65,487	4,06,632	...	...	...
Exchange . . . . .	...	...	...	...	...	...	...	9,31,358	3,05,500	...
Deduct—										
Receipts on capital account . . . . .	...	...	3,071	...	...	1,147	6,702	...	...	...
Deduct—										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc. . . . .	...	...	...	...	...	...	...	...	...	...
TOTAL :	71,96,940	8,18,01,670	29,11,152	14,531	28,312	43,70,801	47,91,421	4,34,38,866	71,81,788	25,18,068

(a) Commencement of work was not authorised at end of 1899.

No. 17—contd.

appropriated to the various undertakings to the 31st December 1899—contd.

BY THE STATE—contd.						UNCLASSIFIED EXPENDITURE.							
GAUGE.		SPECIAL GAUGE.											
Under construction.		Open lines.		Under construction.									
L Eastern Bengal 'Teesta bridge and Rung- pore- Dhubri exten- sion).	LII Shadipalli Balotra- (British section).	LXXXII Jorhāt (2' 6").	LXXXIII Cherra- Com- pany- ganj (2' 6").	L Eastern Bengal (Cooch- Behar- Santra- bari, British section) (2' 6").	LXXXIV Nowshera Dargai (2' 6").	Frontier railway reserve material.	Peshāwar railway reserve material.	Southern Maharatta. *	Bilaspur- Etāwah survey.	Vizagapa- tam- Raipur.†	Rānaghat- Bhagwan- gola.†	Nāgpur- Chat- tisgarh deprecia- tion account.	Chitta- gong Jetties.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...
598	22,713	338	236	2,999	31,990	...	...	...	75,132	2,45,035	83,816	...	...
11,160	6,762	6,131	1,670	285	...	...	...	...	...	...	1,01,972	...	...
38,458	2,61,474	81,470	1,61,390	66,178	1,759	...	...	...	...	...	90,698	849	...
7,91,942	2,51,610	65,245	57,089	23,801	7,778	...	...	...	...	...	...	1,46,285	...
...	613	2,999	...	6,852	58	...	...	...	...	...	...	...	...
...
54,841	68,523	3,16,748	1,80,120	3,43,914	5,724	...	...	...	...	...	...	2,83,197	...
4,407	23,681	89,453	49,865	27,768	237	...	...	...	...	...	...	23,726	...
...
70,389	15,692	59,994	1,32,598	5,060	13,502	...	...	...	...	...	...	546	2,718
...	...	...	4,516	...	...	...	...	...	...	...	...	...	6,39,394
...	19,390	2,14,790	92,913	37,639	...	...	...	...	...	...	...	2,00,275	...
62,657	1,15,951	41,248	1,07,846	18,713	9,957	83,423	...	...	...	...	25,681	...	...
...	7,23,593	56,284	277	...	2,37,131	43,14,437	3,61,478	...	...	...	...	...	...
...
...	797	3,124	19,341	...	...	...	...	...	...	...	263	12	...
...
10,34,452	15,09,205	9,31,626	7,69,179	5,39,229	3,08,136	43,47,860	3,61,478	5,27,071	75,132	2,45,035	3,02,450	6,57,038	6,39,394

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the company.
† In abeyance.

Expenditure in England and in India on Indian State railways

Classification of expenditure.	UNCLASSIFIED EXPENDITURE —conclid.			TOTAL STATE LINES.	SURVEYS (EXCLUDING ABANDONED SURVEYS).			COLLIERIES.*			GRAND TOTAL STATE LINES, SURVEYS AND COLLIERIES.
	Petroleum operations, Baluchis- tan.	Stores suspense balances.	Patri.†		Surveys in progress.	Surveys com- pleted.	Total.	Warora.	Umaria.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line . . . . .	...	...	...	71,65,33,633	...	...	...	...	...	...	71,65,33,633
Overdrawn capital . . . . .	...	...	...	59,40,222	...	...	...	...	...	...	59,40,222
Preliminary expenses	1,12,024	...	...	1,15,08,308	3,69,099	47,31,135	51,00,234	...	...	...	1,66,08,442
Land . . . . .	...	...	...	2,35,02,506	...	...	...	...	...	...	2,35,02,506
Formation . . . . .	...	...	...	11,51,51,028	...	...	...	...	...	...	11,51,51,028
Bridgework . . . . .	...	...	...	20,14,67,667	...	...	...	...	...	...	20,14,67,667
Fencing, etc. . . . .	...	...	...	1,71,59,818	...	...	...	...	...	...	1,71,59,818
Electric telegraph . . . . .	...	...	...	2,47,043	...	...	...	...	...	...	2,47,043
Ballast and permanent way . . . . .	...	...	...	28,22,42,554	...	...	...	...	...	...	28,22,42,554
Stations and buildings	7,174	...	...	9,99,21,291	...	...	...	...	...	...	9,99,21,291
Colliery works . . . . .	...	...	...	12,17,483	...	...	...	11,25,101	5,42,289	16,67,390	28,94,873
Plant . . . . .	...	...	...	2,39,81,874	...	...	...	2,55,675	4,90,987	7,46,662	2,47,28,086
Ferries, &c. . . . .	...	...	...	56,48,255	...	...	...	...	...	...	56,48,255
Rolling-stock . . . . .	...	...	...	14,63,48,692	...	...	...	26,491	83,253	89,744	14,64,08,486
General charges . . . . .	...	...	...	6,23,08,433	...	...	...	8,833	66,275	75,108	6,23,78,541
Suspense accounts . . . . .	...	9,28,835	...	4,46,42,195	4,058	1,816	5,874	2,89,409	50,021	3,38,430	4,49,66,499
Exchange . . . . .	...	...	...	1,84,07,783	...	...	...	12,042	60	12,102	1,84,19,885
Deduct—											
Receipts on capital account	11	2,520	...	2,02,798	45	3,355	8,400	1,800	91	1,897	2,08,095
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc. . . . .	...	...	...	2,19,15,647	...	...	...	...	...	...	2,19,15,647
Deduct—											
Contribution towards the construction of the Bhopal-Itarsi and Palanpur-Deesa railways by the Government of India . . . . .	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,19,187	9,26,315	8,08,405	1,80,84,31,234	3,73,112	47,29,596	51,02,708	17,14,745	11,82,794	28,97,539	1,81,64,31,481

* The expenditure on collieries is included in this statement as it has been charged to railway grants.

† The expenditure on the Patri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the Bombay, Baroda and Central India railway in statement No. 23.

‡ Deducting the total difference (Rs. 8,09,36,979) shown in foot-note § on the second page of this statement, the figures are Rs. 1,73,54,94,502

No. 17—contd.

appropriated to the various undertakings to the 31st December 1899—contd.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.														
STANDARD GAUGE.										METRE GAUGE.				
Open lines.									Under construction.	Open lines.				
XXVI Khám- gaon.	XXVII Amrá- oti.	XXVIII Bina- Grona Bárán.	XXIX Bhopal- Ujjain.	XXX Bhopal- Itársi (Native state section).	XXXI The Nizam's Guaran- teed State.	XXXII Nágdá Ujjain.	XXXIII The Gaek- war's Petlád.	XXXIV Kolar- Gold fields.	XXXV Petlád- Cambay.	XLII Pálanpur- Deesa (Native state section).	LXIII The Gaek- war's Mehsá- na.	LXIV Hydera- bad-Góddá- vari Valley.	LXV Kolhá- pur.	LXVI Yes- vant- pur- Mysore frontier.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	2,30,30,382	...	...	...	...	...	...	...	...	...
369	11,799	92,220	94,758	...	1,85,226	10,983	7,991	6,268	8,024	1,073	10,067	23,33,938	18,858	64,092
1,116	2,450	2,267	2,771	15,543	...	...	...	19,102	...	...	...	...	30,119	25,287
44,036	20,377	13,73,164	6,07,815	15,88,771	14,81,802	1,76,367	...	...	216	64,414	3,04,742	27,36,086	2,68,591	5,46,287
57,634	62,106	20,73,254	17,33,579	18,68,131	13,06,569	4,62,419	94,058	2,35,408	...	58,429	5,71,256	25,51,258	11,22,548	5,46,629
7,366	11,699	2,67,841	80,226	2,12,821	1,96,398	11,368	...	...	...	10,037	61,394	99,558	41,668	65,247
...	...	2,156	28,534	407	...	603	...	...	...	...	...	...	...	...
3,10,958	2,43,889	46,82,373	37,48,649	23,65,277	66,08,691	13,23,286	4,33,413	3,40,957	...	2,09,667	16,80,960	50,33,465	4,91,136	8,54,375
53,602	54,425	5,03,839	4,44,054	8,50,452	19,73,009	80,650	1,66,948	1,00,262	...	51,175	4,40,890	10,20,080	2,29,259	1,21,932
...
3,433	3,016	50,245	18,084	42,773	4,21,307	1,227	...	7,092	...	6,672	33,139	1,89,790	7,059	35,846
...
11,669	8,641	22,259	...	55,651	46,85,691	...	...	...	...	...	16,028	10,83,053	...	...
31,967	29,709	6,57,062	6,95,840	8,62,112	11,04,421	1,67,467	38,294	39,557	113	14,897	1,65,198	28,56,368	1,20,569	1,43,378
...	6,306	...	...	...	6,75,735	...	11,735	3,30,906	...	...	...	22,10,235	...	95,089
...
...	...	...	...	...	...	...	...	...	...	...	...	91,810	...	...
...
...	...	...	...	23,61,938	...	...	...	...	...	2,33,264	...	...	...	...
5,22,150	4,54,417	99,31,680	76,54,290	50,00,000	4,15,68,791	22,94,345	7,52,439	10,79,552	8,353	1,85,000	32,83,612	2,00,21,971	23,24,807	24,98,162

Expenditure in England and India on Indian State railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concl'd.					LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.						
	METRE GAUGE—concl'd.					SPECIAL GAUGES.			STANDARD GAUGE.			SPECIAL GAUGE.
	Open lines.		Under construction.			Open lines.			Open lines.		Under construction.	Open line.
	LXVII Mysore Nanjangud.	LXVIII Birur-Shimoga.	LXIX Vijapur-Kalol.	LXX Shoranur-Cochin.	LXXI Tinnevely Quilon (Travancore) (Native state section).	XCIV Gwalior Light (2' 0").	XCV The Gaekwar's Dabhoi (2' 6").	XCVI Rajpipla (2' 6").	XXXVI Rajpura Bhatinda.	XXXVII Jammu and Kashmir (Native state section)	XXXVIII Ludhiana-Dhuri-Jakkhal.	XCVIII Cooch Behar (2' 6").
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line . . .	...	..	...	...	...	...	...	...	...	...	...	...
Overdrawn capital . . .	...	...	...	...	...	...	...	...	...	...	...	...
Preliminary expenses . . .	15,210	17,608	6,863	49,682	83,747	13,857	86,926	14,935	59,422	23,934	86,390	11,508
Land	3,005	1,972	...	...	...	50	...	...	46,494	...	...	14,435
Formation	1,34,407	4,85,916	10	458	1,467	4,09,088	4,07,384	1,28,516	2,75,955	34,955	6,000	1,56,235
Bridgework	95,767	4,17,923	...	413	...	85,587	8,94,841	5,37,820	1,35,428	19	3,84,344	...
Fencing, etc.	26,823	30,840	...	...	...	823	15,048	2,04,472	2,175	...	...	2,589
Electric telegraph . . . . .	...	...	...	...	...	...	67	...	170	...	...	1,825
Ballast and permanent-way	2,43,694	7,11,140	...	...	...	14,92,279	9,51,020	4,54,558	41,57,854	5,66,608	9	3,66,277
Stations and buildings	57,565	1,66,589	...	...	...	50,991	2,63,020	89,543	10,72,746	1,31,770	27	75,873
Colliery works . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Plant	5,651	40,443	115	6,502	...	19,588	8,489	9,324	82,433	5,336	7,744	15,516
Ferries, &c.. . . .	...	...	...	...	...	...	...	...	...	...	...	3,618
Rolling-stock . . . . .	...	...	...	...	...	1,02,344	2,83,109	1,84,897	...	...	...	1,75,875
General charges	39,931	1,42,055	566	23,872	1,882	93,929	1,40,199	65,050	2,68,589	60,444	28,942	72,053
Suspense accounts	24,199	71,039	...	...	1,093	10,711	27,375	1,108	...	...	-7,063	18,811
Exchange . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—	...	...	...	...	2	...	...	...	...	...	...	...
Receipts on capital account.	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—	...	...	...	...	...	...	...	...	...	...	...	...
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—	...	...	...	...	...	...	...	...	...	...	...	...
Contribution towards the construction of the Bhopal-Itarsi and Palanpur-Deesa railways by the Government of India . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	6,46,052	20,85,475	7,554	80,927	38,187	22,79,267	21,17,585	13,07,820	67,05,785	9,60,820	72,078	12,99,031

No. 17—concl'd.

appropriated to the various undertakings to the 31st December 1899—concl'd.

LINES OWNED AND WORKED BY NATIVE STATES.											
METRE GAUGE.										SPECIAL GAUGE.	
Open lines.							Under construction.			Open line.	
LXXII Jodhpur-Bikaner.		LXXIII Udaipur- Chitor.	LXXIV Bhavnagar Gondal- Junágad- Porbandar.	LXXV Jetalsar- Rájkot.	LXXVI Jámnagar.	LXXVII Dhrán- gudrá.	LXXII Jodhpur-Bikaner.		LXXVIII Jaipur.	XCIX Morvi (2' 6").	TOTAL NATIVE STATES.
Jodhpur section.	Bikaner section.						Jodhpur section.	Bikaner section.			
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	...	...	...	...	...	...	...	...	...	...	2,30,30,382
...
59,651	11,177	7,522	1,19,442	14,238	18,973	5,814	22,391	14,084	3,219	18,356	34,56,464
1,621	2,325	...	63,889	15,427	...	542	...	...	...	1,671	2,50,086
3,55,747	1,69,109	2,86,196	17,20,680	2,44,962	2,40,675	62,746	1,86,102	1,69,282	1,43,333	6,99,398	3,78,41,587
2,39,607	10,767	2,11,360	43,52,190	2,29,786	5,06,124	49,206	38,051	...	1,13,577		
2,991	2,656	10,144	1,01,330	67,090	18,096	5,225	833	74	2,048		
1,16,051	15,747	...	11,774	...	...	...	...	...	...	...	1,77,330
58,26,836	15,15,735	9,28,046	50,50,531	6,82,164	7,99,740	3,21,461	11,72,413	2,87,615	59,483	11,39,098	5,50,53,677
4,42,434	83,355	1,33,821	26,35,742	2,30,682	2,01,569	86,476	40,858	23,523	50,672	63,297	1,18,91,030
...
95,348	9,227	17,586	3,29,660	15,885	17,654	8,231	50,244	5,314	5,786	14,607	15,90,346
...	...	...	...	...	...	...	...	...	...	...	3,618
8,95,932	1,81,083	2,30,427	23,13,317	...	3,99,314	...	16,18,058	3,21,672	...	4,03,821	1,29,42,139
1,12,695	13,553	1,09,810	8,93,481	82,974	95,232	24,387	34,379	16,619	26,260	1,02,847	90,76,703
...	...	55,000	3,64,236	...	11,181	42,016	30,641	9,000	45,714	63,319	40,98,396
...
...	...	...	...	...	...	...	...	...	5,591	...	97,403
...
...	...	...	...	...	...	...	...	...	...	...	25,95,202
81,48,213	20,14,734	19,69,912	1,79,56,272	15,83,208	23,08,558	6,06,104	31,93,970	8,47,193	4,44,495	25,06,414	15,67,19,153

STATEMENT
Guaranteed railways
Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31st DECEMBER 1899.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
	Guaranteed.	£	£	£	£	£
XVII	GREAT INDIAN PENINSULA	20,000,000	3,220,900	(a) 2,701,450	303,720	26,216,070
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	7,550,300	2,317,400	...	31,051	9,898,751
XIX	MADRAS	10,257,680	998,000	...	12,089	11,267,669
	TOTAL	37,807,980	6,536,300	2,701,450	386,810	47,382,490
	State lines leased to companies.					
II	BENGAL CENTRAL	500,000	(b) 500,000	...	...	1,000,000
III	BENGAL-NAGPUR	3,000,000	1,625,000	...	8,150	4,633,150
and LXXXII	BENGAL-NAGPUR EXTENSIONS . . . . .	...	1,775,000	...	11,450	1,786,450
IV	INDIAN MIDLAND	3,000,000	3,154,100	...	6,523	6,160,623
XI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	147,000	...	...	147,000
XLIII	SOUTHERN MAHARATTA	3,500,000	1,043,100	...	80,957	4,574,057
XLV	MYSORE SECTION (SOUTHERN MAHARATTA) . . . . .	...	...	1,200,000	24,000	1,224,000
XLVIII	ASSAM-BENGAL	1,500,000	800,000	...	15,385	2,315,385
XLIX	BURMA	2,000,000	...	...	...	2,000,000
	TOTAL	13,500,000	9,044,200	1,200,000	96,405	23,840,605
	Grand Total	51,307,980	15,580,500	3,901,450	483,275	71,223,151

(a) This debenture stock was raised at a discount.
(b) Replaced by advances raised under Act 51 Vist., cap. 5.

No. 18.

and State lines leased to companies.

now sanctioned, the amount raised and the amount withdrawn to the 31st December 1899.

AMOUNT RAISED BY THE COMPANIES AND ADVANCED BY THE SECRETARY OF STATE IN ENGLAND TO THE 31st DECEMBER 1899.					AMOUNT RAISED IN INDIA TO THE 31st DECEMBER 1899.		Total amount raised to the 31st December 1899.	Total amount withdrawn to the 31st December 1899.
Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51 Vict., Cap. 5.	Share capital.	Capital not bearing interest.		
	Cash received.	Cash received.						
£	£	£	£	£	£	£	£	£
19,503,103	3,213,507	(a) 2,475,559	218,791	...	498,897	74,929	25,982,786	26,053,838
7,528,628	2,314,080	...	31,051	...	21,672	...	9,895,431	10,263,391
10,257,630	1,089,519	...	12,039	...	...	...	11,959,188	11,288,477
87,289,861	6,617,106	2,475,559	261,881	...	518,569	74,929	47,237,405	47,605,706
500,000	...	...	...	500,000	...	...	1,000,000	1,006,949
3,000,000	1,624,875	...	8,150	2,760,000	...	...	(c) 7,393,025	7,708,065
...	1,770,625	...	11,450	...	...	...	1,782,075	4,132,448
3,000,000	3,141,600	...	6,523	1,345,000	...	...	7,493,123	7,912,182
...	(d) 147,000	...	...	...	...	...	(d) 147,000	(d) 316,446
3,491,540	1,042,350	...	30,923	2,129,900	8,460	34	(e) 6,708,207	(e) 6,685,020
...	...	1,200,000	24,000	...	...	...	1,224,000	1,171,150
1,500,000	797,750	...	15,385	...	...	...	2,313,135	2,313,135
1,896,462	...	...	...	...	...	...	1,896,462	1,425,381
13,328,003	8,524,200	1,200,000	96,431	6,734,900	8,460	34	20,892,027	32,670,776
50,617,363	15,141,306	3,675,559	358,312	6,734,900	527,029	74,963	77,129,432	80,276,483

(a) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £ 373,372.

(d) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £:60,837. Expenditure in excess of this capital has been, and is being for the present advanced in India.

(e) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1898.

STATEMENT
Guaranteed railways
Amount received from, and withdrawn by, each company

Classification No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1898.	Sums advanced to the companies on the 31st December 1898.	From the Ist		
				Amount		
				Share capital.	Debentures.	Debenture stock.
		£	£	£	£	£
	Guaranteed.					
XVII	GREAT INDIAN PENINSULA	174,154	...	...	...	...
XVIII	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	...	240,916	...	185,000	...
XIX	MADRAS	59,808	...	...	111,500	...
	TOTAL	233,962	240,916	...	296,500	...
	State lines leased to companies.					
II	BENGAL CENTRAL	14,419	...	...	...	...
III and LXXXII	BENGAL-NAGPUR . . . . .	...	299,550	...	...	...
	BENGAL-NAGPUR EXTENSIONS . . . . .	..	1,452,542	...	400,000	...
IV	INDIAN MIDLAND . . . . .	...	277,785	...	...	...
XL	LUCKNOW-BARRIBLY SECTION (ROHILKUND AND KUMAON)	...	168,994	...	...	...
XLIII	SOUTHERN MAHRATTA*	50,938	...	...	...	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	65,409	...	...	...	...
XLVIII	ASSAM-BENGAL . . . . .	...	...	...	...	...
XLIX	BURMA	918,931	...	...	...	...
	TOTAL	1,049,697	2,198,871	...	400,000	...
	GRAND TOTAL	1,283,659	2,499,787	...	696,500	...

* Including the Bellary-Kistna section.

No. 19.

and State lines leased to companies.

during the year ended the 31st December 1899.

JANUARY TO THE 31ST DECEMBER 1899.								
received.				Amount withdrawn.			Total received during the year ended the 31st December 1899.	Total withdrawn during the year ended the 31st December 1899.
England.		In India.		In England.		In India.		
Capital not bearing interest.	Advances made to companies from moneys raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
...	880,466	...	-135,260	...	245,206
...	363,823	...	-51,779	185,000	312,044
...	100,493	14,200	-14,096	111,509	100,597
...	844,782	14,200	-201,135	296,500	657,847
...	19,319	...	2,049	...	21,368
...	29,627	...	-13,537	...	15,490
1,005	471,715	...	827,121	401,005	1,293,836
...	95,800	...	45,474	...	141,274
...	4,518	...	-4,066	...	452
...	29,743	...	3,008	...	32,751
...	12,559	...	12,559
...	123,706	...	-123,706	...	...
...	188,734	...	319,116	...	507,850
1,005	982,562	...	1,068,018	401,005	2,030,580
1,005	1,807,344	14,200	866,883	697,505	2,688,427

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1900.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,882	75,893
1850-51	61,164	88,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	940,878	769,278	1,710,156
1855-56	1,935,074	1,431,387	3,366,411
1856-57	1,752,818	1,762,287	3,515,100
1857-58	1,828,243	2,094,825	3,923,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,334,315	5,190,400	7,524,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,862,848	4,010,951	5,873,844
1863-64	1,415,146	3,840,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,857	3,839,346	7,798,203
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,660	2,444,171	4,742,831
1870-71	1,699,064	1,877,216	3,576,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,935	-845,750	477,245
1873-74	1,028,032	-834,979	693,058
1874-75	1,174,893	- 86,982	1,087,911
1875-76	1,151,585	- 200,779	950,806
1876-77	1,222,846	- 507,387	715,459
1877-78	1,792,483	- 469,678	1,322,805
1878-79	1,786,235	- 773,612	1,012,623
1879-80	1,256,417	- 906,857	349,560
1880-81	941,761	- 506,992	434,769
1881-82	1,041,022	- 351,492	689,540
1882-83	1,046,463	- 633,610	412,873
1883-84	1,472,138	- 135,212	1,337,920
1884-85	1,391,270	- 256,211	1,135,059
1885-86	1,624,033	- 403,928	1,220,105
1886-87	862,686	- 620,359	242,326
1887-88	991,938	- 343,864	648,074
1888-89	969,816	- 350,933	618,878
1889-90	905,798	- 555,970	349,828
1890-91	914,842	- 475,463	439,379
1891-92	597,117	- 551,226	45,891
1892-93	526,181	- 455,927	70,254
1893-94	468,461	- 394,191	69,290
1894-95	501,142	- 133,590	367,552
1895-96	547,844	- 229,599	318,249
1896-97	508,878	- 242,504	266,374
1897-98	761,944	- 362,388	399,556
1898-99	970,825	- 339,812	631,013
Total withdrawals to end of 1898-99	68,986,210	42,471,492	106,457,702
Deduct.—Withdrawals by the East Indian Railway Company	12,276,504	18,620,297	30,896,801
Withdrawals by the Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
Withdrawals by the Sind, Punjab and Delhi Railway Company	6,226,076	4,858,607	11,079,683
Withdrawals by the Oudh and Rohilkhand Railway Company	4,358,107	4,910,204	9,268,311
Withdrawals by the South Indian Railway Company	3,831,129	932,378	4,763,507
Total deductions	28,462,566	30,790,486	59,253,052
Net withdrawals to end of 1898-99	36,523,644	11,681,006	47,204,650
Add—Withdrawals during 1899-1900 (partly estimated)	791,400	- 230,600	560,800
Net withdrawals to end of 1899-1900	36,315,044	11,450,406	47,765,450

STATEMENT No.21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1900.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
	409,803	973,649	1,383,452
1890-91			
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,854	290,644	676,498
1895-96	294,423	489,312	783,735
1896-97	1,001,428	815,345	1,816,773
1897-98	748,920	1,397,452	2,146,372
1898-99	746,056	1,121,282	1,867,338
Total expenditure to end of 1898-99	10,558,057	20,793,994	31,352,051
1899-1900 (Revised estimate)	908,300	970,700	1,879,000
TOTAL	11,466,357	21,764,694	33,231,051

STATEMENT No. 22.

Capital outlay* on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899 including steam-boat service and suspense (see also statement No. 21, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
	STANDARD GAUGE.						
	1899 lines worked by companies.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	39,99,15,424	2,33,777	1,48,397	12,37,347	1,26,80,402	41,37,83,178
II	BENGAL CENTRAL	1,23,31,929	98,648	88,868	...	8,46,700	1,26,78,629
III	BENGAL-NAGPUR	14,73,52,392	1,23,687	1,10,740	...	17,08,542	14,90,55,934
IV	INDIAN MIDLAND	9,98,34,287	1,25,381	1,11,655	...	17,99,791	10,16,34,078
V	BHOPAL-ITÁRSI (BRITISH SECTION)	23,61,938	1,80,168	1,46,523	...	...	23,61,938
VI	GODHRA-BUTLAK-NÁGDÁ	1,76,96,520	1,25,383	1,13,417	...	...	1,76,96,520
VII	WARDHA COAL	49,96,325	1,11,326	98,121	...	...	49,96,325
VIII	DHOWD-MANMÁD	1,16,32,042	79,291	71,694	...	2,065	1,16,34,107
IX	BREWADA EXTENSION (EAST COAST STATE)	15,02,651	78,015	69,761	...	...	15,02,651
	TOTAL	69,75,23,508	1,64,518	1,27,468	12,37,347	1,64,82,500	71,52,43,355
	State lines worked by the State.						
XI	NORTH WESTERN	48,58,10,154	1,64,972	1,28,214	48,82,188	98,14,735	49,96,07,072
XII	HYDERABAD-SHADIPÁLI	18,12,837	30,773	28,032	26,906	...	18,39,743
XIII	OUDEH AND ROHILKHAND	11,87,27,622	1,19,618	1,04,543	...	15,72,912	11,53,00,536
XIV	EASTERN BENGAL	6,62,95,608	2,47,567	1,29,766	16,30,564	29,84,780	7,09,00,927
XV	CÁLCUTTA PORT COMMISSIONERS'	71,96,940	8,44,117	3,11,744	...	...	71,96,940
XVI	EAST COAST	8,00,68,314	99,674	87,005	4,86,078	12,52,284	8,18,01,676
	TOTAL	75,49,06,470	1,50,393	1,18,384	65,15,731	1,51,24,691	77,65,46,893
	Lines worked by guaranteed companies.						
XVII	GREAT INDIAN PENINSULA	27,65,95,105	2,14,747	1,37,540	...	41,39,818	29,07,34,923
XVIII	BOMBAY, BARODA AND CENTRAL INDIA (a)	11,05,89,837	2,39,948	1,53,373	...	42,92,427	11,48,82,264
XIX	MADRAS	12,02,19,104	1,42,543	1,16,797	...	21,89,595	12,24,08,699
	TOTAL	50,74,04,046	1,94,988	1,34,393	...	1,06,21,440	51,80,26,866
	Assisted companies.						
XX	DELHI-UMBÁLLA-KÁLKÁ	(b) 1,54,47,600	95,214	85,787	...	-1,46,397	1,53,01,273
XXI	TÁRKHSSUR	17,84,166	80,259	70,913	...	...	17,84,166
XXII	SOUTH BENGAL (LUCKHESBÁL-GYA)	1,17,50,184	1,49,189	1,38,825	...	66,596	1,18,16,730
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSÁTA)	2,26,02,987	53,344	48,239	...	65,276	2,26,68,263
XXV	TÁPTI VALLEY	1,06,17,653	76,194	72,298	...	7,54,961	1,13,72,614
	TOTAL	6,22,02,540	75,278	68,710	...	7,40,506	6,29,43,046
	Carried over	2,02,20,86,564	...	...	77,53,078	4,29,69,537	2,07,27,59,1

(a) Including the Patri branch, the state outlay (Rs. 8,06,406) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.

(b) Including Rs. 5,76,918 on account of interest on capital during construction.

* N. B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where premium on share capital, and time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction—contd.*

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
	Brought forward	Rs. 2,02,20,36,564	Rs. ...	Rs. ...	Rs. 77,58,078	Rs. 4,29,69,537	Rs. 2,07,27,59,179*
	STANDARD GAUGE—<i>concl'd.</i>						
	Lines owned by native states and worked by companies.						
XXVI	KHÁMGAON	5,22,150	69,159	62,018	...	...	5,22,150
XXVII	AMBÍOTI	4,48,111	82,374	72,510	...	6,306	4,54,417
XXVIII	BÍNA-GOONA-BÁRÁN	99,31,680	68,395	63,320	...	...	99,31,680
XXIX	BHOPAL-UJJAIN	76,54,290	67,576	62,525	...	...	76,54,290
XXX	BHOPAL-ITÁRSÍ (NATIVE STATE SECTION)	50,00,000	1,12,918	94,340	...	...	50,00,000
XXXI	THE NIZAM'S GUARANTEED STATE	4,08,92,996	1,23,869	1,10,200	...	6,75,735	4,15,68,731
XXXII	NÁGDÍ-UJJAIN	22,34,345	65,103	63,153	...	...	22,34,345
XXXIII	THE GARHWAR'S PETLÁD	7,40,704	55,483	48,983	...	11,735	7,52,439
XXXIV	KOLAR-GOLD-FIELDS	7,48,646	74,865	53,360	...	8,30,906	10,79,552
	TOTAL	6,81,72,922	96,898	87,097	..	10,24,682	6,91,97,604
	Lines owned by native states and worked by state railway agency.						
XXXVI	RAJPUTRA-BHÁTINDA	67,05,785 (a)	62,642	56,265	...	...	67,05,785 (a)
XXXVII	JAMMU AND KASHMÍR (NATIVE STATE SECTION)	9,60,820	60,353	46,846	...	...	9,60,820
	TOTAL	76,66,605	62,345	54,883	...	...	76,66,605
	TOTAL STANDARD GAUGE	2,09,78,76,091	1,55,819	1,20,208	77,58,078	1,39,94,219	2,14,96,23,368
	METRE GAUGE.						
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH WESTERN—						
	TIBHOOT SECTION	2,68,42,150 (b)	76,532	68,157	5,45,095	5,03,436	2,78,90,681 (b)
	COMPANY'S SECTION	4,68,80,873 (c)	63,097	55,127	20,85,644	14,76,766	5,04,43,283 (c)
XL	LUCKNOW-BAREILLY SECTION (ROHÍLKUND AND KUMAON)	92,92,292	40,197	35,394	...	2,05,193	94,97,485
XLI	RAJPUTANA-MÁLWA	13,04,51,310	77,939	67,549	...	32,78,943	13,37,30,253
XLII	PÁLANPUR-DEHSA	4,18,264	24,205	22,524	...	...	4,18,264
XLIII	SOUTHERN MAHRÁTTA	9,65,49,979 (a)	92,655	83,012	...	13,10,590	9,78,60,569 (a)
XLIV	GUNTAKAL-MYSORE FRONTIER	58,98,608	49,361	45,929	...	...	58,98,608
XLV	MYSORE SECTION (SOUTHERN MAHRÁTTA)	1,59,03,132	51,700	47,184	...	8,72,284	1,56,75,416
XLVI	SOUTH INDIAN	7,27,83,836	70,628	63,182	...	23,63,172	7,51,47,008
XLVII	MÁYAVARAM-MUTUPET	24,97,355	46,256	41,888	...	...	24,97,355
XLVIII	ASSAM-BENGAL	5,09,62,000	1,17,246	1,03,651	...	30,75,036	5,40,37,036
XLIX	BUERMA	8,47,89,912	85,358	73,312	6,92,318	15,43,020	8,70,30,250
	TOTAL	54,26,69,711	77,793	68,177	33,23,057	1,41,33,440	56,01,26,208
	Carried over	54,26,69,711	...	...	33,23,057	1,41,33,440	56,01,26,208

(a) The decrease as compared with the last year's report is due to certain credits.

(b) Including interest on capital during construction (Rs. 10,90,014).

(c) Including interest on capital during construction (Rs. 41,029).

* N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where premium on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—contd.

Capital outlay* on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction—contd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899 including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
	Frought forward	Rs. 54,26,69,711	Rs. —	Rs. —	Rs. 33,23,067	Rs. 1,41,33,440	Rs. 56,01,36,208
	METRE GAUGE—concl'd.						
	State lines worked by the State.						
L	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kauria Dharid, 2' 6" gauge, branch)	4,13,68,831	86,441	73,573	10,55,035	...	4,24,23,869
	DACCA SECTION	71,81,786	83,587	71,368	...	...	71,81,786
LI	CANNING-BURNHAL (metre gauge link)	25,13,088	31,571	29,321	..	...	25,13,088
	TOTAL	5,10,63,705	79,293	68,210	10,55,035	...	5,21,18,740
	Assisted companies.						
LIII	DEOGHUR	2,86,180	50,745	53,898	...	1,345	2,87,525
LIV	BRAHMAPUTRA-SULTANPUR	7,81,953	81,916	80,285	...	24,339	8,06,292
LV	MYMENSINGH-JAMILPUR-JAGANNATHGANJ	15,73,455	29,432	27,412	...	37,793	16,11,248
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	21,39,980	39,688	36,574	...	1,059	21,41,039
LVII	SEGOWLIE-BAXAUL	8,68,088	47,987	40,622	...	1,93,051	10,61,139
LVIII	BENGAL-DOOARS	24,72,503	67,926	56,670	1,54,245	...	26,26,748
LIX	DIBRU-SADIYA	72,85,249	94,005	83,323	21,189	1,49,645	74,56,183
LX	LEDO AND TEKAR-MERGHHEITA COLLIERY	12,83,416	1,71,123	1,60,427	...	...	12,83,416
LXI	AHMEDABAD-PARANTIA	19,32,207	35,395	31,557	...	17,409	19,49,616
LXII	NILGIRI	47,87,869	2,83,306	2,59,787	...	2,075	47,89,944
	TOTAL	2,34,11,000	67,358	60,456	1,75,434	4,26,716	2,40,13,150
	Lines owned by native states and worked by companies.						
LXIII	THE GARHWAR'S MANSANA	32,83,612	35,449	31,464	...	...	32,83,612
LXIV	HYDERABAD-GODAVARI VALLEY	75,80,623	49,151	45,249	...	...	75,80,623
LXV	KOLHAPUR	23,24,807	79,973	75,554	...	...	23,24,807
LXVI	YESANTPUR-MYSORE FRONTIER	24,93,073	46,798	43,756	...	95,089	24,93,162
LXVII	MYSORE-NANJANGUD	6,21,353	39,358	36,818	...	24,199	6,46,052
LXVIII	BIRUR-SHIMOGA	20,14,436	52,323	47,963	...	71,039	20,85,475
	TOTAL	1,82,28,404	47,771	43,769	...	1,90,327	1,84,18,731
	Lines owned and worked by native states.						
LXXII	JODHPUR-BIKANER—						
	JODHPUR SECTION	81,48,213	21,414	20,792	...	...	81,48,213
	BIKANER SECTION	20,14,734	21,208	20,728	...	...	20,14,734
LXXIII	UDAIPUR-CHITOR	19,34,912	28,751	27,485	...	55,000	19,89,912
LXXIV	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR	1,75,92,037	(c) 53,478	(c) 48,046	...	3,64,235	1,79,56,272
LXXV	JETALSAR-RAJKOT	15,83,208	34,248	31,595	...	...	15,83,208
LXXVI	JAMNAGAR	22,97,377	(d) 45,683	(d) 43,184	...	(b) 11,181	23,08,558
LXXVII	DHRANGADRA	5,54,088	27,081	24,654	...	42,016	6,06,104
	TOTAL	3,41,34,569	84,510	82,471	...	4,72,432	3,46,07,001
	Foreign lines.						
LXXIX	WEST OF INDIA PORTUGUESE	(b) 1,85,77,163	2,65,646	2,15,647	(b) and (c) 25,23,380	1,90,889	(b) 1,62,96,433
LXXX	PONDICHERY	5,68,543	72,690	55,849	...	...	5,68,543
LXXXI	KARAIKAL-PERALAM	7,25,344	50,197	48,748	...	...	7,25,344
	TOTAL	1,48,71,050	2,02,713	1,65,750	25,23,380	1,90,889	1,75,90,819
	TOTAL METRE GAUGE	68,43,78,439	(f) 72,718	(g) 64,243	70,81,906	1,54,13,604	70,68,74,149

(a) Including interest on capital during construction (Rs. 37,977).
 (b) The decrease as compared with the last year's report is due to certain credits.
 (c) Calculated on the cost and mileage of the home line, excluding dock sidings and quarry lines maintained by the states themselves, viz., 328'07 and 306'16 miles respectively.
 (d) Calculated on 50'29 and 63'30 miles, respectively, which exclude the mileage of the dock estate constructed and maintained by the state itself.
 (e) Expenditure on harbour works at Mormugao.
 (f) Calculated on 9,411'39 miles } See notes (c) and (d) above.
 (g) Calculated on 10,632'93 "

* N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premium* on share capital, etc., at the of purchase and outlay on lines under construction are included.

STATEMENT No. 22—concl'd.

Capital outlay* on open lines of railway on the 31st December 1899 and the average cost per mile, excluding branches and extensions of the open system still under construction.—concl'd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1899 on final leads (exclusive of steam-boat service and suspense.)	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1899.	Amount at debit of suspense (open line) on the 31st December 1899.	Total capital outlay on open line to the 31st December 1899, including steam-boat service and suspense (see also statement No. 20, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
	SPECIAL GAUGES.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by the State.						
LXXXIII	JORHAT (2' 0")	8,75,342	31,262	29,374	...	56,234	9,31,626
LXXXIV	CHEERA-COMPANYGANJ (2' 6")	3,34,233	(a)	(a)	4,516	277	3,39,026
	Assisted companies.						
LXXXVI	DARJEELING-HIMALAYAN (2' 0")	82,95,462	64,617	61,027	...	2,13,007	85,08,469
LXXXVII	BANSI LIGHT (2' 6")	13,43,297	62,218	54,143	...	13,512	13,56,809
LXXXVIII	HOWRA-AMTA (2' 0")	11,41,307	39,878	37,930	...	...	11,41,307
LXXXIX	HOWRAH-SHRAKHALLA (2' 0")	6,09,434	30,857	30,096	...	...	6,09,434
XC	RANAGHAT-KRISHNAGAR (2' 6")	7,27,809	35,941	34,575	...	...	7,27,809
XCI	TARAKESHWAR-MAGRA (2' 6")	9,51,113	30,562	29,015	...	11,333	9,62,446
XCII	TEZPORR-BALIPARA (2' 6")	4,74,177	23,709	22,623	...	...	4,74,177
	Lines owned by native states and worked by companies.						
XCIV	GWALIOR LIGHT (3' 0")	21,68,556	17,984	17,338	...	10,711	(b) 22,79,267
XCv	THE GARHWAR'S DABHOI (2' 6")	20,73,066	26,308	24,592	...	(b) 27,376	21,00,442
XCVI	BAJPIPLA (2' 6")	13,06,712	34,967	31,755	...	1,108	13,07,820
	Line owned by native state and worked by state railway agency.						
XCVIII	COOCH BEHAR (2' 6")	12,59,345	37,955	35,345	...	18,504	12,77,849
	Line owned and worked by native state.						
XCIX	MORVI (2' 6")	24,43,095	25,891	24,838	...	63,312	25,06,414
	TOTAL SPECIAL GAUGES	1,91,02,948	32,368	30,613	4,516	4,15,431	1,95,22,895
	TOTAL OF ALL RAILWAYS	2,80,13,57,478	(c) 1,19,384	(d) 97,510	1,48,39,500	5,98,23,454	2,87,60,20,432

(a) Figures not given as the line was closed from the 28th March 1899 and has not since been re-opened.

(b) The decrease as compared with the last year's report is due to certain credits.

(c) Calculated on 23,465.16 miles

(d) Calculated on 28,728.04 miles

} See notes (c) and (d) on page *cont.*

* N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the net expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where premium on share capital, etc., at time of purchase and outlay on lines under construction are included.

CHAPTER VIII.

Main results of working and revenue statistics.

The main results of the working of all railways during 1898 and 1899 are compared in statement No. 25.

2. The total mean length of all railways worked during 1899 was 22,845 miles as compared with 21,476 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1899, amounted to Rs. 2,87,60,20,432 against Rs. 2,68,09,44,857 at the end of the previous year.

3. The gross earnings from all sources showed an increase of 7.16 per cent. The earnings under coaching rose from Rs. 8,68,92,203 in 1898 to Rs. 9,22,58,551 in 1899, under goods from Rs. 17,88,58,880 to Rs. 19,23,74,862 and under steam-boat service and miscellaneous sources from Rs. 88,91,266 to Rs. 96,84,863.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 246.30 against Rs. 244.67 in 1898.

4. The total number of passengers booked showed an increase of 6.79 per cent. as compared with the number booked in 1898. The passenger earnings increased 6.69 per cent., with an increase of 6.53 per cent. in the passenger unit-mileage. The number of passengers carried one mile per mean mile worked was 273,529 as compared with 273,100 in 1898. Of the total number carried, the lower classes contributed 96.45 per cent., the second class 2.81 per cent., and the first class 0.74 per cent. only.

The average distance travelled by each first class passenger was 71.78 miles against 74.67 miles in the previous year, and the average fare was pies 12.59 against pies 12.40 per mile. In the second class, the average distance travelled was 43.90 miles against 48.22 miles, and the average fare 5.31 pies against 4.92 pies per mile; while in the lower classes, the average distance travelled was 38.32 miles against 38.17 miles, and the average fare pies 2.32 per mile, the same as in the previous year.

Under other coaching traffic, there was an increase of Rs. 2,93,039 or 2.66 per cent.

The increase under coaching traffic in 1899 was chiefly due to the withdrawal of the plague restrictions and to a general development of the passenger traffic.

5. The total tonnage of goods lifted showed an increase of 11.68 per cent. as compared with the tonnage lifted in 1898. The total ton-mileage increased 8.06 per cent. and the earnings 7.56 per cent. The number of tons of goods carried one mile per mean mile worked was 272,979 as compared with 268,644 in 1898.

The increase in the earnings from goods traffic was chiefly due to a larger traffic in "Merchandise, general," owing to the movement of food-grains to the famine-stricken districts and to a large development in the coal traffic.

6. The working expenses increased in 1899 to Rs. 14,01,94,084 from Rs. 13,06,43,525 in 1898. The increase was chiefly due to the increased open mileage and to extensive repairs and renewals of permanent-way and of locomotive engines during the year. The percentage of total working expenses on gross earnings was 47.63 as compared with 47.57 in 1898.

7. The net earnings derived from all railways amounted to Rs. 15,41,24,192 as compared with Rs. 14,39,98,824 in 1898, giving a return of 5.36 per cent. against 5.37 per cent. in the previous year, on the total capital outlay* on open lines stated in rupees.

* The capital outlay here referred to is that shown in chapter VII, statement No. 23, in the report for 1898-99 and in the present report.

8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 to 1899 are given in the following table:

STATEMENT No. 23.

Classification No.	Railways.	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.	1897.	1898.	1899. (e)
	STANDARD GAUGE.												
	State lines worked by companies.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	236	255	384	388	514	578	549	594	597	649	658	700
II	BENGAL CENTRAL (b) . . . . .	...	...	...	...	...	39	103	127	144	175	158	158
III	BENGAL-NAGPUR . . . . .	...	...	...	...	51	156	127	143	142	138	143	152
IV	INDIAN MIDLAND (c) . . . . .	...	...	...	...	52	90	97	129	119	131	134	139
	State lines worked by the State.												
XI	NORTH WESTERN . . . . .	...	124	123	147	224	228	216	245	220	225	255	230
XIII	ODDH AND ROHILKHAND . . . . .	...	...	108	76	149	181	196	245	209	185	194	208
XIV	EASTERN BENGAL . . . . .	...	154	250	312	434	436	503	576	675	678	645	650
XVI	EAST COAST . . . . .	...	...	...	...	...	...	85	94	100	95	104	104
	Lines worked by guaranteed companies.												
XVII	GREAT INDIAN PENINSULA (c)	157	236	340	298	456	457	508	503	444	367	450	462
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	49	157	300	285	321	481	539	642	676	595	662	729
XIX	MADRAS (c)	105	118	160	143	164	155	198	234	249	263	246	242
	Line owned by native state and worked by company.												
XXXI	THE NIZAM'S GUARANTEED STATE (c) . . . . .	...	...	...	79	114	145	131	160	187	205	221	240
	METRE GAUGE.												
	State lines worked by companies.												
XXXIX	BENGAL AND NORTH-WESTERN— TIBHOOT SECTION . . . . .	...	...	...	40	98	108	126	138	161	159	157	169
	COMPANY'S SECTION . . . . .	...	...	...	...	...	66	100	115	113	105	112	113
XLI	RAJPUTANA-MALWA . . . . .	...	...	...	86	130	174	210	264	227	212	241	285
XLIII	SOUTHERN MAHRATTA (c) . . . . .	...	...	...	...	...	60	87	} 95	113	116	89	94
XLV	MYSOBE SECTION (SOUTHERN MAHRATTA)	68	73					
XLVI	SOUTH INDIAN (d) . . . . .	...	71	89	98	104	118	156	151	165	169	156	159
XLVIII	ASSAM-BENGAL . . . . .	...	...	...	...	...	...	...	64	71	63	86	75
XLIX	BURMA (e) . . . . .	...	...	...	...	117	173	176	130	167	188	184	179
	State line worked by the State.												
L	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kauria-Dharla, 2' 6" gauge, branch) . . . . .	...	...	...	...	95	139	162	184	212	195	201	218
	DACCA SECTION . . . . .	...	...	...	...	...	47	73	101	115	114	129	131
	Assisted company.												
LVI	ROHILKUND AND KUMAON (COM- PANY'S SECTION) (c) . . . . .	...	...	...	...	...	57	69	83	86	86	104	119
	Lines owned and worked by native states.												
LXXII	JODHPUR-BIKANER— JODHPUR SECTION . . . . .	...	...	...	...	...	48	57	63	70	67	73	102
	BIKANER SECTION . . . . .	...	...	...	...	...	...	...	35	53	52	39	37
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-POB- BANDAR (c) . . . . .	...	...	...	...	...	92	97	101	110	() 103	86	95

(a) See also statements Nos. 26 and 36.
 (b) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.
 (c) Including branch lines worked.
 (d) Including the Pondicherry railway.
 (e) The working of this line was transferred to a company from the 1st September 1896.
 (f) Excluding the Jámúgar railway.

9. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36, chapter IX, were as follows :

On "State lines worked by companies," the net earnings amounted on the standard gauge to Rs. 5,24,05,991, giving a return of 7·10 per cent. on a total capital outlay* of Rs. 73,78,29,325; and on the metre gauge to Rs. 2,90,54,467, giving a return of 5·20 per cent. on a total capital outlay* of Rs. 55,87,51,762.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,85,74,191† or 3·66† per cent. on a total capital outlay* of Rs. 78,00,20,809†, and on the metre gauge Rs. 37,11,643‡ or 7·48‡ per cent. on a total capital outlay* of Rs. 4,96,05,652.‡

The net earnings of the "Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 3,02,60,625, giving a return of 5·83 per cent. on a total capital outlay* of Rs. 51,91,05,438.

The net earnings of the lines in the hands of "Assisted companies" were on the standard gauge Rs. 18,29,536, being at the rate of 2·91 per cent. on a total capital outlay* of Rs. 6,29,43,046, and on the metre gauge Rs. 16,74,505, being at the rate of 5·00 per cent. on a total capital outlay* of Rs. 3,35,10,635.

The net earnings derived by the "Native state lines" amounted on the standard gauge to Rs. 29,70,939, giving a return of 5·69 per cent. on a total capital outlay* of Rs. 5,22,37,867, and on the metre gauge to Rs. 27,07,726, giving a return of 5·95 per cent. on a total capital outlay* of Rs. 4,54,71,236.

* The capital expenditure referred to is that shown in chapter VII, statement No. 2 (excluding branches and extensions of the open system still under construction).

† Including the Jammu and Kashmir railway (Native state section).

‡ Excluding the Cawnpore-Burhwal (metre gauge link).

10. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, including steam-boat service and suspense accounts, during the last five years.

These results which are the best obtainable for purposes of comparison from a statistical point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (*vide* statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT No. 24.

Classification No.	Railway.	1895.		1896.		1897.		1898.		1899.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings (see also statements Nos. 26 and 30).	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.										
	State lines worked by companies.										
I	EAST INDIAN	3,73,16,417	9.80	3,67,78,683	9.56	4,14,93,461	10.59	4,08,07,270	10.24	4,26,77,983	10.31
II	BENGAL CENTRAL (a)	3,98,809	3.92	3,46,732	3.20	4,89,686	4.17	3,68,007	2.91	4,41,812	3.49
III	BENGAL-NAGPUR	35,41,443	3.59	29,27,869	2.95	29,79,559	2.99	33,63,854	3.37	47,21,814	3.17
IV	INDIAN MIDLAND	18,23,669	1.87	24,48,794	2.27	28,38,159	2.61	30,36,193	2.66	34,71,324	2.74
	State lines worked by the State.										
XI	NORTH WESTERN	1,64,46,997	3.86	1,18,86,409	2.25	1,50,11,817	3.19	1,85,95,794	3.89	1,61,12,155	3.23
XIII	ODISH AND BOHILKHAND	52,55,948	5.01	43,50,907	4.11	86,96,778	3.43	53,07,727	4.56	60,76,595	5.16
XIV	EASTERN BENGAL	55,01,903	9.03	52,99,149	8.37	47,82,119	7.10	50,47,154	7.35	45,39,440	6.47
XVI	EAST COAST	3,29,185	0.70	5,29,705	0.97	8,68,970	1.05	6,51,393	1.14	15,15,082	1.85
	Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA	1,47,38,432	5.27	1,54,20,597	5.51	93,94,397	3.37	1,41,27,268	5.04	1,58,41,461	5.63
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	1,09,37,063	10.87	89,00,862	8.63	64,70,202	6.09	87,42,205	8.05	92,30,394	8.14
XIX	MADRAS	59,45,110	4.89	54,58,773	4.46	61,15,973	4.98	56,02,515	4.54	51,28,770	4.13
	Line owned by native state and worked by company.										
XXXI	THE NIZAM'S GUARANTEED STATE.	15,77,150	3.88	17,28,195	4.23	19,38,769	4.73	22,74,580	5.54	25,01,046	6.02
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	32,57,825	5.96	32,42,246	5.90	33,69,653	5.95	36,67,472	5.47	41,43,693	5.29
	COMPANY'S SECTION	1,39,95,262	10.54	1,09,76,727	8.26	98,64,421	7.47	1,19,99,627	9.04	1,43,87,737	10.76
XLI	RAJPUTANA-MALWA	35,40,902	2.91	39,68,777	3.24	40,42,322	3.28	21,39,061	1.72	24,44,561	1.93
XLIII	SOUTHERN MAHRATTA	39,34,006	5.09	40,53,149	5.24	43,31,368	5.61	38,66,743	5.15	40,54,847	5.36
XLVI	SOUTH INDIAN	—8,047	...	33,239	0.13	72,214	0.20	54,552	0.13	3,22,704	0.63
XLVIII	ASSAM-BENGAL	27,02,356	3.70	29,85,751	3.87	38,82,675	4.97	37,88,523	4.82	35,78,407	4.11
XLIX	BURMA (b)										
	State line worked by the State.										
L	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch)	32,11,546	8.03	34,64,021	8.63	30,59,717	7.48	30,08,848	7.23	34,53,023	8.14
	DACCA SECTION	2,61,025	3.88	2,39,122	3.55	2,25,157	3.34	2,79,064	4.12	2,58,615	3.60
	Assisted company.										
LVI	ROHILKUND AND KUMAON (Com- pany's section)	4,67,663	4.33	4,55,800	4.15	5,08,095	4.45	7,20,985	6.20	8,67,375	7.45
	Lines owned and worked by native states.										
LXXII	JODHPUR-BIKANER— JODHPUR SECTION	5,69,246	8.85	7,38,273	11.44	7,44,799	11.52	7,30,957	10.34	11,66,845	14.32
	BIKANER SECTION	45,096	4.65	75,382	7.75	65,504	6.73	77,617	4.09	1,04,344	5.18
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD- POREBANDAR	8,98,666	4.70	10,73,513	5.62	9,03,801	4.77	8,28,236	3.71	10,78,178	4.80

(a) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.

(b) The working of this line was transferred to a company from the 1st September 1896.

N. B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No 26.

11. Particulars relating to guaranteed railway transactions are given in Results of working the guaranteed railways. statements Nos. 27 to 30. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis, the guaranteed lines are shown (*vide* statement No. 29) to have returned a net revenue of £2,784,662. The guaranteed interest is £2,182,669, and the net earnings are shown to be in excess of the guaranteed interest by £601,993. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1899, are given in statement No. 30. This statement also shows the sterling dividends earned by the companies.

12. The financial results of the State lines worked by State agency (excluding the Pishin section, the Mári-Attock, the Sind-Sagar and Khusálgarh branches of the North Western State railway, which were constructed for military purposes only) for 1898 and 1899, are summarised in the table below.

The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, chapter VII.

Railway.	Mean mileage worked (from statement No. 32 in the report for 1899-00 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay as shown in chapter VII, statement No. 17.
STANDARD GAUGE.						
	Miles.	Rs.	Rs.	Rs.		
North Western	1,871.76	8,44,54,844	1,58,40,916	1,88,18,928	45.98	5.20
Hyderabad-Shadipalli	58.91	2,22,647	1,52,488	70,159	68.49	3.47
Oudh and Rohilkhand (a)	977.72	98,51,599	45,48,871	53,07,728	46.12	4.17
Eastern Bengal	257.96	86,81,288	36,34,180	50,47,158	41.86	6.44
East Coast	(b) 546.07	27,66,878	21,15,284	6,51,894	76.46	0.80
METRE GAUGE.						
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)						
	478.47	54,59,108	24,50,255	30,08,848	44.88	7.18
Dacca section						
	85.92	5,77,498	2,98,429	2,79,064	51.68	4.13
TOTAL	4,276.81	6,20,18,647	2,90,85,878	3,39,78,274	46.82	4.74
1899.						
STANDARD GAUGE.						
	Miles.	Rs.	Rs.	Rs.		
North Western	1,898.50	8,21,58,878	1,58,45,736	1,68,07,942	47.78	4.68
Hyderabad-Shadipalli	58.91	2,25,242	1,86,779	88,463	60.72	4.81
Oudh and Rohilkhand (a)	1,030.86	1,11,88,990	50,62,395	60,78,595	45.45	4.57
Eastern Bengal	267.25	90,52,521	44,68,081	45,89,440	49.80	5.75
East Coast	(b) 796.69	43,42,014	28,26,932	15,15,082	65.11	1.75
METRE GAUGE.						
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)						
	478.47	59,75,001	25,21,978	34,58,028	42.21	7.85
Dacca section						
	85.92	5,84,914	3,26,299	2,58,615	55.78	3.83
TOTAL	4,606.10	6,84,72,860	3,06,83,195	3,27,89,165	48.84	3.75

(a) Including the Cawnpore Burhwal (metre gauge link.)

(b) Including 2.66 miles (laid on mixed gauge) which is worked over by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0.88 mile (metre gauge) which is worked over only by the Southern Mahratta railway.

13. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1898 and 1899 :

Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway.

	1898.			1899.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
Total capital outlay* Rs.	35,81,96,143	15,76,86,948	51,58,83,091	36,29,81,908	(a) 15,87,30,861	52,17,12,769
Mean mileage worked . . . Miles	1,871.76	955.01	2,826.77	1,898.50	1,011.80	2,910.30
Train-mileage Miles	8,513,225	1,231,145	9,744,370	8,008,853	1,297,356	9,306,219
Gross earnings Rs.	3,44,54,844	31,47,068	3,76,01,912	3,21,53,678	30,68,081	3,52,21,759
Working expenses Rs.	1,58,40,916	31,86,635	1,90,27,551	1,58,45,736	37,86,800	1,91,32,536
Net earnings Rs.	1,86,13,928	- 39,567	1,85,74,361	1,68,07,942	- 7,18,719	1,60,89,223
Percentage of working expenses on gross earnings.	45.98	101.26	50.60	47.73	• 123.43	54.32
Percentage of net earnings on total capital outlay.	5.20	...	3.60	4.63	...	3.08

*As shown in chapter VII, statement No. 17.

(a) Excluding capital outlay on the Nowshera-Dargai (2' 6") railway.

14. Including steam-boat service, and the capital expenditure on suspense accounts, the total general results of working of all railways during 1899 were as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Total.
Mileage open at the end of the year . . . Miles	13,543.18	9,340.65	590.18	23,474.01
Mileage of single track, including sidings . . . "	17,537.70	10,581.34	624.02	28,743.06
Mean mileage worked during the year . . . "	13,393.81	8,990.16	461.37	22,845.34
Total capital outlay on open lines † . . . Rs.	2,15,21,36,476	70,43,61,061	1,95,22,895	2,87,60,20,432
Average cost per mile open ‡ "	1,55,088	73,000	32,368	1,19,339
Average cost per mile of single track, including sidings ‡	1,19,764	64,440	30,613	97,462
Gross earnings "	21,70,67,237	7,49,54,384	22,96,655	29,43,18,276
Working expenses "	10,10,25,955	3,76,32,341	15,35,788	14,01,94,084
Percentage of working expenses on gross earnings "	46.54	50.21	66.87	47.63
Net earnings "	11,60,41,282	3,73,22,043	7,60,867	15,41,24,192
Percentage of net earnings on total capital cost of open line.	5.39	5.30	3.90	5.36

15. From statement No. 26, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1899 the average gross earnings per total train-mile were Rs. 4.11 on the standard gauge and Rs. 3.19 on the metre gauge, the highest on the standard gauge being Rs. 6.26 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2.78, on the Bengal Central railway. The highest on the metre gauge was Rs. 3.93 on the Rajputana-Malwa railway, and the lowest, Rs. 2.24, on the Bikaner section of the Jodhpur-Bikaner railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 32.84 on the East Indian railway to 65.11 on the East Coast State railway, and on the metre gauge from 38.88 on the Jodhpur section of the Jodhpur-Bikaner railway to 80.08§ on the Assam-Bengal railway, the average of the standard gauge lines being 46.50, and of the metre gauge, 50.04.

The average working expenses per total train-mile were Rs. 1.91 on the standard gauge and Rs. 1.60 on the metre gauge, the highest being Rs. 2.93 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2.12§ on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 2.94 on the standard gauge and Rs. 2.89 on the metre gauge, the highest on the standard gauge being Rs. 3.96 on the Nizam's Guaranteed State railway and the lowest, Rs. 1.98, on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 4.98 on the Assam-Bengal railway, and the lowest, Rs. 1.65, on the Bikaner section of the Jodhpur-Bikaner railway.

The average number of passengers carried in a passenger train was 191.23 on the standard gauge and 217.77 on the metre gauge, the highest on the standard gauge being 272.47 on the Nizam's Guaranteed State railway, and the lowest, 125.68, on the Great Indian Peninsula railway. The highest on the metre gauge was 285.80 on the Assam-Bengal railway, and the lowest, 134.86, on the Bikaner section of the Jodhpur-Bikaner railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0.72 pie on the East Indian railway, on which line the average sum received for this work was 2.71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0.77 pie on the Rajputana-Malwa railway, the average receipts per passenger on this line being 2.12 pies.

* Including the Cawnpore-Burhwal (metre gauge link).

† The capital expenditure here referred to is that shown in chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

‡ Excluding steam-boat and suspense.

§ See foot-note (h) in the last page of statement No. 26.

CHAPTER VIII.—MAIN RESULTS OF WORKING AND REVENUE STATISTICS. 111

The average distance travelled by passengers was on the standard gauge 40·52 miles and on the metre gauge, 37·14 miles.

The average goods earnings per goods train-mile were Rs. 4·75 on the standard gauge and Rs. 3·17 on the metre gauge, the highest on the standard gauge being Rs. 8·78 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·19, on the Bengal Central railway. The highest on the metre gauge was Rs. 4·14 on the Rajputana-Malwa railway, and the lowest, Rs. 1·52,* on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·58 pies on the East Indian railway, standard gauge, and 2·41 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·60 pies and 5·30 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 173·11 miles and on the metre gauge, 133·83 miles.

* See foot-note (A) in the last page of statement No. 26.

Main results of working of all railways for the years ending

Progressive No.	DETAILS.	PREVIOUS YEAR.			1899			
		Standard gauge.*	Metre gauge.†	Special gauges.	Standard gauge.*	Metre gauge.		
1	Open mileage on the 31st December . Miles.	12,865-53	8,677-99	416-86	12,543-18	9,340-65		
2	Mean mileage worked during the year Miles.	12,526-30	8,539-91	409-43	12,393-91	8,990-16		
3	Capital outlay on open lines, including steam-boat service and suspense accounts† Rs.	2,01,40,17,967	65,19,36,024	1,49,90,866	2,15,21,36,476	70,43,61,061		
4	Number of passengers booked No.	97,239,429	53,134,685	2,210,207	105,438,509	54,899,059		
5	Number of passengers booked per mean mile worked No.	7,768	6,227	5,398	7,672	6,193		
6	Tonnage of goods booked . Tons.	26,974,285	9,147,550	229,065	29,994,128	10,322,931		
7	Tonnage of goods booked per mean mile worked Tons.	2,153	1,071	559	2,339	1,148		
8	Passenger unit-miles and average distance travelled -							
	1st class	Unit-miles	39,922,441	8,724,824	(c)318,944	39,916,627	8,479,788	
		Av. distance	78-89	61-12	(c)45-30	76-06	57-64	
	2nd class	Unit-miles	148,477,248	81,142,373	(c)1,055,473	141,569,220	81,878,601	
		Av. distance	48-37	47-63	(c)44-99	43-19	47-36	
	Intermediate or 3rd and 4th or lowest classes.	Unit-miles	3,712,566,364	1,860,541,664	(c)13,558,651	4,032,531,896	1,923,776,526	
		Av. distance	39-63	35-55	(c)35-75	39-08	35-59	
	TOTAL		Unit-miles	3,900,966,053	1,900,408,861	(d)19,891,795	4,214,017,743	1,964,135,005
			Av. distance	40-12	35-77	(d)38-52	39-97	35-43
	9	Passenger unit-miles per mean mile worked Miles	311,634	222,728	(d)74,973	314,624	218,476	
10	Ton-mileage and average lead of goods	Ton-miles	4,674,224,162	(b)1,053,654,041	(e)5,507,949	4,927,368,547	(b)1,361,781,179	
		Av. lead.	177-98	(b)117-88	(e)33-71	164-28	(b)125-13	
11	Ton-mileage per mean mile worked . Tons	373,407	(b)123,468	(e)18,878	367,886	(b)140,469		
12	Train-miles Miles	(a)50,273,825	21,442,751	719,998	(a)53,027,592	23,497,072		
13	Train-miles per mean mile worked . Miles	(a)4,016	2,511	1,759	(a)3,962	2,614		
Gross earnings--								
14	Coaching { Passengers	Rs.	5,19,08,165	2,30,44,546	(f)9,07,395	5,60,53,148	2,38,35,073	
		Other coaching traffic .	Rs.	85,82,698	23,20,048	1,34,501	89,00,438	23,12,973
	TOTAL .	Rs.	6,04,85,773	2,53,64,594	10,41,836	6,49,53,586	2,61,48,046	
15	Goods	Rs.	13,92,95,183	3,85,78,231	9,85,466	14,56,27,801	4,56,50,865	
16	Steam-boat, telegraph and miscellaneous .	Rs.	61,60,460	26,99,008	37,803	64,85,850	81,55,473	
* TOTAL GROSS EARNINGS		Rs.	20,59,41,416	6,66,35,828	20,65,105	21,70,67,237	7,49,54,384	
17	Gross earnings per mean mile worked per week, excluding steam-boat	Rs.	315-62	147-67	67-00	311-11	157-49	
Working expenses -								
18	Maintenance	Rs.	2,25,20,496	85,83,537	2,78,922	2,47,21,680	92,02,011	
19	Locomotive	Rs.	3,18,85,258	1,06,75,588	4,44,149	3,46,86,446	1,21,03,557	
20	Carriage and wagon	Rs.	1,03,56,358	28,90,081	1,19,196	1,02,55,820	30,15,009	
21	Traffic	Rs.	1,58,21,810	60,06,881	2,58,618	1,67,33,167	61,62,158	
22	General	Rs.	85,25,479	48,94,280	2,38,474	89,97,815	50,06,616	
23	Steam-boat, special and miscellaneous and rent of leased lines	Rs.	43,37,432	13,95,220	30,993	44,29,724	18,00,288	
24	Contribution to Provident Fund	Rs.	10,94,081	2,79,059	7,623	12,01,803	3,42,707	
TOTAL WORKING EXPENSES .		Rs.	9,45,40,914	3,47,24,641	18,77,970	10,10,25,955	3,76,32,841	
25	Percentage of working expenses on gross earnings	per cent.	45-91	52-11	66-73	46-54	50-21	
26	Net earnings	Rs.	11,14,00,502	3,19,11,187	6,87,135	11,60,41,282	3,73,23,043	
27	Percentage of net earnings on total capital outlay† on open line, including suspense	Per cent.	5-53	4-89	4-58	5-39	5-30	

* Including the Cawnpore-Burhwal (metre gauge link).

† The capital outlay here referred to is that shown in chapter VII, statement No. 23 in the report for 1898-99 and in the present report.

‡ Excluding the Mymensingh-Jamálpur-Jagannathganj railway.

No. 25.

with the 31st December 1898 and the 31st December 1899.

Special gauges.	TOTAL OF ALL GAUGES.		Increase or decrease in 1899.	PERCENTAGE OF INCREASE OR DECREASE.		Progressive No.	REMARKS.
	Previous year.	1899.		Increase.	Decrease.		
590.18	21,960.38	23,474.01	1,513.63	6.89	...	1	See also statement No. 32, chapter IX. (a) Excluding the Calcutta Port 'Commissioners' railway. See also statement No. 22, chapter VII. See also statement No. 33, chapter IX. (b) Excluding the Ledo and Tikak-Margherita colliery railway. See also statement No. 34, chapter IX. (c) Excluding the Jorhát, Cherra-Companyganj, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Bánaghat-Krishnagar, Tarakeshwar-Magra, Tezporé-Bálipará, Gwalior Light, Gaeckwar's Dabhoi and Rajpipla railways. (d) Excluding the Jorhát, Cherra-Companyganj, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Bánaghat-Krishnagar, Tarakeshwar-Magra, Gwalior Light and Tezporé-Bálipará railways. See also statement No. 35, chapter IX. (e) Excluding the Cherra-Companyganj, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Bánaghat-Krishnagar, Tarakeshwar-Magra, Tezporé-Bálipará and Gwalior Light railways.
461.37	21,475.64	22,845.34	1,369.70	6.38	...	2	
1,95,22,895	2,68,09,44,857	2,87,60,20,432	1,95,075,575	7.28	...	3	
2,637,299	152,584,321	162,944,867	10,360,546	6.79	...	4	
5,716	7,110	7,183	23	0.32	...	5	
281,466	36,350,900	40,598,520	4,247,620	11.68	...	6	
610	1,698	1,777	84	4.96	...	7	
(c) 239,489	(c) 48,966,209	(c) 48,695,904	-280,305	...	-0.57	8	
(c) 45.21	(c) 74.67	(c) 71.78	-2.89	...	-3.87		
(c) 992,201	(c) 180,675,093	(c) 174,440,112	-6,234,981	...	-3.45		
(c) 44.76	(c) 48.22	(c) 43.90	-4.32	...	-8.98		
(c) 14,943,815	(c) 5,586,666,679	(c) 5,971,252,237	384,585,558	6.83	...		
(c) 35.38	(c) 38.17	(c) 38.32	0.15	0.39	...		
(d) 23,004,490	(d) 5,821,266,709	(d) 6,201,157,238	379,890,529	6.53	...		
(d) 27.38	(d) 38.53	(d) 38.48	-0.05	...	-0.10		
(d) 80,718	(d) 273,100 (b) & (e)	(d) 273,529	429	0.16	...		9
(g) 6,565,927	5,733,386,152	(g) 6,195,740,653	462,354,501	8.06	...		10
(g) 32.92	(b) & (e) 162.12	(b) & (g) 152.92	-9.20	...	-5.67	11	
(g) 20,979	(b) & (e) 268,644	(b) & (g) 272,979	4,335	1.61	...		
806,192	(a) 72,436,574	(a) 77,330,856	4,894,282	6.76	...		
1,747	(a) 3,374	(a) 3,386	12	0.36	...	12	
(f) 10,40,135	(f) 7,58,55,046	(f) 8,09,28,356	50,73,310	6.69	...	13	
1,16,784	1,10,37,157	1,13,30,195	2,93,038	2.66	...		
11,56,919	8,68,92,203	9,22,58,551	53,66,348	6.18	...	14	
10,96,196	17,88,58,880	19,23,74,862	1,35,15,982	7.56	...		
43,540	88,91,266	96,84,863	7,93,597	8.93	...	15	
22,96,655	27,46,42,349	29,43,18,276	1,96,75,927	7.16	...	16	
95.47	244.67	246.30	1.63	0.67	...	17	
3,81,648	3,13,82,955	3,43,05,339	29,22,384	9.31	...	18	
4,09,961	4,30,04,990	4,71,99,964	41,94,974	9.75	...	19	
1,52,395	1,38,65,635	1,34,22,724	57,089	0.43	...	20	
3,08,669	2,20,87,304	2,31,98,994	11,11,690	5.03	...	21	
2,51,657	1,36,58,233	1,42,56,088	5,97,855	4.37	...		
30,178	57,63,645	62,60,185	4,96,540	8.62	...	22	
6,290	13,80,763	15,50,790	1,70,027	12.31	...	23	
15,35,788	13,06,43,525	14,01,94,084	95,50,559	7.31	...	24	
66.87	47.57	47.63	0.17	0.36	...	25	
7,60,867	14,39,98,324	15,41,24,192	1,01,25,368	7.03	...	26	
3.90	5.37	5.36	-0.01	...	-0.19	27	

giving the expenditure on lines open to traffic only, and excluding the premia on lines purchased and expenditure on unopen extensions.

STATEMENTS

General results of working the principal standard and metre gauges

Pro- gres- sive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED	
		I East Indian.	II Bengal Central.	III Bengal- Nágpur.	IV Indian Midland. (d)	XI North Western. (f)	XIII Oudh and Rohilkhand †
STANDARD GAUGES.							
1	Miles open on the 31st December 1899 . . . Miles	1,710·67	125·01	1,191 81	1,112·12	2,928·88	1,030·36
2	Total length of sidings "	509·99	22·03	138 81	130·40	669·19	143·21
3	Total length of single track, including sidings "	2,694 91	147·04	1,330 62	1,242·52	3,768·56	1,173·57
4	Mean mileage worked during the year "	(b) 1,747·28	(c) 138·39	1,150 99	(e) 1,107·09	(g) 2,926·22	1,030·36
5	Capital outlay on open line to the 31st Decem- ber 1899, including steam-boat service and suspense* Ra.	41,37,83,173	1,26,78,629	14,90,55,934	12,65,81,986	49,95,07,072	11,78,13,623
6	Capital outlay on open line to the 31st Decem- ber 1899, exclusive of steam-boat service and suspense* "	39,99,15,424	1,23,31,920	14,78,52,302	12,47,82,195	48,58,10,154	11,62,40,710
7	Average cost per mile of railway(a) "	2,33,777	98,648	1,23,037	1,12,202	1,64,972	1,12,816
8	Average cost per mile of single track, includ- ing sidings(a) "	1,48,397	83,868	1,10,740	1,00,427	1,28,314	99,019
9	Coaching earnings "	1,84,20,330	6,93,483	31,52,487	26,33,620	1,17,09,448	42,57,647
10	Goods earnings "	4,40,48,108	3,38,338	63,63,627	51,74,411	2,26,14,319	57,80,497
11	Gross earnings "	6,35,45,974	11,39,688	90,78,459	79,83,761	3,52,73,292	1,11,38,990
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings "	700	158	152	139	230	208
13	Working expenses "	3,08,67,991	6,97,876	43,51,645	45,12,497	1,91,61,137	50,62,395
14	Working expenses per cent. of gross earnings Per cent.	33 84	61 23	47 96	56 52	54 32	45 45
15	Net earnings Ra.	4,26,77,083	4,41,812	47,21,814	34,71,324	1,61,12,155	60,76,595
16	Net earnings per cent. on capital outlay (5) . Per cent.	10·31	3·49	3·17	2·74	3·23	5·16
17	Net earnings per cent. on paid up capital . . . . . "	...	...	2·76	2·73	...	...
18	Passenger train-miles Miles	5,018,313	255,602	832,758	973,118	3,970,340	1,487,070
19	Goods train-miles "	9,131,205	154,573	1,495,547	1,307,243	5,359,807	1,695,045
20	Total train-miles "	14,144,517	410,175	2,328,305	2,280,366	9,330,147	3,182,115
21	Coaching earnings per passenger train-mile Ra.	3·67	2·71	2·58	2·71	2·95	2·66
22	Goods earnings per goods train-mile "	4·82	2·19	4·26	3·96	4·22	3·44
23	Gross earnings per train-mile "	4·50	2·78	3·90	3·50	3·78	3·34
24	Working expenses per train-mile "	1·48	1·70	1·87	1·98	2·05	1·6
25	Net earnings per train-mile "	3·02	1·08	2·03	1·52	1·73	1·7
26	Cost of train staff per train-mile Annas	0·96	0·59	0·62	0·58	(h) 0·79	0·76
27	Average number of passengers in a passenger train No.	228·17	155·46	214·70	144·35	204·46	185·90
28	Average distance travelled by a passenger Miles	61·00	23·95	60·88	60·42	52·05	43·22
29	Average number of tons in a goods train Tons	201·29	62·58	152·87	120·75	155·78	130·03
30	Average distance over which a ton of goods was hauled Miles	207·97	69·05	123·47	157·74	184·20	103·03
Average number of vehicles (excluding brake-							
vans)—							
31	In each passenger train No.	14·41	14 58	10·68	10·00	12·67	10·63
32	In each goods train "	33·06	23·94	23·87	39·00	31·08	28·72
33	In each mixed train { Passenger carriages "	14·50	13·10	6·58	7·00	9·33	9·17
		{ Goods vehicles "	3·07	11·95	20 21	11·00	6·49	6·73
34	Number of passengers carried one mile Unit-miles	1,143,904,355	39,734,184	178,792,157	140,952,843	811,790,471	276,290,876
35	Number of tons of goods carried one mile Ton-miles	1,838,047,525	9,072,093	228,626,860	157,852,607	834,952,793	203,457,751
Average cost of hauling for one mile—							
36	One passenger unit Pies	0·72	1·45	1·09	1·65	1·19	1·12
37	One ton of goods "	1·58	5·08	2·60	3·61	2·97	2·65
Average sum received for carrying for one mile—							
38	One passenger unit Pies	2·71	3·04	2·09	2 88	2·43	2·67
39	One ton of goods "	4·60	6·72	5·34	6·29	5·20	5 44

* The capital outlay here referred to is that shown in chap.
† Including the Cawnpore-Burhwal (metre gauge)
‡ Including 2 66 miles (laid on
§ Including 1 60 miles of metre gauge
|| Madras railway proper.

No. 26.

railways during the year ending with the 31st December 1899.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XIV Eastern Bengal.	XVI East Coast.	XVII Great Indian Peninsula. (i)	XVIII Bombay, Baroda and Central India. (k)	XIX Madras railway system.	XXXI The Nizam's Guaranteed State. (n)			
267.79	₹ 804.70	1,288.01	460.90	853.39	350.71	12,124.35	1	(a) Excluding steam-boat service and suspense.
130.89	₹ 116.97	261.09	116.48	147.53	41.21	2,428.45	2	(b) Including 34.50 miles of the Eastern Bengal State railway and 1.00 mile of the Rajputana-Malwa railway worked over.
510.89	921.67	2,011.02	721.05	1,043.82	392.62	15,957.79	3	
267.25	786.69	1,491.31	460.90	856.38	354.70	12,318.06	4	(c) Including 13.88 miles of the Eastern Bengal State railway worked over.
7,09,00,927	8,18,01,676	28,67,34,923	11,48,82,264	12,34,88,251	4,30,71,382	2,03,42,99,839	5	(d) Including the Bhopal-Itarsi, Bina-Goonabaran and Bhopal-Ujjain railways, except as regards item 17.
6,62,95,903	8,00,63,314	27,65,95,105	11,05,89,837	12,09,67,750	4,23,95,647	1,98,33,40,360	6	(e) Including 15.72 miles of the East Indian railway, 1.00 mile of the Oudh and Rohilkhand State railway, 0.13 mile of the Great Indian Peninsula railway, 3.13 miles of the Rajputana-Malwa railway, and 1.98 miles of the Bengal-Nagpur railway worked over.
2,47,567	99,674	2,14,747	2,39,943	1,41,750	1,20,985	1,63,583	7	
1,29,766	87,005	1,37,540	1,53,373	1,15,944	1,07,981	1,24,287	8	
30,30,047	21,31,953	82,11,223	47,30,820	36,14,784	8,85,198	6,24,71,090	9	
55,10,938	20,54,015	2,72,15,866	1,23,51,472	69,04,795	34,21,651	14,17,87,027	10	(f) Including the Jammu and Kashmir railway (Native state section) except as regards items 1, 2, 3, 5, 6, 7, 8 and 16, but excluding the Hyderabad-Shadipalli, Rajputana-Bhatinda and Southern Punjab (Delhi-Samasata) railways.
90,52,521	43,42,014	3,58,00,430	1,74,65,045	1,07,72,371	44,22,373	21,00,19,518	11	
649	104	462	729	242	240	327	12	
44,63,081	28,26,932	1,99,67,069	81,74,651	56,44,201	19,21,327	9,76,51,642	13	(g) Including 13.00 miles of the East Indian railway and 1.77 miles of the Delhi-Umballa-Kalka railway worked over.
49.30	65.11	55.76	46.81	52.39	43.45	46.50	14	
45,89,440	15,15,082	1,58,41,461	92,90,394	51,23,770	25,01,046	11,23,67,876	15	(h) Including the Hyderabad-Shadipalli, Rajputana-Bhatinda and Southern Punjab (Delhi-Samasata) railways.
6.47	1.85	5.63	8.14	4.13	6.02	5.52	16	
...	...	5.60	8.53	4.18	5.21	...	17	(i) Including the Wardha Coal, Dhond-Manmad, Khangaon and Amravati railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
1,056,379	629,981	4,157,497	1,380,651	1,234,615	223,561	21,214,879	18	
950,999	802,938	5,296,435	1,406,918	1,461,239	729,904	29,851,848	19	(j) Including rent of leased lines (Rs. 4,43,639), but excluding charges incurred direct by the State.
2,007,378	1,402,919	9,453,932	2,787,564	2,695,854	953,465	51,066,727	20	
2.87	3.38	1.98	3.43	2.93	3.96	2.94	21	(k) Including the Patri branch.
5.79	2.38	5.14	8.78	4.73	4.69	4.75	22	(l) Including the State outlay on the Patri branch (Rs. 8,03,000). Excluding this outlay, the cost per mile is Rs. 2,38,189 and per mile of single track including sidings Rs. 1,52,252.
4.50	2.91	3.79	6.26	4.00	4.64	4.11	23	
2.22	1.89	2.11	2.93	2.09	2.01	1.91	24	
2.28	1.02	1.68	3.33	1.91	2.63	2.20	25	(m) Including the Gackwar's Petlad, Nagda-Ujjain and Tapi Valley railways.
0.90	0.69	1.44	(n) 0.58	0.71	0.79	...	26	(n) Including the Bezvada extension (East Coast State) except as regards items 15, 16 and 17.
181.45	233.25	125.68	216.21	198.38	272.47	191.23	27	
25.43	39.02	32.36	18.62	30.41	49.49	40.52	28	(o) Including 3.10 miles worked over twice by each train, and 0.89 mile of the East Coast State railway worked over, but excluding 2.19 miles used for military traffic only.
143.47	107.99	141.13	218.91	109.10	165.98	162.07	29	
87.22	109.38	240.42	153.79	120.72	138.39	173.11	30	(p) Including rent of leased line (Rs. 1,84,365).
14.07	18.19	11.00	11.92	10.54	9.71	...	31	
35.56	13.64	27.00	43.45	25.23	23.34	...	32	
10.17	7.70	6.00	11.26	5.18	7.31	...	33	
5.42	6.08	7.00	9.79	17.55	19.34	...	33	
191,693,908	146,943,658	522,502,439	298,516,116	244,919,168	60,914,187	4,056,944,282	34	
136,441,832	93,188,199	747,477,904	307,990,223	159,428,447	121,151,536	4,838,269,029	35	
1.99	1.25	1.92	1.35	1.19	0.82	...	36	
3.69	3.34	3.38	3.41	4.53	2.11	...	37	
2.09	2.60	2.34	2.62	2.36	2.38	...	38	
7.75	4.23	6.99	7.70	8.32	5.42	...	39	

VII, statement No. 23, which is that on lines open to traffic, excluding premia on lines purchased and expenditure on unopen extensions, link), excepting items 23 to 26 and 31 to 33, mixed gauge) and 0.33 mile (metre gauge), sidings.

General results of working the principal standard and metre gauge

Pro- grees- ive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.				
		XXXIX Bengal and North-Western —Tirhoot and Company's sections.	XLI Rajputana- Malwa.	XLIII Southern Mahratta railway system.	XLVI South Indian. (f)	XLVII Assam- Bengal. (h)
	METRE GAUGE.					
1	Miles open on the 31st December 1899 . . . Miles	1,084 80	1,672 47	1,592 26	1,038 33	(i) 434 66
2	Total length of sidings "	159 45	(b) 258 73	168 16	123 82	57 01
3	Total length of single track, including sidings "	1,244 25	1,958 62	1,760 42	1,162 15	491 67
4	Mean mileage worked during the year "	1,048 72	1,673 20	(d) 1,559 73	1,081 54	413 45
5	Capital outlay on open line to the 31st December 1899 including steam-boat service and suspense* Ra.	7,83,33,064	13,37,30,253	12,69,89,089	7,57,15,551	5,40,37,036
6	Capital outlay on open line to the 31st December 1899 exclusive of steam-boat service and suspense* "	7,37,23,023	13,04,51,310	12,51,15,898	7,33,52,379	5,09,62,000
7	Average cost per mile of railway (a) "	67,960	77,999	78,578	70,635	1,17,246
8	Average cost per mile of single track, including sidings (a) "	59,251	67,549	71,072	63,118	1,03,651
9	Coaching earnings "	27,50,595	64,30,355	19,84,789	42,57,951	2,27,737
10	Goods earnings "	41,36,297	1,79,11,809	54,24,194	41,33,953	6,47,365
11	Gross earnings "	77,69,669	2,43,30,345	75,87,470	85,19,767	16,19,647
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings "	132	285	94	159	75
13	Working expenses "	86,25,976	1,04,42,608	51,42,909	44,64,920	12,96,943
14	Working expenses per cent. of gross earnings . . Per cent.	46 67	42 06	67 78	52 41	80 08
15	Net earnings Ra.	41,43,693	1,43,87,737	24,44,561	40,54,847	3,22,704
16	Net earnings per cent. on capital outlay (5) . . Per cent.	5 29	10 76	1 93	5 36	0 63
17	Net earnings per cent. on paid up capital . . . . . "	...	...	(e) 8 11	...	0 89
18	Passenger train-miles Miles	1,324,776	2,001,177	798,397	1,610,581	186,110
19	Goods train-miles "	1,500,061	4,323,902	2,089,348	1,650,709	425,131
20	Total train-miles "	2,824,837	6,325,079	2,887,745	3,261,290	611,231
21	Coaching earnings per passenger train-mile . . . Ra.	2 08	3 21	2 49	2 64	4 98
22	Goods earnings per goods train-mile "	2 76	4 14	2 60	2 50	1 52
23	Gross earnings per train-mile "	2 75	3 93	2 68	2 61	2 65
24	Working expenses per train-mile "	1 28	1 65	1 78	1 37	2 12
25	Net earnings per train-mile "	1 47	2 28	0 85	1 24	0 53
26	Cost of train staff per train-mile Annas	0 46	(c) 0 62	0 67	(g) 0 41	0 60
27	Average number of passengers in a passenger train . . No.	179 78	257 72	180 12	228 91	285 30
28	Average distance travelled by a passenger . . . Miles	33 63	52 24	44 21	32 09	37 39
29	Average number of tons in a goods train Tons	99 96	117 46	79 96	54 85	79 73
30	Average distance over which a ton of goods was hauled Miles	115 57	239 16	152 68	66 64	71 35
	Average number of vehicles (excluding brake-vans)—					
31	In each passenger train No.	11 00	14 06	10 12	14 06	15 00
32	In each goods train "	27 00	31 82	24 89	12 07	27 00
33	In each mixed train { Passenger carriages "	17 00	13 40	7 21	16 09	14 00
	{ Goods vehicles "	18 00	12 20	13 82	16 48	19 00
34	Number of passengers carried one mile Unit-miles	238,166,986	515,743,459	143,804,242	368,681,071	53,189,986
35	Number of tons of goods carried one mile Ton-miles	149,949,228	507,876,508	167,054,107	90,534,388	33,896,959
36	Average cost of hauling for one mile— One passenger unit Pies	0 87	0 77	1 45	(g) 0 94	1 34
37	One ton of goods "	2 41	2 93	4 39	(g) 4 85	4 90
	Average sum received for carrying for one mile—					
38	One passenger unit Pies	2 08	2 12	2 21	2 08	3 10
39	One ton of goods "	5 30	6 77	6 23	8 77	3 67

* The capital outlay here referred to is that shown in chapter

No. 26—concl'd.

railways during the year ending with the 31st December 1899—concl'd.

XLIX Burma.	STATE LINE WORKED BY THE STATE.		AS-ISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			Total and average of principal metre gauge lines.	Progressive No.	REMARKS.
	L EASTERN BENGAL.			LXXII JODHPUR-BIKANER.					
	Northern and Behar sections (including the Kannaia-Dharilá, 2' 6" gauge, branch).	Dacca section.		LVI Rohilkund *and Kumaon railway system.	Jodhpur section.	Bikaner section.				LXXIV Bhánagar-Gondal-Junágad-Portandar railway system.
						(k)			
993.34	478.47	85.92	285.09	380.50	95.00	455.18	8,596.02	1 (a) Excluding steam-boat service and suspense.	
151.22	83.81	14.71	85.96	11.40	2.20	50.68	1,117.15	2 (b) Including 5.17 miles of main line laid on the standard gauge.	
1,156.56	562.28	100.68	821.05	991.90	97.20	505.86	9,752.59	3	
943.50	478.47	85.92	280.77	353.47	90.42	455.18	8,419.38	4 (c) Including the Pálanpur-Deesa, Gaekwar's Maháana and Ahmedabad-Parántij railways.	
8,70,30,250	4,24,23,866	71,81,726	1,16,38,524	81,48,218	20,14,734	2,24,54,143	34,96,97,409	5	
8,47,89,912	4,13,68,831	71,81,726	1,14,32,272	81,48,213	20,14,734	2,20,36,710	33,05,77,658	6	
85,358	86,461	83,587	40,101	21,414	21,208	(l) 49,374	78,432	7 (d) Including 2.66 miles (laid on mixed gauge) and 0.33 mile (metre gauge) of the East Coast State railway worked over by the Southern Mahratta railway.	
78,312	78,578	71,368	95,609	2,0702	20,728	(m) 44,814	64,751	8	
43,08,061	18,43,802	3,91,398	6,23,137	5,27,889	49,526	10,67,407	2,51,52,647	9	
43,00,009	35,19,230	1,74,644	8,98,594	13,49,755	1,11,846	11,00,395	4,37,17,091	10 (e) Southern Mahratta and Mysore railways only.	
88,25,725	59,75,001	5,84,914	17,37,783	19,09,097	1,74,539	22,42,609	7,17,76,566	11 (f) Including the Pondicherry railway.	
179	218	131	119	102	37	95	161	12 (g) Including the Májavaram-Mutapet, Pondicherry and Karaikkal-Peralam railways	
52,47,318	25,21,973	3,26,299	8,70,408	7,42,252	70,195	11,64,431	3,59,16,232	13	
59.45	42.21	55.78	50.09	88.88	40.22	51.92	50.04	14 (h) The results shown under this railway are abnormal owing chiefly to the undeveloped state of the traffic on the line and to the temporary closing of certain portions of the open sections on account of the earthquake.	
35,78,407	34,53,028	2,58,015	8,67,975	11,66,845	1,04,344	10,78,178	3,58,60,334	15	
4.11	8.14	9.60	7.45	14.32	5.18	4.80	5.52	16	
8.31	...	...	...	...	...	...	...	17
1,306,442	671,941	130,905	165,485	156,418	29,983	331,113	8,713,308	18 (i) Including the Jamna Mukh-Lunding section, 35.70 miles, temporarily closed from the 2nd October 1899.	
1,630,354	996,785	93,618	414,576	389,846	47,903	283,506	13,804,734	19	
2,945,736	1,668,726	224,523	580,061	496,264	77,871	614,619	22,518,042	20 (j) No passenger trains were run.	
3.30	2.74	2.99	3.77	3.37	1.65	3.22	2.69	21	
2.62	3.53	1.87	2.17	3.97	2.33	3.91	3.17	22	
3.00	3.56	2.60	3.00	3.85	2.24	3.65	3.19	23	
1.78	1.51	1.45	1.50	1.50	0.90	1.90	1.60	24	
1.22	2.07	1.15	1.50	2.35	1.34	1.75	1.50	25 (k) Including 8.86 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.	
0.69	0.55	0.56	0.37	0.17	0.10	0.42	...	26	
214.70	173.98	206.94	243.76	280.55	134.86	196.90	217.77	27	
27.90	42.99	21.50	34.42	57.05	37.42	34.62	37.14	28	
76.28	74.30	48.58	61.96	86.36	53.17	61.42	88.95	29 (l) Calculated on 446.32 miles, excluding dock mileage, vide note (k).	
114.51	116.15	63.44	68.97	105.76	40.65	55.07	133.33	30	
13.64	17.73	10.91	...	13.14	15.27	8.84	...	31	
30.27	31.73	21.65	26.00	26.26	20.92	27.32	...	32 (m) Calculated on 491.74 miles, excluding the length of single track including sidings of dock line.	
11.65	11.83	12.51	11.00	9.55	5.24	12.11	...	33	
13.10	8.76	7.66	9.00	13.38	9.27	7.52	...	34	
280,498,605	116,908,181	27,083,932	40,338,028	43,833,104	4,040,940	65,197,408	1,397,536,942	34	
125,055,640	74,058,223	4,548,050	25,637,761	29,349,313	2,547,056	17,411,789	1,227,969,021	35	
1.34	0.96	1.10	1.07	0.83	0.87	1.46	...	36	
4.04	3.83	5.90	3.47	3.33	2.84	6.20	...	37	
2.81	2.67	2.61	2.59	2.07	2.09	2.91	...	38	
6.60	9.12	7.37	6.72	8.33	8.43	12.23	...	39	

VII, statement No. 22, which is that on lines open to traffic, excluding premia, on lines purchased and expenditure on unopen extensions.

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1899, the net revenue of these railways to the 30th June 1899 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest advanced to the 31st December 1898.	INTEREST ADVANCED DURING 1899.				Total. (b)	Aggregate of net revenue balances for the several half-years to the 30th June 1899.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital (a).	Total.			
		£	£	£	£	£	£	£	
XVII	Great Indian Peninsula	40,531,535	1,193,873	1,096	307	1,195,276	41,726,811	38,135,966	3,590,845
XVIII	Bombay, Baroda and Central India	14,156,266	441,568	104	8,776	450,448	14,606,714	14,042,628	564,086
XIX	Madras	18,947,753	535,270	...	—307	534,963	19,482,716	11,078,726	8,403,990
	TOTAL	73,635,554	2,170,711	1,200	8,776	2,180,687	75,816,241	63,257,320	12,558,921

(a) Interest on overdrawn capital is for the year 1899, being charged in that year by transfer entry.

(b) Represents interest due up to the 30th June 1899 only, the interest for the half-year ended the 31st December 1899 not being paid until the succeeding half-year.

NOTE—Rupees converted into sterling at the contract rate of exchange.

STATEMENT No. 28.

Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1899 inclusive.

Half-year ending	XVII Great Indian Peninsula railway.	XVIII Bombay, Baroda and Central India railway.	XIX Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
To end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	86,90,753	17,28,545	...	54,19,298
December 1881	18,614	...	...	18,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882 . . . . .	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883 . . . . .	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884 . . . . .	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885 . . . . .	...	6,66,993	...	6,66,993
June 1886	66,87,691	27,31,549	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887 . . . . .	...	6,644	...	6,644
June 1888	72,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,655	26,37,284	...	80,10,939
December 1889 . . . . .	...	3,35,493	...	3,35,493
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890 . . . . .	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891 . . . . .	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,93,109	...	1,09,25,122
December 1892 . . . . .	...	2,75,400	...	2,75,400
June 1893	58,62,262	39,97,617	...	98,59,879
December 1893 . . . . .	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894 . . . . .	...	11,41,950	...	11,41,950
June 1895	32,40,722	50,60,959	1,12,099	84,13,780
December 1895 . . . . .	...	12,14,280	...	12,14,280
June 1896	48,06,515	37,10,596	...	80,17,111
December 1896 . . . . .	...	4,45,662	...	4,45,662
June 1897 . . . . .	...	19,03,090	1,82,678	20,85,768
December 1897 . . . . .	...	...	10,449	10,449
June 1898	27,14,655	29,76,509	1,81,093	58,72,257
December 1898 . . . . .	...	9,22,446	...	9,22,446
June 1899	35,50,363	24,58,134	...	60,08,997
December 1899 . . . . .	...	18,76,710	...	18,79,710
TOTAL	12,21,87,927	6,42,26,403	4,86,319	18,69,00,649
<i>Add—Guaranteed lines subsequently purchased by Government—</i>				
East Indian railway . . . . .	...	...	...	6,38,77,385
Eastern Bengal railway . . . . .	...	...	...	93,09,567
Sind, Punjab and Delhi railway . . . . .	...	...	...	2,96,825
South Indian railway . . . . .	...	...	...	2,92,112
TOTAL . . . . .	...	...	...	26,06,76,538

STATEMENT No. 29.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

Year.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870	83,910,587	2,846,600	4,344,113	1,497,513	...
1871	87,686,857	2,686,200	4,544,764	1,858,504	...
1872	90,183,585	2,869,223	4,603,853	1,734,630	...
1873	90,660,830	3,185,069	4,613,573	1,428,504	...
1874	91,353,883	3,956,071	4,651,088	695,017	...
1875	92,441,794	3,576,514	4,641,979	1,065,465	...
1876	93,392,600	4,442,430	4,658,947	216,517	...
1877	94,18,059	6,117,226	4,662,635	...	1,454,591
1878	95,430,863	5,002,028	4,708,134	...	293,894
1879	96,444,666	5,062,188	4,748,233	...	313,955
1880*	65,907,288	2,662,213	3,263,179	600,966	...
1881	66,340,320	3,110,824	3,272,651	161,827	...
1882†	67,021,755	3,319,439	3,279,407	...	40,032
1883	67,431,440	3,542,973	3,289,439	...	253,534
1884	68,769,369	3,207,313	3,243,015	35,702	...
1885†	66,558,570	3,505,142	3,191,169	...	313,973
1886†	56,814,758	3,378,242	2,702,701	...	675,541
1887	57,046,325	3,326,485	2,725,445	...	601,040
1888	57,694,898	3,493,639	2,688,648	...	744,841
1889§	49,045,463	2,853,584	2,345,383	...	508,201
1890	49,985,293	3,107,217	2,361,094	...	746,123
1891||	45,091,263	3,266,586	2,161,338	...	1,115,248
1892	45,137,155	3,012,611	2,148,725	...	863,886
1893	45,207,409	3,046,225	2,157,007	...	889,318
1894	45,276,701	2,886,556	2,160,536	...	726,020
1895	45,594,262	2,909,568	2,164,151	...	745,417
1896	45,912,510	2,739,964	2,167,939	...	572,025
1897	46,174,078	2,009,462	2,163,464	154,002	...
1898	46,573,637	2,624,614	2,169,926	...	454,688
1899	47,204,650	2,784,662	2,182,669	...	601,993

• East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sindh, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
|| South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1899.

Classification No.	RAILWAY.	Capital cost.	(a) Net Revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4-5.	Company's share of profits for the year.	(b) Dividend earned by company including guaranteed interest.	Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc., 7 + 9 + 10	Net result to Government. +gain -loss.
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	£ s. d.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	237,200,000 Rs. 9,28,16,064	4,26,60,018	(e) 2,76,10,418	1,50,49,600	30,09,920	7 1 3	(e) 2,63,28,584	...	2,93,98,504	+ 1,33,21,514
II	BENGAL CENTRAL	1,26,78,629	4,41,813	5,07,035	...	(e) 1,10,453	4 19 5	5,06,250	...	6,16,703	- 1,74,890
III & LXXXII	BENGAL-NÁGPUR	16,65,90,866	47,21,813	59,75,853	...	...	4 0 0	59,61,203	...	59,61,203	- 12,39,390
IV	INDIAN MIDLAND	10,16,34,078	27,82,950	39,75,411	...	...	4 0 0	39,69,637	...	39,69,637	- 11,66,687
VI & XLI	RAJPUTANA-MALWA	15,14,26,773	1,48,70,331	78,09,033	75,61,298	15,12,260	(f)	60,92,658	...	76,04,918	+ 72,65,413
XLIII	SOUTHERN MAHRATTA	9,78,60,569	19,03,152	40,10,556	...	(e) 4,75,788	4 11 3	40,12,112	...	44,87,900	- 35,84,743
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,56,75,416	3,28,303	7,21,117	...	(e) 82,076		(g) 2,96,793	...	3,78,874	- 50,571
XLVI	SOUTH INDIAN	25,692,557 Rs. 2,51,20,618	39,75,877	23,58,452	16,17,425	3,01,776	5 0 3	36,84,259	...	39,86,035	+ 39,842
XLVIII	ASSAM-BENGAL	8,69,56,236	3,22,704	23,68,714	...	...	3 0 0	23,52,143	...	23,52,143	- 25,29,439
XLIX	BURMA	10,11,17,647	35,78,407	24,60,386	(d) 9,87,469	(d) 1,28,336	3 4 4	38,84,038	...	39,62,374	- 3,83,967
	Guaranteed railways.										
XVII	GREAT INDIAN PENINSULA	28,55,49,755	1,58,26,068	1,30,68,021	85,43,144 -7,85,097	17,71,572	5 11 9	1,79,38,140	29,124	1,97,38,836	- 39,12,768
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	11,40,73,659	92,58,725	49,52,551	43,06,174	21,53,087	8 4 9	67,36,410	10,276	68,99,773	+ 3,58,952
XIX	MADRAS	12,34,93,025	50,16,223	58,26,596	...	...	4 19 0	80,45,721	6,86,612	87,32,833	- 87,16,110

(a) The differences between the figures entered in this column and those given in chapters VIII and IX, statements Nos. 24, 28 and 36, are due to adjustments on account of outstandings recovered during the year.
 (b) This column shows approximately the dividends earned by the companies and not those actually distributed.
 (c) Includes 285,500 for redemption of capital.
 (d) For the year ending 30th June 1899.
 (e) Company receive one-fourth of the net revenue.
 (f) The profits are paid over to the Bombay, Baroda and Central India Railway Company and are distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.
 (g) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 4,32,202.

CHAPTER IX.

Details of revenue earnings and expenditure:

The summary of principal commodities in statement No. 31 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1899, on the standard and metre gauge railways, to Rs. 17,96,77,720. This, however, includes a sum of Rs. 2,04,56,585 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 15,92,21,135) is mainly accounted for under eight heads of country produce, *vis.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, provisions, salt and sugar, the earnings from which amounted to Rs. 11,46,14,736, or about 65 per cent. of the whole, leaving Rs. 4,46,06,399 as the earnings under the remaining twenty-two heads.

2. In grain and seeds, the most important traffic on Indian railways, there was an increase, compared with the preceding year, of 1,735,656 tons or 19.93 per cent., the actual figures being:

		Tons.
1898	: : : : : : : : : : :	*8,708,806
1899	: : : : : : : : : : :	10,444,462

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows:

	Quantity. Tons.	Earnings. Rs.
1898	*2,215,237	1,84,61,053
1899	2,050,150	1,53,39,617

The quantities of wheat carried by the important exporting railways during the past seven years were as follows†:

Railways.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula	319,472	361,923	331,965	327,796	68,578	214,137	183,173
Bombay, Baroda and Central India.	49,669	60,818	107,798	54,235	32,196	178,151	74,673
East Indian	166,007	233,028	237,421	141,042	211,912	394,805	373,732
North Western State	335,581	543,580	581,449	263,793	336,196	630,357	544,876
TOTAL	920,679	999,349	1,058,633	585,866	648,879	1,417,450	1,176,508

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given:

Ports.	1893.	1894.	1895. (a)	1896. (a)	1897. (a)	1898. (a)	1899. (a)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	256,324	75,991	154,505	109,373	21,101	368,619	171,373
Calcutta	54,349	13,580	50,668	4,017	4,370	170,981	131,350
Kurrachee	263,923	298,524	356,438	49,058	53,914	454,641	323,602
TOTAL	574,596	387,995	561,611	162,447	79,385	994,241	625,330
Estimated outturn of wheat in India during each previous financial year, in tons	1892-93 7,193,000	1893-94 6,923,000	1894-95 6,836,880	1895-96 5,510,965	1896-97 4,892,879*	1897-98 6,718,798*	1898-99 6,273,851
Percentage of exports on outturn.	7.99	5.60	8.21	2.95	*1.62	*14.35	9.97

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that, while the

* Revised figures.

† In this table, through-bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire systems of railways.

(a) Including wheat-flour.

amount of wheat carried by the four principal exporting railways in 1899 for local consumption did not vary very greatly from the normal, the amount exported was above the average owing to better crops and low prices.

4. The following paragraphs show the principal features in the working of the Principal features of work- standard and metre gauge railways during 1899 as compared with the previous year. Statements giving detailed statistics for these railways will be found in statements Nos. 31 to 37.

East Indian railway system (standard gauge).

5. The mean mileage worked was 1,971.02 miles against 1,926.28 miles worked in the previous year. The increase was chiefly due to the opening of the South Behar (Luckeeserai-Gya) railway (78.83 miles) from the 3rd July 1899.

The gross earnings increased from Rs. 6,17,17,629 to Rs. 6,55,07,635 or by Rs. 37,90,006, but as the working expenses were Rs. 18,21,574 more only, the net earnings showed an improvement of Rs. 19,68,352, having risen from Rs. 4,18,01,718 to Rs. 4,37,70,070.

Of the increase in the gross earnings, Rs. 6,13,051 were derived from coaching traffic, and Rs. 31,24,205 from goods traffic. The increase in the coaching earnings was chiefly due to the movements of more pilgrims, marriage parties and coolie labourers and to the additional traffic consequent on the opening of the South Behar (Luckeeserai-Gya) railway. The increase under goods traffic was principally due to the larger movements of food-grains to famine-stricken districts, to the increased consumption of coal by mills and factories, and to the increased traffic, principally to Brace Bridge Hall and Kidderpore docks for export.

The principal variations in the working expenses were increases of Rs. 9,95,625 under "Maintenance of way, works and stations," Rs. 4,67,730 under "Locomotive expenses," Rs. 1,17,210 under "Carriage and wagon expenses," Rs. 2,46,242 under "Traffic expenses," Rs. 1,24,604 under "General charges" and a decrease of Rs. 1,62,007 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to the increased relaying with steel rails, heavy renewals of sleepers and extensive repairs of stations and buildings; that under "Locomotive expenses," to the employment of a new District Locomotive Superintendent and of additional drivers and firemen, to the increased engine-mileage run and heavier renewals of locomotive engines; that under "Carriage and wagon expenses," to heavier repairs of goods vehicles; that under "Traffic expenses," to the strengthening of the station and train staff, to the opening of new stations and to the payment of an extra charge of one pie per maund to the Port Commissioners' for dealing with the traffic at the Kidderpore docks; and that under "General charges," to an increase in the home charges, to rent of additional accommodation for staff, and to a credit in 1898 on account of reduction in charge made by the Telegraph Department for instruments. The decrease under "Special and miscellaneous expenditure" was mainly due to a larger payment for mileage and demurrage of foreign stock during the previous year.

Bengal Central railway (standard gauge).

6. Compared with the results of 1898, the gross earnings increased from Rs. 10,24,657 to Rs. 11,39,688, or by Rs. 1,15,031, and as the working expenses were Rs. 41,226 more only, the net earnings showed an increase of Rs. 73,805, having risen from Rs. 3,68,007 to Rs. 4,41,812.

Of the increase in the gross earnings, Rs. 12,777 were derived from coaching traffic, Rs. 84,468 from goods traffic, and Rs. 17,786 from sundries, including telegraph. The increase in the coaching traffic was chiefly due to a general development in the passenger traffic. The increase under goods traffic was principally due to a heavy jute traffic. The increase under sundries, including telegraph, was chiefly due to hire of goods vehicles lent to the East Indian railway.

The principal fluctuations in the working expenses were an increase of Rs. 15,511 under "Maintenance of way, works and stations," of Rs. 30,146 under "Locomotive expenses," of Rs. 11,482 under "General charges," and a decrease of Rs. 15,401 under "Special and miscellaneous expenditure". The increase under "Maintenance of way, works and stations" was chiefly due to the replacement of creosoted pine sleepers by sal sleepers; that under "Locomotive expenses," principally to a credit in the previous year of Rs. 57,870 under "Maintenance and renewals of locomotive engines", debited to the depreciation fund, and to the increased train-mileage run; and that under "General charges," chiefly to the increased rate of pay to the Agent and his personal assistant, to

enhanced charges for police supervision, and to the increased rents of buildings. The decrease under "Special and miscellaneous expenditure" was chiefly due to a decrease in the payment made to the Eastern Bengal State railway for running powers under the new agreement.

Bengal-Nágpur railway (standard gauge).

7. The mean mileage worked during 1899 was 1,150·99 miles against 925·08 miles worked in the previous year. The increase was due to the opening for public traffic of the Kolaghat-Balasore section (107·23 miles) from the 17th December 1898, the Balasore-Barang section (116·75 miles) from the 1st January 1899, and the length from Khargpur to the Cossye river (5·75 miles) for goods traffic from the 20th December 1899.

The gross earnings increased from Rs. 68,79,193 to Rs. 90,73,459 or by Rs. 21,94,266, and as the working expenses were Rs. 8,36,306 more only, the net earnings showed an improvement of Rs. 13,57,960, having risen from Rs. 33,63,854 to Rs. 47,21,814.

The variations in the gross earnings were an increase of Rs. 7,90,025 in the coaching traffic, of Rs. 15,59,130 in the goods traffic, and a decrease of Rs. 1,54,889 in sundries, including telegraph. The increase in the coaching earnings was chiefly due to the increased open mileage, to the development of the passenger traffic on the extensions, to the pilgrim traffic to Puri, and to the running of special trains from Nágpur to Benares and Puri and back on the occasion of the eclipse of the moon and festivals. The increase in the goods traffic principally occurred under "Grain and pulse," "Hides," "Lac," "Metals," "Oil-seeds," "Provisions," "Salt," "Railway materials for construction," and "Coal and coke carried for the public and foreign railways." The decrease under sundries was chiefly under "Mileage and demurrage of vehicles over foreign lines," and was due to less export of coal and wheat to Calcutta and Bombay, and to a large import of grain *via* Ásansol, whereby more payments had to be made to the East Indian railway on account of mileage for their vehicles worked over the line.

The principal increases in the working expenses were Rs. 2,98,730 under "Maintenance of way, works and stations," Rs. 1,83,062 under "Locomotive expenses," Rs. 1,37,378 under "Traffic expenses," and Rs. 1,50,613 under "General charges." The increase under "Maintenance of way, works and stations" was due to the opening of the Sini-Khargpur and Kolaghat-Barang sections, to extraordinary repairs to bridges and to large renewals of ballast; that under "Locomotive expenses," to the appointment of additional superior and subordinate staff, to greater consumption of coal and to general repairs to locomotives in the workshops; that under "Traffic expenses," to the appointments in the subordinate staff, increments to the superior staff, to the formation of a District Traffic Superintendent's office at Khargpur, and to the renewals of paulins; and that under "General charges," to the increased open mileage, appointment of additional subordinate staff and increased revenue share of the payment to Government for rent and maintenance of telegraph wires and instruments.

Indian Midland railway system (standard gauge).

8. The mean mileage worked during 1899 was 1,107·09 miles against 976·48 miles worked in the previous year. The increase was due to the opening of the Damoh-Katni-Murwara and Goona-Báran extensions for public traffic on the 1st January and 15th May 1899, respectively.

The gross earnings increased from Rs. 67,83,141 to Rs. 79,83,761 or by Rs. 12,00,620, and as the working expenses were Rs. 7,65,489 more only, the net earnings showed an improvement of Rs. 4,35,131, having risen from Rs. 30,36,193 to Rs. 34,71,324.

Of the increase in the gross earnings, Rs. 1,96,219 were derived from coaching traffic, Rs. 9,80,232 from goods traffic and Rs. 24,169 from sundries. The increase in the coaching traffic was due to the longer length of line open, and to the despatch by passenger train of military stores for the South African field force. The increase under goods traffic was principally due to the increased demand for cotton in Bombay for local consumption and export, to the large exports of food-grains from the North-Western Provinces and Oudh to the famine-stricken districts in Gujerat and Rajputana, and to the large quantities of pressed grass forwarded to the same part of the country. There was,

however, a decrease under railway materials, due to less material carried for the construction of the Goona-Barán and Gwalior Light railways during the year.

The principal increases in the working expenses were Rs. 1,98,705 under "Maintenance of way, works and stations," Rs. 3,20,242 under "Locomotive expenses," Rs. 1,13,141 under "Carriage and wagon expenses," Rs. 73,777 under "Traffic expenses," and Rs. 47,868 under "General charges." The increase under "Maintenance of way, works and stations" was due to the longer length maintained and heavier extraordinary renewals; that under "Locomotive expenses," to the increased mileage run, to the greater quantity of Bengal coal used, and to the ordinary special repairs of engines; that under "Carriage and wagon expenses," to heavier repairs and renewals of vehicles; and that under "General charges," to the extra cost of General and Indian Administration and electric telegraph, and of stores issued.

Godhra-Rutlam-Nágdá railway (standard gauge).

9. Compared with the results of 1898, the gross earnings decreased from Rs. 13,26,922 to Rs. 12,64,196, or by Rs. 62,726, and as the working expenses were Rs. 58,962 more, the net earnings showed a decrease of Rs. 1,21,688, having fallen from Rs. 6,48,326 to Rs. 5,26,638.

There was an increase of Rs. 5,660 in the coaching earnings and a decrease of Rs. 68,625 in the goods earnings. The increase in the coaching traffic was mainly due to the withdrawal of plague restrictions. The decrease under goods traffic chiefly occurred under grain and pulse and oilseeds.

The principal increases in the working expenses were Rs. 32,754 under "Maintenance of way, works and stations," Rs. 18,517 under "Locomotive expenses" and Rs. 13,979 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was chiefly due to heavier outlay on maintenance and renewal of permanent-way and repairs to bridges; that under "Locomotive expenses," to the higher rates paid for coal and to heavier renewals of engines; and that under "Carriage and wagon expenses," to increased outlay on repairs and renewals of vehicles.

North Western State railway system (standard gauge).

10. The mean mileage worked during the year was 3,511·37 miles against 3,409·34 miles in the previous year. The increase was due to the opening of the Méri-Attock section from the 1st April 1899 and the Lyallpur-Toba Tek Singh section of the Wazirabad-Khánawal branch from the 22nd June 1899, and of the Narwana-Kaithal branch of the Southern Punjab (Delhi-Samásata) railway from the 1st February 1899.

The gross earnings decreased from Rs. 3,99,72,133 to Rs. 3,75,60,148 or by Rs. 24,11,985, and as the working expenses were Rs. 70,798 more, the net earnings showed a decrease of Rs. 24,827,84, having fallen from Rs. 1,96,52,591 to Rs. 1,71,69,807.

The principal variation in the gross earnings was a decrease of Rs. 23,84,743 under goods traffic, chiefly due to the prevailing famine and to the close of the military operations on the frontier.

The principal fluctuations in the working expenses were a decrease of Rs. 4,52,079 under "Maintenance of way, works and stations" and increases of Rs. 2,94,386 under "Locomotive expenses", Rs. 43,408 under "Carriage and wagon expenses" and Rs. 1,13,607 under "Special and miscellaneous expenditure."

The decrease under "Maintenance of way, works and stations" was due to the write off of the cost of materials issued in previous years and to large credits for returned materials; the increase under "Locomotive expenses" was due to heavy repairs of engines; that under "Carriage and wagon expenses," to heavy repairs of vehicles; and that under "Special and miscellaneous expenditure," to payment of taxes to the Kurrachee Municipality at enhanced rates with retrospective effect, to the larger payments made to the East Indian railway on account of the increased traffic between Gháziabad and Delhi, to the arrear charges for toll payable on the passenger traffic of the Southern Punjab railway, and to larger deposits and larger payments in the State Railway Provident Institution under the new rules.

The following statement compares the North Western State railway earnings from passenger and parcels traffic in connection with the through-booking arrangements to and from Europe during the years 1898 and 1899:

	PREVIOUS YEAR.		1899.	
	Number or weight.	Amount.	Number or weight.	Amount.
<i>From India to England.</i>				
1st class passengers	No. 79	Rs. 4,302	No. ...	Rs. ...
2nd class passengers	No. 28	Rs. 793	No. ...	Rs. ...
3rd class passengers	No. ...	Rs. ...	No. ...	Rs. ...
Luggage	Tons 3·265	Rs. 450	Tons ...	Rs. ...
Parcels	Tons 1·992	Rs. 577	Tons 1·569	Rs. 443
Dogs	No. ...	Rs. ...	No. ...	Rs. ...
Total . . . . .	...	6,122	...	443
<i>From England to India.</i>				
1st class passengers	No. 16	Rs. 961	No. 33	Rs. 1,915
2nd class passengers	No. 2½	Rs. 80	No. 3½	Rs. 112
3rd class passengers	No. 1	Rs. 13	No. ...	Rs. ...
Luggage	Tons 1·002	Rs. 145	Tons 2·096	Rs. 294
Parcels	Tons 0·170	Rs. 32	Tons 0·181	Rs. 46
Total . . . . .	...	1,231	...	2,367

Oudh and Rohilkhand State railway system (standard and metre gauges).

11. The mean mileage worked during the year was 1,012·98 miles against 995·10 miles worked in the previous year. The increase was due to the Rae Bareli-Benares railway (138·36 miles), which was opened on the 4th April 1898, having been worked throughout the year.

The gross earnings increased from Rs. 98,51,598 to Rs. 1,11,38,990 or by Rs. 12,87,392, and as the working expenses were Rs. 5,18,524 more only, the net earnings showed an improvement of Rs. 7,68,868, having risen from Rs. 53,07,727 to Rs. 60,76,595.

Of the increase in the gross earnings, Rs. 1,69,405 were derived from coaching traffic, Rs. 8,40,011 from goods traffic and Rs. 2,77,976 from sundries, including telegraph. The increase in the coaching earnings was partly due to the revival of the traffic to and from Hardwar, Ajodhya, and Benares owing partly to the removal of plague restrictions, but principally to the better attendance at the various sacred places of the Hindus on the occasion of the annual festivals, to the ordinary development of the traffic on the new Rae Bareli-Benares chord line, to the celebration of marriages and other social functions amongst the natives which were held in abeyance during the famine years, and to the despatch of emigrants to Fiji and Trinidad and of coolies to the Assam-Bengal railway. The increase in the goods earnings was chiefly due to the very large despatches of grain and pulse and oil seeds to Howrah and of famine traffic to all the famine affected districts. The increase under sundries, including telegraph, was chiefly due to the share of the metre-gauge link cross traffic earnings, received from the Bengal and North-Western Railway Company, having been shown for the first time under abstract K.

The principal increases in the working expenses were Rs. 70,309 under "Maintenance of way, works and stations," Rs. 3,37,800 under "Carriage and wagon

expenses" and Rs. 89,531 under "Traffic expenses". The increase under "Maintenance of way, works and stations" was chiefly due to extensive re-ballasting of the line, to increased renewals of rails, to repairs of stations and buildings, and to the carriage of a large quantity of revenue stores; that under "Carriage and wagon expenses," to extensive renewals of both coaching and goods vehicles; and that under "Traffic expenses," chiefly to the bonus granted to the late Traffic Superintendent on his retirement, to the increases in the office establishment, and to the increased mileage run.

Eastern Bengal State railway system (standard, metre and special gauges).

12. The mean mileage worked during the year was 884·78 miles against 822·35 miles worked in the previous year. The increase was principally due to the opening of the section from Shivarampore to Faridpur, (7·43 miles), from Singhjani to Jagannathganj, (20·30 miles), of the Mymensingh-Jagannathganj railway and from Santahar to Bogra (24·50 miles) of the Brahmaputra-Sultanpur railway, during the year.

The gross earnings increased from Rs. 1,47,25,540 to Rs. 1,57,15,236 or by Rs. 9,89,696, and as the working expenses were Rs. 9,71,353 more, the net earnings showed an improvement of Rs. 18,343, having risen from Rs. 83,39,279 to Rs. 83,57,622.

Of the increase in the gross earnings, Rs. 2,98,116 were derived from coaching traffic, Rs. 5,10,834 from goods traffic and Rs. 1,80,746 from sundries, including steam-boat and telegraph. The increase in the coaching earnings was mainly under third class, owing to the general development of the traffic in consequence of the opening of new lines and through booking with the Ránaghat-Krishnagar Light railway; the increase in the goods earnings was chiefly due to the increased traffic in grain and pulse and tobacco, consequent on a good crop and demand in the market, and to the heavy despatches of railway plant and rolling-stock carried for the public and for the Cooch Behar state, Bengal Dooars and Brahmaputra-Sultanpur railways. The increase under sundries, including steam-boat and telegraph, was mainly due to larger receipts from hire of vehicles, mileage and demurrage of vehicles over foreign lines and rent of stations jointly occupied.

The principal fluctuations in the working expenses were increases of Rs. 5,46,026 under "Maintenance of way, works and stations," Rs. 1,45,039 under "Locomotive expenses," Rs. 1,41,825 under "Carriage and wagon expenses" and Rs. 99,630 under "Traffic expenses." The increase under "Maintenance of way, works and stations" was chiefly due to the strengthening of gangs for ballasting the line, to a large number of Denham-Olphert sleepers laid in the Calcutta district, to heavier repairs to bridges, and to new girders used in strengthening them, and extensive repairs of stations and buildings; that under "Locomotive expenses," to the increased train-mileage run, to the issue of repaired boilers, and to heavy repairs to workshop tools and machinery; that under "Carriage and wagon expenses," to heavy repairs to coaching and goods vehicles, and to large debits for damages to foreign railway goods vehicles in the accident on the Eastern section; and that under "Traffic expenses," to the opening of a new district office at Chitpore, to an increase in the subordinate superintendence, to the strengthening of district offices and to the opening of new extensions.

Calcutta Port Commissioners' railway (standard gauge).

13. Compared with the results of 1898, the gross earnings increased from Rs. 4,28,262 to Rs. 4,46,546 or by Rs. 18,284, and as the working expenses were Rs. 24,591 less, the net earnings showed an increase of Rs. 42,875, having risen from Rs. 1,49,581 to Rs. 1,92,456. The sources of income were goods and sundries.

The earnings under goods traffic increased from Rs. 3,65,187 to Rs. 3,83,203, and was mostly due to heavy receipts from grain and pulse, coal and sugar, while those under sundries increased from Rs. 63,075 to Rs. 63,343.

The principal decreases in the working expenses were Rs. 6,224 under "Maintenance of way, works and stations," Rs. 5,378 under "Locomotive expenses," Rs. 6,589 under "Carriage and wagon expenses," Rs. 3,755 under "Traffic expenses" and Rs. 2,609 under "General charges." The decrease under "Maintenance of way, works and stations" was chiefly due to less expenditure under "Maintenance and renewal of permanent-way;" that under "Locomotive expenses," to less expenditure under "Maintenance and renewals of locomotives;" that under "Carriage and wagon expenses," to less expenditure under "Repairs

and renewals of vehicles"; that under "Traffic expenses," to less expenditure under "Printing, and stationery"; and that under "General charges," to no payment having been made for rent of godowns during 1899.

East Coast State railway system (standard gauge).

14. The mean mileage worked during the year was 786.69 miles against 546.07 miles in the previous year; the increase is due to the opening of the Gudur-Ennúr section (75.74 miles) on the 23rd February 1899, to the taking over of the Ráyapuram-Ennúr section from the Madras railway from the 1st July 1899, and to the Kistna Canal-Gudur section of the Bezwada-Madras railway having been worked throughout the year against a few days only in 1898.

The gross earnings increased from Rs. 27,66,678 to Rs. 43,42,014 or by Rs. 15,75,336; and as the working expenses were Rs. 7,11,647 more only, the net earnings showed an increase of Rs. 8,63,689, having risen from Rs. 6,51,393 to Rs. 15,15,082.

The increase in the gross earnings was due to the increase of Rs. 7,26,587 under coaching traffic, and Rs. 8,77,603 under goods traffic. The increase in the coaching and goods traffic was due to the increased mileage worked, to the extension of the local train services, to the more convenient timings of passenger trains, to the revision of the coal rates, and to the general re-adjustment of rates for all other classes of goods.

The principal fluctuations in the working expenses were increases of Rs. 1,86,680 under "Maintenance of way, works and stations," Rs. 2,27,046 under "Locomotive expenses," and Rs. 1,60,219 under "Traffic expenses," due to the increased mileage worked.

Great Indian Peninsula railway system (standard gauge).

15. Compared with the results of 1898, the gross earnings rose from Rs. 3,48,77,496 to Rs. 3,58,09,430 or by Rs. 9,31,934, and as the working expenses* were less by Rs. 7,82,250, the net earnings showed an improvement of Rs. 17,14,193, having risen from Rs. 1,41,27,268 to Rs. 1,58,41,461.

The principal variations in the gross earnings were an increase of Rs. 11,60,796 in the coaching traffic, and a decrease of Rs. 2,45,745 in the goods traffic. The increase in the coaching traffic was chiefly due to the removal of plague restrictions; and the decrease in the goods traffic, to the decreased booking of coal, cotton, oil seeds and sugar, and to the general failure of the crops on account of the scarcity of rain.

The principal fluctuations in the working expenses were increases of Rs. 83,093 and Rs. 3,57,170 under "Maintenance of way, works and stations" and "Locomotive expenses," a decrease of Rs. 13,21,468 under "Carriage and wagon expenses" and increases of Rs. 84,737 and Rs. 1,16,876 under "Traffic expenses" and "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to the payment of a bonus in connection with the signallers' strike, of grain compensation allowance to the subordinate staff, to the renewal of girders and to an improvement in the water-supply. The increase under "Locomotive expenses" was due to the increased train-mileage run, to a higher average issue rate of coal and to the renewal of 25 engines as compared with 20 engines in 1898. The decrease under "Carriage and wagon expenses" was chiefly due to smaller debits in connection with the replacement of Cammell's axles and to less expenditure on renewals of goods vehicles and consequent falling off in loss by exchange. The increase under "Traffic expenses" was due to the bonus paid to the station and train staff on account of the signallers' strike and to grain compensation allowance. The increase under "Special and miscellaneous expenditure" was due to the increased payments to foreign lines on account of mileage and demurrage for increased foreign traffic worked, to larger compensation claims, and to the provision of a sum of Rs. 1,22,918 against Rs. 78,300 in the previous year to meet the contribution to members who have elected for the new Provident Fund rules.

Bombay, Baroda and Central India railway (standard gauge).

16. Compared with the results of 1898, the gross earnings increased from Rs. 1,58,62,726 to Rs. 1,74,65,045, or by Rs. 16,02,319, but as the working expenses were Rs. 10,54,130 more, the net earnings showed an improvement of Rs. 5,48,189 only, having risen from Rs. 87,42,205 to Rs. 92,90,394.

*Including contribution to the Provident Fund.

Of the increase in the gross earnings, Rs. 10,19,836 were derived from coaching traffic and Rs. 7,59,291 from goods traffic. There was, however, a decrease of Rs. 1,86,218 under sundries. The increase in the coaching traffic was chiefly due to the withdrawal of the plague restrictions; and that in the goods traffic was chiefly in the cotton, raw, traffic to Bombay from stations between Surat and Ahmedabad and from stations on the Rajputana-Malwa railway, in grain and pulse from Bombay to Broach, Baroda, stations on the Anand-Godhra branch, Ahmedabad, stations between Surat and Ahmedabad and to foreign lines, and in hides and skins. The decrease under sundries was chiefly due to heavier recoveries in the previous year on account of supervision and commission charges for work done for the Tápti Valley and Rajpipla railways and for the Bombay Municipality.

The principal increases in the working expenses were Rs. 2,69,771 under "Maintenance of way, works and stations," Rs. 4,03,519 under "Locomotive expenses" and Rs. 4,08,724 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was chiefly due to the outlay for the previous year having been reduced by a contribution from the Fire Insurance Fund towards the cost of renewing Warren girder bridges; that under "Locomotive expenses," to the conveyance of a larger quantity of coal, to the increased train-mileage run, to higher prices paid for coal, to heavier repairs to engines and to the cost of English stores having been paid at the prescribed rate of exchange instead of at the contract rate; and that under "Carriage and wagon expenses," to heavier repairs and renewals of goods stock and to the conversion of the cost of English stores at the prescribed rate of exchange.

Madras railway system (standard gauge).

17. The mean mileage worked during the year was 856·38 miles against 857·68 miles in the previous year. The decrease, which was partly counterbalanced by the opening of the Ranipet branch, 4·35 miles, on the 17th April 1899, was due to the handing over of the Madras-Ennúr section of the Bezwada-Madras railway to the East Coast State railway from the 1st July 1899.

The gross earnings decreased from Rs. 1,09,68,550 to Rs. 1,07,72,971 or by Rs. 1,95,579, and as the working expenses were Rs. 2,78,166 more, the net earnings showed a decrease of Rs. 4,73,745, having fallen from Rs. 56,02,515 to Rs. 51,28,770.

The decrease in the gross earnings was due to a falling off of Rs. 4,84,573 under coaching traffic, which was partly counterbalanced by an increase of Rs. 2,52,534 under goods traffic. The decrease in the coaching traffic was chiefly due to plague restrictions; and the increase in the goods traffic, to the improvement in the traffic in "Cotton, raw" "Cotton manufactured," "Grain and pulse," "Hides and skins" and "Jute".

The principal fluctuations in the working expenses were a decrease of Rs. 75,576 under "Maintenance of way, works and stations" and an increase of Rs. 3,41,447 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was due to less expenditure on maintenance, to the decrease in the charge for loss by exchange and to a smaller amount of English stores used; and the increase under "Locomotive expenses," to the debit of cost of replacement of six new locomotive engines and increased engine mileage.

Tápti Valley railway (standard gauge).

18. The mean mileage worked during the year 1899 was 69·52 miles against 3·05 miles in the previous year. The increase was due to the opening of the Vyára-Chinchpáda section (37·00 miles) from the 10th July 1899, Chinchpáda-Nandurbár section (26·25 miles) from the 8th October 1899, Nandurbár-Dondaiche section (21·50 miles) and Dondaiche-Nardána section (20·25 miles) from the 11th and 25th November 1899, respectively.

The gross earnings amounted to Rs. 2,42,593 and the working expenses to Rs. 1,14,989, leaving Rs. 1,27,604 as net earnings.

Of the gross earnings, Rs. 88,490 were derived from coaching, Rs. 1,51,340 from goods and Rs. 2,763 from sundries, including electric telegraph earnings.

No comparison can be made with the figures of the previous year, as the line was opened for goods traffic only during 1898 (from the 1st December).

The line is worked by the Bombay, Baroda and Central India Railway Company.

Nizam's Guaranteed State railway system (standard gauge).

19. Compared with the results of 1898, the gross earnings of the entire system increased from Rs. 40,76,673 to Rs. 44,22,373 or by Rs. 3,45,700, and as the working expenses were Rs. 30,259 more only, the net earnings were better by Rs. 3,15,411, having risen from Rs. 23,69,970 to Rs. 26,85,411.

The principal increase in the gross earnings was Rs. 2,76,425 under goods, chiefly due to the carriage of food-grains to the famine-stricken districts.

The principal increase in the working expenses was Rs. 41,218 under "Locomotive expenses," and was due to the inclusion of the cost of Rs. 51,340 on account of repairs and renewals of fire-engines.

Nágdá-Ujjain railway (standard gauge).

20. Compared with the results of 1898, the gross earnings increased from Rs. 1,29,627 to Rs. 1,47,176, or by Rs. 17,549, and as the working expenses were Rs. 11,326 more, the net earnings showed an improvement of Rs. 6,223 only, having risen from Rs. 71,509 to Rs. 77,732.

The increase in the gross earnings was chiefly due to the increased traffic in grain and pulse and hides and skins.

The line is worked by the Bombay, Baroda and Central India Railway Company.

The Gaekwar's Pellád railway (standard gauge).

21. Compared with the results of 1898, the gross earnings increased from Rs. 51,121 to Rs. 70,667, or by Rs. 19,546, and as the working expenses were Rs. 8,390 more only, the net earnings showed an improvement of Rs. 11,156, having risen from Rs. 28,156 to Rs. 39,312.

Of the increase in the gross earnings, Rs. 8,948 were derived from coaching traffic and Rs. 8,149 from goods traffic. The increase under coaching traffic was chiefly in the third class passenger traffic and that under goods in the grain and pulse traffic.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Bengal and North-Western railway system (metre gauge).

22. The mean mileage worked during the year was 1,048.72 miles against 888.60 miles in the previous year. The increase was due to the opening of the section Mau to Benares City (55.56 miles), Ghazipur Ghat branch (28.37 miles), Kopaganj to Ballia (37.61 miles), and Revelganj to Manjhi Ghat (3.71 miles) from the 15th March 1899, Benares City to Benares Cantonment (2.50 miles) from the 1st April 1899 and Ballia to Chandeara Ghat (29.00 miles) from the 12th May 1899.

The gross earnings increased from Rs. 64,76,030 to Rs. 77,69,669 or by Rs. 12,93,639, and as the working expenses were Rs. 8,17,418 more, the net earnings showed an increase of Rs. 4,76,221 only, having risen from Rs. 36,67,472 to Rs. 41,43,693.

The principal increases in the gross earnings were Rs. 2,92,699 under coaching and Rs. 8,87,132 under goods. The increase in the coaching earnings was mainly under third class passengers, due to the increased mileage worked and to a development in the traffic carried to Benares and to the Ganges-Gogra Doab districts; and that under goods, was chiefly due to better grain and pulse crops, and to increased despatches to Calcutta for export, and to the famine districts in Rajputana, to a demand for coal and coke for brick burning and indigo factories, to the opening of the Ghazipur branch where an opium factory is situated, to the increased traffic in salt on account of the opening of the extensions, to a demand for sugar in the upper provinces and to the development of the traffic carried *via* the Elgin bridge.

The principal increases in the working expenses were Rs. 2,35,113 under "Maintenance of way, works and stations," Rs. 2,43,632 under "Locomotive expenses," Rs. 69,149 under "Traffic expenses" and Rs. 1,80,281 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to the maintenance of extra branches and extensions, to the re-arrangement of gangs, to the purchase of a large quantity of ballast and to heavy relaying charges; that under "Locomotive expenses," to increased running expenses and to the heavier consumption of coal owing to the extra mileage run; that under "Traffic expenses," to the employment of additional staff on the opening

of the new extensions ; and that under "Special and miscellaneous expenditure," to the heavy charge for hire of rolling-stock for the Hajeepore-Katihár extension.

Rajputana-Malwa railway (metre gauge).

23. Compared with the results of 1898, the gross earnings increased from Rs. 2,09,90,393 to Rs. 2,48,30,345 or by Rs. 38,39,952, and as the working expenses were Rs. 14,51,842 more, the net earnings showed an improvement of Rs. 23, 88,110, having risen from Rs. 1,19,99,627 to Rs. 1,43,87,737.

The principal increases in the gross earnings were Rs. 2,16, 658 under coaching, Rs. 35,16,287 under goods and Rs. 1,06,807 under miscellaneous, including telegraph. The increase under coaching was chiefly due to the withdrawal of plague restrictions, to the larger attendance at *melas* and to the season being considered auspicious for the celebration of Hindu marriages ; that under goods traffic, to the inward traffic in cotton, raw, *viâ* Sábarmati from Jaipur and Delhi and *viâ* Ferozepore ; to the inward wheat traffic to Ahmedabad, Ajmer, Bandikui and stations on the Rewari-Ferozepore section *viâ* Delhi, *viâ* Agra, *viâ* Háthras and *viâ* Cawnpore from local stations and from foreign railways ; and to the inward traffic in grain and pulse, other than wheat, to local stations from the Rewari-Ferozepore and Cawnpore-Achnera sections and from foreign lines to *viâ* Mehsána, *viâ* Pálanpur, *viâ* Marwar junction, *viâ* Kuchaman Road and *viâ* Chitor from stations on the Rajputana-Malwa railway and beyond.

The principal increases in the working expenses were Rs. 7,15,033 under "Maintenance of way, works and stations," Rs. 5,78,295 under "Locomotive expenses" and Rs. 1,25,076 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to heavier expenditure on renewals of rails, sleepers and fastenings and on relaying the line with 50 lb. rails ; that under "Locomotive expenses," to the increased train-mileage run and to a higher rate paid for coal ; and that under "Special and miscellaneous expenditure," to an increased payment for mileage and demurrage of foreign stock, to payment made to the North Western State railway for share of earnings of the standard gauge link between Bhátinda and Ferozepore, and to the payment of contribution to the Provident Fund at an enhanced rate.

Pálanpur-Deesa railway (metre gauge).

24. Compared with the results of 1898, the gross earnings increased from Rs. 38,199 to Rs. 44,628 or by Rs. 6,429, and as the working expenses were Rs. 2,672 more only, the net earnings showed an improvement of Rs. 3,757, having risen from Rs. 21,963 to Rs. 25,720.

Of the increase in the gross earnings, Rs. 6,392 were derived from coaching traffic, chiefly due to a development of the third class passenger traffic owing to the withdrawal of plague restrictions.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Southern Mahratta railway system (metre gauge).

25. The mean mileage worked during the year was 1,559.73 miles against 1,556.20 miles in the previous year. The increase was due to the Nanjangúdtown extension (0.55 mile) and to the Birur-Shimoga railway (38.50 miles) having been opened for traffic on the 12th July and 1st December 1899, respectively.

The gross earnings increased from Rs. 71,70,269 to Rs. 75,87,470 or by Rs. 4,17,201, and as the working expenses were Rs. 1,11,701 more only, the net earnings showed an improvement of Rs. 3,05,500, having risen from Rs. 21,39,061 to Rs. 24,44,561.

The variations in the gross earnings were a decrease of Rs. 1,60,964 under coaching traffic and an increase of Rs. 5,38,712 under goods traffic. The decrease in the coaching earnings, which occurred during the first-half of the year, is traceable to the Mysore section, and was due to the disturbance of business caused by the plague, while the increase in the goods earnings was due to the movement of food stuffs on account of the famine during the 2nd-half of 1899.

The principal fluctuations in the working expenses were increases under "Locomotive expenses," Rs. 1,12,549, "Carriage and wagon expenses," Rs. 53,376, "Traffic expenses," Rs. 12,460 and "Special and miscellaneous expenditure," Rs. 11,167, and a decrease of Rs. 82,408 under "General charges." The increase under "Locomotive expenses" was due to the additional train-mileage run ; that under

"Carriage and wagon expenses," to a large number of vehicles having been repaired and repainted, a large number of 3rd class carriages having been fitted with movable glass windows and shutters and goods wagons with Jones' buffers, also to larger outlay incurred in repairing vehicles damaged by accidents; that under "Traffic expenses," to the payment of arrears of exchange compensation allowance to certain officers in accordance with the revised rules, the reorganization of the superior and subordinate supervising staff, the revision of the scale of salaries of guards and the purchase of extra tarpaulins; while that under "Special and miscellaneous expenditure" was due to the payment of the additional contribution of half per cent. on net earnings of the 1st-half of 1899 to the Company's Provident Fund under recent rules, to the commission and stamp duty paid in England on account of debentures renewed in April 1899, and to the adjustment of arrears of pontage charges over the Kistna bridge from July 1896 to the 30th June 1899. The decrease under "General charges" was due to the payment in 1898 of the Company's share of the cost of the police force employed by the Mysore Durbar on the Mysore State railway from August 1889 to December 1894.

South Indian railway system (metre gauge).

26. The mean mileage worked during the year was 1,099·98 miles against 1,113·87 miles in the previous year. The decrease was due to the transfer to the East Coast State railway in November 1898 of the line from Gudur to Nellore. The Negapatam-Nagore extension (4·49 miles), which was opened on the 1st December 1899, and the Pillayarhatti and certain other sidings are included in the mean mileage worked.

The gross earnings increased from Rs. 87,65,343 to Rs. 87,89,513 or by Rs. 24,170, and as the working expenses were Rs. 1,84,267 less, the net earnings showed an improvement of Rs. 2,08,457, having risen from Rs. 39,52,225 to Rs. 41,60,682.

The principal variations in the gross earnings were a decrease of Rs. 1,38,512 under coaching traffic, an increase of Rs. 2,99,175 under goods traffic, and a decrease of Rs. 1,36,493 under sundries, including electric telegraph. The decrease in the coaching earnings was chiefly due to plague restrictions and to the unfavourable season during the first-half of the year, and also to the transfer of the Gudur-Nellore section to the East Coast State railway in November 1898. The increase in the goods earnings was chiefly due to the traffic received from the Southern Mahratta railway *via* Dharmavaram, to large shipments of rice to Colombo, owing to a falling off in imports of that commodity from Rangoon, to large exports of jawar and bajra to the Bombay Presidency, owing to the prevailing famine, and to heavier cotton and tamarind traffic, owing to favourable crops. The decrease under "Sundries" was chiefly under "Stock adjustment," "Workshop profits," and "Hire of rolling stock."

The principal decreases in the working expenses were Rs. 1,07,359 under "Maintenance of way, works and stations," Rs. 39,304 under "Carriage and wagon expenses", and Rs. 42,241 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was chiefly due to the enhanced rates allowed for materials returned to stock. The decrease under "Carriage and wagon expenses" was mainly due to the debit to revenue of the cost of certain coaching vehicles constructed during the previous corresponding period. The decrease under "Traffic expenses" was chiefly due to the reduced expenditure under "Fires, lights, etc.," "Office and station fittings, etc.," "Clothing" and "Printing, stationery and tickets."

Assam-Bengal railway (metre gauge).

27. The mean mileage worked during the year was 413·46 miles against 291·20 miles in the previous year. The increase was due to the opening of the section from Jamuna Mukh to Lanka (18·27 miles) on the 2nd January, from Lanka to Lumding (16·93 miles) on the 1st March and from Badarpur to Dámchara (18·00 miles) on the 5th April; and to the working throughout the year of the section Badarpur to Kátákhál (6·27 miles) which was opened on the 13th June 1898 and of the section Kátákhál to Silchar (12·35 miles) opened on the 8th November 1898; as also to the closing of the Gauháti branch (74·73 miles) for some months in the previous year.

The gross earnings increased from Rs. 13,08,124 to Rs. 16,19,647 or by Rs. 3,11,523, and as the working expenses were Rs. 43,371 more only, the net earnings showed an improvement of Rs. 2,68,152, having risen from Rs. 54,552 to Rs. 3,22,704.

Of the increase in the gross earnings, Rs. 1,90,117 were derived from coaching traffic, and Rs. 1,11,626 from goods traffic. The increase in the coaching earnings was mainly due to the Sítakund fair held in March 1899, to the increased mileage worked, and to a general development of traffic; and that in the goods earnings, to the increased traffic in grain and pulse, oils, provisions and tea.

The principal variations in the working expenses were a decrease of Rs. 1,77,000 under "Maintenance of way, works and stations", an increase of Rs. 59,617 under "Locomotive expenses," of Rs. 43,718 under "Traffic expenses" and of Rs. 1,04,249 under "General charges". The decrease under "Maintenance of way, works and stations" was due to the abnormal expenditure incurred in the previous year in repairing earthquake damages; while the increase under "Locomotive expenses" was due to heavier renewals of engines and to a larger consumption of coal; and that under "Traffic expenses," to the opening of additional mileage. The increase under "General charges" was due to the opening of additional mileage, and to the charge of a higher proportion of the cost of the Agent, Audit; Stores and Medical departments to revenue.

Burma railways (metre gauge).

28. The mean mileage worked during the year was 943·50 miles against 936·13 miles in the previous year. The increase was due to the opening of the Meiktila-Myingyan branch (57·21 miles) on the 15th November 1899.

The gross earnings decreased from Rs. 89,91,452 to Rs. 88,25,725 or by Rs. 1,65,727, and as the working expenses were Rs. 44,389 more, the net earnings showed a decrease of Rs. 2,10,116, having fallen from Rs. 37,88,523 to Rs. 35,78,407.

Of the decrease in the gross earnings, Rs. 75,999 were under coaching traffic and Rs. 1,52,684 under goods traffic. There was, however, an increase of Rs. 62,956 under sundries, including electric telegraph and steam-boat. The decrease in the coaching earnings was due to a poor rice crop in Lower Burma and prospects later in the year of good crops all over Upper Burma which kept the usual emigrants from Upper to Lower Burma at home; and that in the goods earnings, chiefly in paddy and rice, due to the poor crop in Lower Burma. The increase under sundries was chiefly due to arrear charges of rolling stock lent to construction and to rent of refreshment rooms.

The principal variations in the working expenses were a decrease of Rs. 43,358 under "Maintenance of way, works and stations," an increase of Rs. 1,37,772 under "Locomotive expenses," and a decrease of Rs. 52,261 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was chiefly due to a considerable credit for second hand permanent-way materials transferred some-time back to capital construction. The increase under "Locomotive expenses" was mainly due to the increased train-mileage run and to a rise in the price of coal, as also to the use of Welsh coal; while the decrease under "Traffic expenses," was partly due to vacancies in the highly paid appointments not having been filled up and to the discontinuance of the 30 per cent. allowance to the staff working north of Wuntho, and partly to economy in working.

Deoghur railway (metre gauge).

29. Compared with the results of 1898, the gross earnings increased from Rs. 32,099 to Rs. 33,262 or by Rs. 1,163, and as the working expenses were Rs. 1,086 more, the net earnings showed an improvement of Rs. 77 only, having risen from Rs. 6,601 to Rs. 6,678.

The principal variations in the gross earnings were an increase of Rs. 2,247 under coaching traffic and a decrease of Rs. 1,188 under goods traffic. The increase in the coaching earnings was due to a larger number of pilgrims visiting the shrine at Deoghur, while the decrease in the goods earnings was due to the decline in the traffic in merchandise, general.

The principal fluctuations in the working expenses were a decrease of Rs. 1,182 under "Locomotive expenses," and an increase of Rs. 2,476 under "Carriage and wagon expenses." The decrease under "Locomotive expenses" was due to repairs to locomotives being still in hand and not charged off in the accounts, while the increase under "Carriage and wagon expenses" was due to extensive repairs to carriages.

Rohilkund and Kumaon railway system (metre gauge).

30. The mean mileage worked during the year was 290·77 miles against 277·88 miles in the previous year. The increase was due to the opening of the Dudhwa branch for a longer period than in the previous year.

The gross earnings increased from Rs. 14,96,398 to Rs. 17,37,783 or by Rs. 2,41,385, and as the working expenses were Rs. 94,997 more, the net earnings showed an improvement of Rs. 1,46,390, having risen from Rs. 7,20,985 to Rs. 8,67,375.

Of the increase in the gross earnings, Rs. 20,631 were derived from coaching traffic, Rs. 1,70,993 from goods traffic and Rs. 4,9763 from sundries, including electric telegraph. The increase in the coaching earnings was mainly due to the development of the 3rd class passenger traffic at Haldwani, Kathgodam, Pilibhit, Sitapur, Lakhimpur, and Lucknow City stations; that in the goods earnings, to the export of food-grains to the famine-stricken districts in Rajputana; and that under sundries, to the increased interchange of rolling-stock with foreign railways.

The principal increases in the working expenses were Rs. 40,937 under "Maintenance of way, works and stations," Rs. 25,302 under "Locomotive expenses," and Rs. 12,247 under "Carriage and wagon expenses". The increase under "Maintenance of way, works and stations" was mainly due to heavier renewal of sleepers, and to the adjustment of the difference between the cost of materials put into the main line at Lucknow and those taken out and used in Aishbagh and Daliganj stations; that under "Locomotive expenses," to the renewal of a locomotive boiler, and to heavy repairs and renewals of workshop boilers; and that under "Carriage and wagon expenses," to larger repairs to stock in consequence of a brisk traffic.

Segowlie-Bazaul railway (metre gauge).

31. This line, 18·09 miles in length, was first opened to traffic on the 1st March 1899; but was closed on the 20th June on account of flood damages and was reopened on the 19th October 1899. The mean mileage worked during the year was 9·66 miles.

The gross earnings amounted to Rs. 14,206 and the working expenses to Rs. 5,682, leaving Rs. 8,524 as net earnings.

Of the gross earnings, Rs. 6,336 were derived from coaching traffic and Rs. 7,870 from goods traffic.

The line is worked by the Bengal and North-Western Railway Company.

Bengal Dooars railway (metre gauge).

32. Compared with the results of 1898, the gross earnings increased from Rs. 2,69,090 to Rs. 2,73,038 or by Rs. 3,948, and as the working expenses were Rs. 3,182 less, the net earnings showed an improvement of Rs. 7,130, having risen from Rs. 1,14,621 to Rs. 1,21,751.

The principal variations in the gross earnings were an increase of Rs. 4,251 under coaching traffic, and of Rs. 6,660 under goods traffic, and a decrease of Rs. 6,399 under sundries, including telegraph. The increase in the coaching earnings was mainly due to a development in the third class passenger traffic; and that in the goods earnings, to the heavy traffic in coal and coke for the public and foreign railways. The decrease under sundries, including telegraph, was due to Rs. 5,078 being charged as interest to capital accounts of new extensions for advances from net earnings in the previous year.

The principal fluctuations in the working expenses were a decrease of Rs. 9,474 under "Maintenance of way, works and stations" and an increase of Rs. 14,082 under "Steam-boat service." The decrease under "Maintenance of way, works and stations" was chiefly due to the debit in the previous year of the expenditure incurred on the improvement of the main line and to replacement of signals at Dam Dim and Chalsa; while the increase under "Steam-boat service" was mainly due to the cost of repairs of a steamer and to expenditure on the boat bridge over the Teesta river.

Dibru-Sadiya railway (metre gauge).

33. Compared with the results of 1898, the gross earnings increased from Rs. 7,81,414 to Rs. 8,59,414, or by Rs. 78,000, and as the working expenses were Rs. 89,210 less, the net earnings showed an improvement of Rs. 1,67,210, having risen from Rs. 2,82,478 to Rs. 4,49,688.

Of the increase in the gross earnings, Rs. 6,397 were derived from coaching traffic and Rs. 67,980 from goods traffic. The increase in the coaching earnings was mainly due to the Mishmi expedition; and that in the goods earnings, principally to an improvement in the traffic in coal, rice and tea.

The principal fluctuations in the working expenses were a decrease of Rs. 1,08,838 under "Maintenance of way, works and stations," and an increase of Rs. 10,336 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was due to heavy expenditure in 1898 owing to the replacement of wooden by cast iron sleepers; while the increase under "Locomotive expenses" was due to increased expenditure in fuel.

Ahmedabad-Parántij railway (metre gauge).

34. Compared with the results of 1898, the gross earnings increased from Rs. 1,49,789 to Rs. 2,10,635 or by Rs. 60,846, and as the working expenses were Rs. 24,994 more, the net earnings showed an improvement of Rs. 55,850, having risen from Rs. 85,836 to Rs. 1,21,688.

Of the increase in the gross earnings, Rs. 21,168 were derived from coaching traffic and Rs. 39,582 from goods traffic. The increase in the coaching traffic was due to the development of the third class passenger traffic owing to the removal of plague restrictions; and that in the goods traffic, to increased import of grain to Gujrát for local consumption on account of the prevailing famine, and to larger exports of firewood for use in mills.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Nilgiri railway (metre gauge).

35. This line, 16·90 miles in length, was first opened to traffic on the 1st October 1898, but was closed on the 30th October 1898 on account of flood damages and was reopened on the 15th June 1899. The mean mileage worked during the year was 9·26 miles.

The gross earnings amounted to Rs. 84,449 and the working expenses to Rs. 64,240, leaving Rs. 20,209 as net earnings.

Of the gross earnings, Rs. 48,689 were derived from coaching traffic, and Rs. 35,333 from goods traffic.

The line is worked by the Madras Railway Company.

The Gaekwar's Mehsána railway (metre gauge).

36. Compared with the results of 1898, the gross earnings increased from Rs. 3,46,491 to Rs. 3,76,160, or by Rs. 29,669, and as the working expenses were more by Rs. 12,068, the net earnings showed an improvement of Rs. 17,601, having risen from Rs. 1,99,052 to Rs. 2,16,653.

The variations in the gross earnings were increases of Rs. 30,060 under coaching traffic, and Rs. 1,066 under goods traffic and a decrease of Rs. 1,457 under sundries, including telegraph. The increase in the coaching earnings was chiefly due to the withdrawal of plague restrictions.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Hyderabad-Gódvári Valley railway (metre gauge).

37. The mean mileage worked during the year was 25·38 miles. The lengths from Manmád to Jalna (109·30 miles) was opened for traffic on the 21st October and from Jalna to Sailu (44·93 miles) on the 1st September 1899.

The gross earnings amounted to Rs. 63,381, the working expenses to Rs. 26,504 and the net earnings to Rs. 36,877.

Of the gross earnings, Rs. 9,999 were derived from coaching traffic, Rs. 53,211 from goods traffic, and Rs. 171 from sundries, including telegraph.

Of the working expenses, Rs. 13,791 were under "Locomotive expenses," Rs. 737 under "Carriage and wagon expenses," Rs. 7,550 under "Traffic expenses" and Rs. 4,426 under "General charges".

Jodhpur-Bikaner railway (metre gauge).

38. The mean mileage worked during the year was 448·89 miles against 388·51 miles. The increase was due to the opening of the Bálotra-Jodhpur frontier extension, 60 miles, and of the Palana branch, 9·50 miles, from the 15th May 1899 and 26th June 1899, respectively.

The gross earnings rose from Rs. 12,22,727 to Rs. 19,09,097, or by Rs. 6,86,370 on the Jodhpur section, and from Rs. 1,37,473 to Rs. 1,74,539, or by Rs. 37,066, on the Bikaner section; and as the working expenses were more by Rs. 2,50,484 only on the Jodhpur section and Rs. 10,339 on the Bikaner section, the net earnings showed an improvement of Rs. 4,35,886 on the former and of Rs. 26,727 on the latter, having risen from Rs. 7,30,957 to Rs. 11,66,845, and from Rs. 77,617 to Rs. 1,04,344, respectively.

Of the increase in the gross earnings, Rs. 50,906 were derived from coaching traffic, Rs. 6,27,962 from goods traffic and Rs. 7,502 from sundries on the Jodhpur section; and Rs. 5,660 from coaching traffic, Rs. 29,482 from goods traffic, and Rs. 1,924 from sundries on the Bikaner section. The increase in the coaching traffic was chiefly due to the opening of the Bálotra-Jodhpur frontier extension; and that in the goods traffic, to the import of grain on account of the famine and to more salt traffic from Pachpadra.

The principal increases in the working expenses on the Jodhpur section were Rs. 51,605 under "Maintenance of way, works and stations," Rs. 1,08,088 under "Locomotive expenses" and Rs. 51,845 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to the charges for depreciation of permanent-way materials on the Lúni-Bálotra section and to the renewal of 5 miles of rails; that under "Locomotive expenses," to the greater consumption of coal and additional train-miles run; and that under "Special and miscellaneous expenditure," to the payment of extra mileage and demurrage on foreign stock. The increase in the working expenses on the Bikaner section was slight.

Udaipur-Chitor railway (metre gauge).

39. The mean mileage worked during the year was 63·10 miles against 60·83 miles. The increase miles was due to the opening of the section from Debári to Udaipur, 6·44 miles, from the 25th August 1899.

The gross earnings increased from Rs. 1,43,821 to Rs. 2,10,540, or by Rs. 66,719, and as the working expenses were Rs. 23,253 more only, the net earnings showed an improvement of Rs. 43,465, having risen from Rs. 61,364 to Rs. 1,04,829.

Of the increase in the gross earnings, Rs. 6,518 were derived from coaching traffic, Rs. 57,645 from goods traffic and Rs. 2,525 from sundries including telegraph. The increase in the goods traffic was chiefly due to the famine.

The principal variations in the working expenses were a decrease of Rs. 5,156 under "Maintenance of way, works and stations," and increases of Rs. 7,869 under "Locomotive expenses," Rs. 7,467 under "Carriage and wagon expenses," Rs. 5,275 under "Traffic expenses" and Rs. 7,032 under "Special and miscellaneous expenditure."

Bhárnagar-Gondal-Junágad-Porbandar railway system (metre gauge).

40. The mean mileage worked during the year was 455·18 miles against 446·56 miles. The increase was due to the working of the Dhrángadrá railway, 20·83 miles, throughout the year, against only seven months in the previous year.

The gross earnings increased from Rs. 20,03,938 to Rs. 22,42,609, or by Rs. 2,38,671, and as the working expenses were Rs. 11,271 less, the net earnings showed an improvement of Rs. 2,49,942, having risen from Rs. 8,28,236 to Rs. 10,78,178.

Of the increase in the gross earnings, Rs. 1,29,795 were derived from coaching traffic and Rs. 1,08,321 from goods traffic. The increase in the coaching earnings was chiefly due to the removal of plague restrictions; and that in the goods earnings to the large import of rice not in the husk and jawar and bajra from the Bombay, Baroda and Central India railway and from Bombay by sea on account of the famine.

The principal decrease in the working expenses was Rs. 21,180 under "Maintenance of way, works and stations", chiefly due to the heavy renewal of rails in the previous year and to the smaller collection of ballast.

41. Statistics of working of the special gauge railways for the year 1899 will be found in statement No. 37-A. The general results of working these railways for the past five years are given in statement No. 37-B.

Statistics of working of the special gauge railways.

STATEMENT No. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways,* during the year 1899 as compared with the previous year (details given in appendix H).

Progressive No.	DESCRIPTION OF COMMODITY.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.		Progressive No.
		Previous year.	1899.	Previous year.	1899.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways .	5,876,061	6,048,994	1,74,28,602	1,79,95,884	167,933	...	5,67,232	...	1
2	Cotton, raw	742,721	864,996	1,09,44,314	1,15,47,010	122,275	...	6,02,696	...	2
3	Cotton, manufactured	520,125	502,729	89,49,545	82,81,567	...	17,396	...	6,67,978	3
4	Drugs and chemicals	62,974	78,199	8,51,545	10,10,791	15,225	...	1,59,246	...	4
5	Dyes and tans	225,146	249,281	21,74,151	22,65,992	24,135	...	91,841	...	5
6	Grain and pulse	6,401,054	8,355,548	4,05,26,183	5,01,67,427	1,864,494	...	96,41,244	...	6
7	Hides and skins	161,118	244,663	18,21,507	30,32,430	83,545	...	12,10,923	...	7
8	Horns	4,977	11,553	52,395	1,00,403	6,576	...	48,008	...	8
9	Jute	1,154,040	1,143,969	66,49,309	65,16,688	...	10,071	...	1,32,621	9
10	Lac	34,549	41,573	4,00,045	4,59,189	7,024	...	59,144	...	10
11	Leather, manufactured	13,161	12,906	2,39,057	2,41,359	...	855	2,302	...	11
12	Liquors	79,678	74,161	9,58,283	8,86,441	...	5,517	...	71,842	12
13	Metals	499,532	492,038	45,35,002	41,12,766	...	7,494	...	4,22,236	13
14	Oils	422,392	443,379	31,52,689	32,15,069	20,987	...	62,400	...	14
15	Oil-seeds	2,217,752	2,098,914	1,44,16,563	1,33,58,924	...	128,838	...	10,57,639	15
16	Opium	25,386	30,249	4,47,563	5,19,384	4,863	...	71,821	...	16
17	Paper and paste-board	37,201	39,270	4,10,554	4,23,238	2,069	...	12,694	...	17
18	Provisions	792,445	808,462	65,74,780	70,36,630	76,417	...	4,61,850	...	18
19	Railway plant and rolling-stock carried for the public and foreign railways	545,347	603,567	24,20,416	24,60,701	58,220	...	40,285	...	19
20	Salt	1,531,495	1,545,124	88,39,433	88,24,872	13,629	...	...	8,561	20
21	Saltpetre, etc.	82,544	89,319	6,27,254	6,83,111	6,775	...	55,857	...	21
22	Silk, raw	3,274	3,668	66,184	69,554	394	...	3,400	...	22
23	Silk, piece-goods	771	737	23,252	22,547	...	34	...	705	23
24	Spices	242,350	260,503	24,89,246	26,08,451	18,153	...	1,19,205	...	24
25	Stone and lime	924,957	1,030,612	21,97,178	24,09,135	105,655	...	2,11,957	...	25
26	Sugar	1,320,834	1,305,287	95,49,862	88,81,616	...	15,547	...	6,68,246	26
27	Tea	116,528	127,735	12,17,550	12,12,626	11,205	...	...	4,924	27
28	Timber	755,508	799,660	26,44,615	27,20,782	44,152	...	76,167	...	28
29	Tobacco	200,099	204,885	17,18,795	17,47,332	4,786	...	28,537	...	29
30	Wool, raw	40,722	43,172	7,98,328	8,38,242	2,450	...	39,914	...	30
31	Wool, manufactured	11,899	10,258	2,46,506	2,02,577	...	1,641	...	43,929	31
32	All other articles of merchandise	2,202,765	2,658,522	1,42,99,415	1,58,24,952	455,757	...	15,25,537	...	32
	TOTAL	† 27,279,005	30,208,331	† 16,76,64,121	17,96,77,720	2,929,326	...	1,20,13,599	...	

* Excluding the Deoghur and Ledo and Tikak-Margherita colliery railways.
† Revised figures.

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.						(a)	
I	EAST INDIAN	474.25	1,236.42	1,710.67	509.99	2,694.91	1,747.23	(a) Including 34.30 miles of the Eastern Bengal State railway and 1.00 mile of the Rajputana Malwa railway worked over.
II	BENGAL CENTRAL . . . . .	...	125.01	125.01	22.08	147.04	(b) 138.89	
III	BENGAL-NAGPUR . . . . .	...	1,191.81	1,191.81	188.81	1,330.62	(c) 1,150.99	
IV	INDIAN MIDLAND . . . . .	...	796.25	796.25	97.88	894.13	(d) 1,107.09	(b) Including 18.88 miles of the Eastern Bengal State railway worked over.
V	BHOPAL-ITÁRSI (BRITISH SECTION) . . . . .	...	13.11	13.11	3.01	16.12	(e) (13.11)	
VI	GODHRA-RUTLAM NÁGDÁ . . . . .	...	141.14	141.14	14.89	156.03	141.14	(c) Including 0.80 mile of the East Indian railway and 0.65 mile of the Great Indian Peninsula railway worked over.
VII	WARDHA COAL . . . . .	...	44.88	44.88	6.04	50.92	(f) (44.88)	
VIII	DHOND-MANMÁD . . . . .	...	145.44	145.44	15.41	160.85	(g) (145.44)	
IX	BEWÁDÁ EXTENSION (EAST COAST STATE) . . . . .	...	20.58	20.58	0.96	21.54	(j) (21.47)	(d) Including V, XXVIII, XXIX and XXX; also 15.72 miles of the East Indian railway, 1.00 mile of the Oudh and Rohilkhand State railway, 0.13 mile of the Great Indian Peninsula railway, 3.13 miles of the Rajputana-Malwa railway and 1.88 miles of the Bengal-Nagpur railway worked over.
	TOTAL	474.25	3,714.64	4,188.69	809.02	5,472.16	4,285.39	
	State lines worked by the State.						(i)	
XI	NORTH WESTERN	170.49	2,758.39	2,928.88	609.19	3,768.56	2,928.22	(e) Included with IV.
XII	HYDERABAD-SHÁDÍPÁLI . . . . .	...	58.91	58.91	5.76	64.67	58.91	(f) Included with XVII.
XIII	OUDEH AND ROHILKHAND . . . . .	...	950.76	950.76	137.10	1,087.86	950.76	(g) Included with XXXL
XIV	EASTERN BENGAL	112.21	155.58	267.79	130.89	510.89	267.23	(h) Including 5.63 miles (Meeran Meer Chord, and Ferropore Cantonment to Hussainiwa) used for military traffic only.
XV	CALCUTTA PORT COMMISSIONERS'	1.49	7.04	8.53	18.07	23.09	8.53	
XVI	EAST COAST . . . . .	...	804.70	(j) 804.70	(k) 216.97	921.67	(l) 786.69	(i) Including XXXVII; also 13 miles of the East Indian railway, and 1.77 miles of the Delhi Umballa-Kalka railway worked over, but excluding 5.63 miles used for military traffic only, vide remark (h).
	TOTAL	284.19	4,785.38	5,019.57	1,072.96	6,376.74	4,996.36	(j) Including 2.66 miles (laid on the mixed gauge) and 0.33 mile (metre gauge), see also footnote (i).
	Lines worked by guaranteed companies.						(m)	
XVII	GREAT INDIAN PENINSULA	461.92	828.09	1,288.01	261.09	2,011.02	1,491.31	(k) Including 1.60 miles of metre gauge sidings.
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	143.73	317.18	460.90	118.43	721.05	460.90	(l) Including 2.66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0.33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
XIX	MADRÁS	42.40	910.99	853.39	147.53	1,043.32	(n) 856.38	(m) Including VII, VIII, XXVI and XXVII.
	TOTAL	648.04	1,954.26	2,602.30	525.05	3,775.39	2,808.59	(n) Including XXXIV.
	Assisted companies.							(o) Including IX; also 9.10 miles worked over twice by each train and 0.89 mile of the East Coast State railway worked over.
XX	DELHI UMBALLA-KÁLKA . . . . .	...	162.24	162.24	17.88	180.07	162.24	(p) Included with XIX.
XXI	TÁKSHOR . . . . .	...	22.23	22.23	2.93	25.16	22.23	
XXII	SOUTH BENGAL (LUCKNOWRAI-GYA) . . . . .	...	78.76	78.76	5.88	84.64	89.27	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSÁTÁ) . . . . .	...	423.72	423.72	44.84	468.56	419.19	
XXV	TÁPTI VALLEY . . . . .	...	189.35	139.35	7.51	146.86	69.52	
	TOTAL . . . . .	...	826.30	826.30	78.99	905.29	712.45	
	Lines owned by native states and worked by companies.							
XXVI	KHÁNGAQW . . . . .	...	7.55	7.55	0.87	8.42	(f) (7.55)	
XXVII	AMBÁOTI . . . . .	...	5.44	5.44	0.74	6.18	(f) (5.44)	
XXVIII	BÍNA-GOONA-BÁRÁN . . . . .	...	145.21	145.21	11.64	156.85	(e) (118.22)	
XXIX	BHOPAL-UJJAIN . . . . .	...	113.27	113.27	9.15	122.42	(e) (118.27)	
XXX	BHOPAL ITÁRSI (NATIVE STATE SECTION) . . . . .	...	44.28	44.28	8.72	53.00	(e) (44.28)	
XXXI	THE NIZAM'S GUARANTEED STATE . . . . .	...	330.18	330.18	40.95	371.08	(o) 354.70	
XXXII	NÁGDÁ-UJJAIN . . . . .	...	34.32	34.32	1.06	35.38	34.32	
XXXIII	THE GAEKWAR'S PÉTLÁD . . . . .	...	13.35	13.35	1.77	15.12	13.35	
XXXIV	KOLAR GOLD-FIELDS . . . . .	...	10.00	10.00	4.27	14.27	(p) 10.00	
	TOTAL . . . . .	...	708.55	703.55	79.17	782.72	402.37	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	STANDARD GAUGE—concl'd.							
	Lines owned by native states and worked by state railway agency.							
XXXVI	RAJPUTANA-BHÁTINDA . . . . .	...	107-05	107-05	12-13	119-18	107-05	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .	...	18-92	18-92	4-59	20-51	(a) (15-92)	(a) Included with XL.
	TOTAL . . . . .	...	122-97	122-97	16-72	139-69	107-05	
	TOTAL STANDARD GAUGE	1,408-48	12,057-10	13,463-58	2,581-93	17,451-99	13,314-21	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . . . .	...	341-80	341-80	52-03	398-83	} 1,048-72	
	COMPANY'S SECTION . . . . .	...	743-00	743-00	107-42	850-42		
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	...	231-17	231-17	31-37	262-54	(b) (214-85)	(b) Included with LVI.
XLI	RAJPUTANA-MALWA	(c) 27-43	1,645-05	1,672-47	(d) 258-73	1,958-62	1,673-20	(c) Including 26-28 miles of mixed gauge worked by the Rajputana-Malwa railway, and also worked over by the North Western State railway.
XLII	PÁLANPUR-DEWA . . . . .	...	17-28	17-28	1-29	18-57	17-28	
XLIII	SOUTHERN MAHRATTA . . . . .	...	1,042-04	1,042-04	121-04	1,163-08	(e) 1,559-73	
XLIV	GUNTAKAL-MYSORE FRONTIER . . . . .	...	119-50	119-50	8-93	128-43	(f) (119-50)	(d) Including 5-17 miles of main line laid on the standard gauge.
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	...	296-00	296-00	28-33	324-33	(f) (296-00)	
XLVI	SOUTH INDIAN . . . . .	...	1,030-53	1,030-53	121-44	1,151-97	(g) 1,031-54	(e) Including XLIV, XLV, LXV, LXVI, LXVII and LXVIII; also 2-99 miles of the East Coast State railway worked over.
XLVII	MÁYAVARAM-MUTUPET . . . . .	...	53-99	53-99	5-63	59-62	53-99	
XLVIII	ASSAM-BENGAL . . . . .	...	434-66	434-66	57-01	491-67	413-46	(f) Included with XLIII.
XLIX	BURMA	12-00	981-34	993-34	151-22	1,156-56	943-50	(g) Including LXXX.
	TOTAL	39-42	6,936-86	6,975-78	944-44	7,959-64	6,741-43	
	State lines worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch) . . . . .	...	478-47	478-47	83-31	562-28	478-47	
	DACCA SECTION . . . . .	...	85-92	85-92	14-71	100-63	85-92	
LI	CAWNPUR-BURHWAL (METRE GAUGE LINK) . . . . .	...	79-60	79-60	6-11	85-71	79-60	
	TOTAL . . . . .	...	643-99	643-99	104-63	748-62	643-99	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	METRE GAUGE—contd.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	Assisted companies.							
LIII	DROGHDA . . . . .	...	4.79	4.79	0.62	5.41	4.79	
LIV	BRAHMAPUTRA SULTANPUR . . . . .	...	24.50	24.50	1.82	25.82	18.38	
LV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ . . . . .	...	53.37	53.37	4.08	57.40	34.76	
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	...	53.92	53.92	4.59	58.51	(a)290.77	(a) Including XL, also 12 miles of the Lucknow-Bareilly section worked over.
LVII	SERGOWLE-BAKUL . . . . .	...	18.09	18.09	2.28	21.37	9.65	
LVIII	BENGAL-DOONES . . . . .	...	36.40	36.40	7.23	43.63	35.40	
LIX	DIBRU-SADIYA . . . . .	...	77.50	77.50	9.93	87.43	77.50	
LX	LEDO AND TIKAR-MARGHERITA COLLIERY . . . . .	...	7.50	7.50	0.50	8.00	7.50	
LXI	AHMEDABAD-PARANTU . . . . .	...	54.59	54.59	6.64	61.23	54.59	
LXII	NILGIRI . . . . .	...	16.90	16.90	1.54	18.44	9.28	
	TOTAL . . . . .	...	347.56	347.56	30.68	387.24	538.61	
	Lines owned by native states and worked by companies.							
LXIII	THE GAKHWAR'S MENSANA . . . . .	...	92.63	92.63	11.73	104.36	92.63	
LXIV	HYDRABAD-GODAVARI VALLEY . . . . .	...	154.23	154.23	13.30	167.53	25.26	
LXV	KOLHAPUR . . . . .	...	29.07	29.07	1.70	30.77	(b)(29.07)	(b) Included with XLIII.
LXVI	YERVANTPUR-MYSORE FRONTIER . . . . .	...	51.35	51.35	3.57	54.92	(b)(51.35)	
LXVII	MYSORE-NANJANGUD . . . . .	...	15.80	15.80	1.09	16.89	(b)(15.51)	
LXVIII	BIBUR-SHIMOGA . . . . .	...	38.50	38.50	3.50	42.00	(3.27)	
	TOTAL . . . . .	...	381.58	381.58	34.89	416.47	118.01	
	Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER—							
	JODHPUR SECTION . . . . .	...	330.50	330.50	11.40	341.90	358.47	
	BIKANER SECTION . . . . .	...	95.00	95.00	2.20	97.20	90.43	
LXXIII	UDAIPUR-CHITOR . . . . .	...	67.30	67.30	3.10	70.40	63.10	
LXXIV	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR (c) . . . . .	...	333.84	333.84	43.21	376.05	455.18	(c) Including 4.87 miles in dock estates and quarry lines constructed and maintained by the states themselves, also LXXV, LXXVI and LXXVII only in the case of mean mileage worked.
LXXV	JWALSAR-BALKOT . . . . .	...	46.23	46.23	3.88	50.11	(d)(46.23)	
LXXVI	JAMNAGAR (e) . . . . .	...	54.23	54.23	3.14	57.42	(d)(54.23)	
LXXVII	DERANGADRA . . . . .	...	20.83	20.83	1.45	22.28	(d)(20.83)	(d) Included with LXXIV. (e) Including the Bedi Bandar dock estate line, 3.99 miles.
	TOTAL . . . . .	...	997.98	997.98	67.38	1,065.36	967.17	
	Foreign lines.							
LXXIX	WEST OF INDIA PORTUGUESE . . . . .	...	51.11	51.11	11.35	62.96	51.11	
LXXX	PONDICHERY . . . . .	...	7.80	7.80	2.38	10.18	(f)(7.80)	(f) Included with XLVI.
LXXXI	KARAIKAL-PEBALAM . . . . .	...	14.45	14.45	2.13	16.58	14.45	
	TOTAL . . . . .	...	73.36	73.36	16.36	89.72	65.56	
	TOTAL METRE GAUGE	39.42	9,380.83	9,420.25	1,207.38	10,667.05	9,069.76	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—concl'd.

Mileage of railways open for traffic on the 31st December 1899, and the mean mileage worked during the year—concl'd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	SPECIAL GAUGES.							
	State lines worked by the State.							
LXXXIII	JORHÁT (2' 0")	...	28·00	28·00	1·80	29·80	25·95	
LXXXIV	CHEERA COMPANYGANJ (2' 6")	...	...	...	...	...	(a) 1·88
	TOTAL	...	28·00	28·00	1·80	29·80	27·83	
	Assisted companies.							
LXXXVI	DARJEELING-HIMALAYAN (2' 0")	...	51·00	51·00	3·00	54·00	51·00	
LXXXVII	BÁRSI LIGHT (2' 6")	...	21·59	21·59	3·22	24·81	21·59	
LXXXVIII	HOWRAH-AMTA (2' 0")	...	28·62	28·62	1·47	30·09	28·62	
LXXXIX	HOWRAH-SHEAKHALLA (2' 0")	...	19·75	19·75	0·50	20·25	(b) 21·75	
XC	RÁNAGHAT-KRISHNAGAR (2' 6")	...	20·25	20·25	0·80	21·05	15·09	
XCI	TÁRAKESHWAR-MAGRA (2' 6")	...	31·12	31·12	1·66	32·78	31·12	
XCI	TÉSPORÉ-BÁLIPÁRÁ (2' 6")	...	20·00	20·00	0·96	20·96	20·00	
	TOTAL	...	192·33	192·33	11·61	203·94	189·17	
	Lines owned by native states and worked by companies.							
XCIV	GWALIOR LIGHT (2' 0")	...	126·14	126·14	4·70	130·84	10·37	
XCV	THE GARHWAR'S DABHOI (2' 6")	...	78·80	78·80	5·50	84·30	78·80	
XCVI	RAJPIPLA (2' 6")	...	37·37	37·37	3·78	41·15	30·84	
	TOTAL	...	242·31	242·31	13·98	256·29	120·01	
	Line owned by native state and worked by state railway agency.							
XCVIII	COOCH BEHAR (2' 6")	...	33·18	33·18	2·45	35·63	30·00	
	Line owned and worked by native state.							
XCIX	MORVI (2' 6")	...	94·36	94·36	4·00	98·36	94·36	
	TOTAL SPECIAL GAUGES	...	590·18	590·18	33·84	624·02	461·37	
	TOTAL OF ALL RAILWAYS	1,445·90	22,028·11	23,474·01	3,323·15	28,743·06	22,845·34	

(a) The railway was closed to traffic from the 28th March 1899 and has not since been reopened.

(b) Including 2·00 miles of the Howrah-Amta railway worked over.

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
I	EAST INDIAN	64,598	6,18,526	197,208	7,84,803	1,343,251	12,32,366
II	BENGAL CENTRAL	3,133	7,388	27,019	23,965	55,936	84,860
III	BENGAL-NAGPUR	6,645	53,208	25,861	62,047	40,843	89,516
IV	INDIAN MIDLAND (a)	12,414	1,30,123	43,244	1,71,958	319,063	4,04,702
VI	GODHRA-BUTLAI-NAGDA	820	3,518	4,338	8,704	4,306	5,129
	TOTAL	87,604	8,12,763	297,669	10,51,477	1,772,359	17,16,573
	State lines worked by the State.						
XI	NORTH WESTERN (b)	51,009	3,62,594	167,000	4,61,271	710,381	7,73,436
XII	HYDRABAD-SHADIPALLY	807	1,363	4,566	2,438	27,419	8,076
XIII	ODISH AND ROHILKHAND	21,978	1,21,506	68,828	1,66,051	346,976	2,67,573
XIV	EASTERN BENGAL	41,910	1,12,623	97,495	1,20,613	715,381	3,07,898
XV	CALCUTTA PORT COMMISSIONERS' (c) . . . . .	...	...	...	...	...	...
XVI	EAST COAST	6,805	51,703	29,021	68,872	10,006	19,581
	TOTAL	122,509	6,40,789	367,600	8,14,245	1,810,763	13,76,559
	Lines worked by guaranteed companies.						
XVII	GREAT INDIAN PENINSULA (d)	111,633	5,55,070	946,788	8,45,123	364,417	6,52,412
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	154,826	1,58,735	1,454,381	5,10,376	382,745	6,60,666
XIX	MADRAS (e)	24,404	2,03,089	125,940	2,86,616	...	...
	TOTAL	290,863	9,18,894	2,527,109	16,48,115	747,162	13,13,078
	Assisted companies.						
XX	DELHI-UMBALLA-KALKA	8,079	68,112	20,459	72,862	47,194	57,562
XXI	TARKESSUR	377	859	3,449	1,551	147,749	34,119
XXII	SOUTH BEHAR (LUCKNOW-RAI-GYAN) (f)	492	1,086	1,518	1,091	7,480	4,405
XXIII	SOUTHERN PUNJAB (DELHI-SAMARATA)	758	4,619	2,268	6,714	9,697	9,966
XXV	TAPTI VALLEY	396	895	3,219	2,819	...	...
	TOTAL	10,102	76,071	30,913	85,637	212,120	1,06,072
	Lines owned by native states and worked by companies.						
XXXI	THE NIZAM'S GUARANTEED STATE (g)	9,346	56,285	43,494	84,657	256,438	1,16,973
XXXII	NAGDA-UJJAIN	210	566	930	1,004	544	259
XXXIII	THE GARHWAN'S PRILAD	197	141	3,198	1,255	...	...
	TOTAL	9,753	60,992	47,622	86,916	256,982	1,17,281
	Line owned by native state and worked by state railway agency.						
XXXVI	RANPUR-BHATINDA	4,167	8,184	7,248	7,294	29,308	13,559
	TOTAL	4,167	8,184	7,248	7,294	29,308	13,559
	TOTAL STANDARD GAUGE	524,798	25,16,698	3,278,161	36,93,684	4,828,694	46,43,072

No. 33.

railways during the year ending with the 31st December 1899.

LOWEST (3RD OR 4TH) CLASS.		TOTAL PASSENGER TRAFFIC.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
17,054,185	1,85,20,796	16,659,236	1,61,56,491	22,63,889	1,84,20,380	I	
1,045,388	5,62,465	1,781,475	6,28,678	64,805	6,98,483	II	
2,854,491	17,91,920	2,936,840	19,46,691	2,05,796	21,52,487	III	
1,655,602	14,03,978	2,080,323	21,10,761	5,22,859	26,33,620	IV	(e) Including the Bhopal-Itarsi, Bina-Goonna-Bāran and Bhopal-Ujjain railways.
328,356	1,37,223	832,780	1,54,574	22,344	1,76,918	VI	
23,538,022	1,74,16,382	25,690,654	2,09,97,195	30,79,693	2,40,76,888		
14,667,969	86,75,460	15,597,049	1,02,72,761	14,36,687	1,17,09,448	XI	(f) Including the Jammu and Kashmir railway (Native state section).
356,407	77,035	889,199	88,912	6,158	95,070	XII	
5,954,947	32,93,166	6,392,729	38,48,296	4,09,351	42,57,647	XIII	
6,682,632	21,48,034	7,638,018	26,89,163	3,40,884	30,30,047	XIV	
...	...	...	...	...	...	XV	(g) There is no passenger traffic on this line.
8,721,048	18,56,459	8,785,878	19,91,615	1,40,338	21,31,953	XVI	
31,382,001	1,60,50,154	33,682,873	1,88,90,747	23,33,418	2,12,24,165		
14,721,669	48,07,430	16,144,507	63,60,035	18,51,188	82,11,223	XVII	(d) Including the Wardha Coaj, Dhond-Mānmāi, Khāmgāon and Amrāoti railways.
14,041,917	27,99,518	16,033,669	40,75,290	6,55,530	47,30,820	XVIII	
7,002,740	25,27,097	8,053,084	30,13,802	6,00,982	36,14,784	XIX	(e) Including the Kolar Gold-fields railway.
36,666,326	95,74,040	40,231,260	1,34,49,127	31,07,700	1,65,56,827		
874,937	5,07,888	950,719	7,06,424	1,68,053	8,74,477	XX	
1,039,600	2,35,190	1,191,175	2,71,219	5,558	2,76,777	XXI	
242,085	1,12,897	251,575	1,20,079	3,112	1,23,191	XXII	(f) Opened to traffic from the 3rd July 1899.
853,083	3,79,366	865,806	4,00,685	36,412	4,37,097	XXIII	
225,867	78,585	229,482	82,299	6,191	88,490	XXV	
3,235,622	13,13,926	3,488,757	15,80,706	2,19,326	18,00,032		
921,566	4,97,498	1,230,844	7,55,412	1,29,786	8,85,198	XXXI	(g) Including the Beawada extension (East Coast State railway).
82,091	24,978	83,775	26,807	2,765	29,572	XXXII	
166,425	28,689	169,820	80,085	2,280	82,365	XXXIII	
1,170,082	5,51,165	1,484,439	8,12,304	1,34,831	9,47,135		
819,803	3,94,032	860,526	3,23,069	25,470	3,48,539	XXXVI	
819,803	3,94,032	860,526	3,23,069	25,470	3,48,539		
96,806,856	4,51,99,699	105,438,509	5,60,53,148	89,00,438	6,49,53,586		

* See also statements Nos. 26 and 36.

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.
XXXIX	State lines worked by companies. BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	17,382	60,656	25,236	41,938	65,549	45,258
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	18,850	1,36,756	72,705	3,06,018	258,437	2,72,146
XLII	PÁLANPUR-DHESA	560	569	2,167	847	...	...
XLIII	SOUTHERN MAHRATTA (a)	15,638	81,583	69,800	1,45,952	...	...
XLVI	SOUTH INDIAN (b)	23,248	77,566	98,406	1,49,704	...	...
XLVII	MÁYAVARAM-MUTUPET	871	863	5,911	2,899	...	...
XLVIII	ASSAM-BENGAL	3,765	18,467	3,743	19,317	...	...
XLIX	BURMA	30,203	1,06,739	239,729	2,07,856	86,671	1,01,446
	TOTAL	109,606	4,62,649	521,756	7,74,421	410,657	4,18,850
L	State line worked by the State. EASTERN BENGAL— NORTHERN AND BHAR SECTIONS (includ- ing the Kania-Dharila, 2' 6" gauge branch)	7,935	49,172	23,586	72,950	183,519	1,11,696
	DACCA SECTION	3,723	5,031	13,897	11,505	87,713	25,390
	TOTAL	11,658	54,203	37,483	84,455	271,232	1,37,075
	Assisted companies.						
LIII	DEOGHUR	1,000	500	...	...	...	...
LIV	BEARNAPUTRA-SULTANPUR (c)	124	329	450	451	4,076	1,633
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	240	626	1,335	1,432	4,480	1,755
LVI	ROHILKUND AND KUMAON (COMPANY'S SEC- TION) (d)	4,581	33,667	15,914	68,798	11,667	9,623
LVII	SEGOWLIE-BAKAUL (e)	247	241	183	83	186	57
LVIII	BENGAL-DOOARS	533	1,638	1,582	2,695	1,536	358
LIX	DIBRU-SADIYA	4,311	10,579	2,864	3,955	...	...
LX	LEDO AND TIKAK-MARGHERITA COLLIERY (f) . . . . .	...	...	...	...	...	...
LXI	AHMEDABAD-PARÁNTI (g)	343	645	2,184	2,130	...	...
LXII	NÍLGIRI (g)	1,519	11,447	2,019	9,354	...	...
	TOTAL	12,898	59,572	27,361	78,893	21,945	18,991
	Lines owned by native states and worked by companies.						
LXIII	THE GANKWAR'S MEHSANA	987	1,604	4,275	3,925	...	...
LXIV	HYDRABAD-GÓDAVARI VALLEY (h)	113	472	723	915	...	...
	TOTAL	1,100	2,076	5,008	4,840	...	...
	Lines owned and worked by native states.						
LXXII	JODHPUR-BIKANER— JODHPUR SECTION	1,004	7,894	5,871	13,687	...	...
	BIKANER SECTION	238	1,142	999	1,367	...	...
LXXIII	UDAIPUR-CHITOR	751	2,762	1,332	2,141	1,878	1,525
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-POREBANDAR (i)	7,777	21,746	60,812	73,670	1,547	1,690
	TOTAL	9,770	33,544	69,014	91,855	3,425	3,115
	Foreign lines.						
LXXIX	WEST OF INDIA PORTUGUESE	1,891	1,881	10,943	4,793	...	...
LXXXI	KÁRAIKKAL-PERALAM	183	148	1,545	604	...	...
	TOTAL	2,074	1,974	12,498	5,397	...	...
	TOTAL METRE GAUGE	147,110	6,14,018	678,180	10,89,866	707,259	6,73,021

No. 33—concl'd.

railways during the year ending with the 31st December 1899—concl'd.

LOWEST (3RD OR 4TH) CLASS.		TOTAL PASSENGER TRAFFIC.		Other coaching traffic less outstanding irrecoverables.	Total coaching traffic.*	Classification No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
6,974,810	24,41,512	7,082,977	25,79,959	1,71,236	27,50,595	XXXIX	
9,523,428	50,81,699	9,872,920	56,86,614	7,33,741	64,20,355	XLI	
100,882	16,805	103,809	18,221	2,190	20,411	XLII	
3,167,007	14,28,024	3,252,605	16,55,509	3,29,280	19,84,789	XLIII	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Maharashtra), Kolhapur, Yeshwantpur-Mysore frontier, Mysore-Nanjangud and Birur-Shimoga railways.
11,368,183	37,67,954	11,489,784	39,95,224	2,62,727	42,57,951	XLVI	
1,080,370	1,72,548	1,036,652	1,75,810	3,788	1,79,598	XLVII	
1,410,045	8,19,955	1,422,553	8,57,639	70,098	9,27,737	XLVIII	(b) Including the Pondicherry railway.
9,698,906	36,85,422	10,054,599	41,01,463	2,06,598	43,08,061	XLIX	
43,328,581	1,74,13,919	44,865,599	1,90,69,839	17,79,658	2,08,49,497		
						L	
7,503,993	13,93,656	2,719,023	16,27,473	2,16,329	18,43,802		
1,154,580	3,26,264	1,259,918	3,68,180	23,218	3,91,398		
3,658,568	17,19,920	3,978,941	19,95,653	2,39,547	22,35,200		
222,021	28,308	223,021	28,806	...	28,806	LIII	
66,184	17,424	70,834	19,792	813	20,605	LIV	(c) Opened to traffic from the 1st April 1900.
211,004	46,683	217,059	50,496	1,896	52,592	LV	
						LVI	
1,139,684	4,42,388	1,171,846	5,44,476	78,661	6,23,147		(d) Including the Lucknow-Bareilly section.
28,887	5,225	29,453	5,606	730	6,336	LVII	
161,422	40,420	165,073	45,611	8,343	53,954	LVIII	(e) Opened to traffic on the 1st March 1899, but was closed on the 31st June 1899 owing to damages done by a flood, and reopened on the 19th October 1899.
236,714	1,01,326	243,889	1,15,860	22,903	1,38,763	LIX	
...	...	...	...	...	...	LX	
341,600	89,263	344,127	92,038	5,198	97,236	LXI	(f) There is no passenger traffic on this line.
45,604	19,331	50,042	40,132	8,557	48,689	LXII	
2,453,120	7,90,366	2,515,344	9,42,817	1,27,101	10,69,918		
633,067	1,49,811	638,319	1,55,340	11,045	1,66,385	LXIII	(g) Opened to traffic from the 16th June 1899.
17,991	8,026	18,732	9,413	566	9,999	LXIV	
650,948	1,57,837	657,051	1,64,753	11,631	1,76,384		
762,334	4,51,676	769,209	4,73,257	54,632	5,27,889	LXXII	(h) Opened to traffic from the 21st October 1899.
106,741	41,514	107,978	44,013	5,513	49,526		
186,214	83,114	190,175	90,542	7,927	97,869	LXXIII	
1,812,954	8,90,022	1,883,090	9,87,098	80,309	10,67,407	LXXIV	(i) Including the Jetalpur-Rajkot, Jambagar and Dhrangadra railways.
2,868,243	14,66,396	2,950,452	15,94,910	1,47,781	17,42,691		
239,039	38,531	221,878	45,155	6,925	52,080	LXXIX	
178,066	21,199	179,794	21,946	330	22,376	LXXXI	
387,105	59,730	401,672	67,101	7,255	74,356		
53,341,580	2,16,08,168	54,809,059	2,38,35,073	23,12,973	2,61,48,046		

* See also statements Nos. 23 and 36.

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN	3,664,102	2,81,66,539	7,927	3,40,480	208,365	2,57,658	8,897,566	1,35,19,160
II	BENGAL CENTRAL	103,851	3,02,440	154	204	5,104	3,148	20,207	19,593
III	BENGAL-NAGPUR	670,897	52,94,632	889	5,811	814,419	1,96,859	651,615	5,19,962
IV	INDIAN MIDLAND (c)	573,593	47,38,870	2,405	40,647	175,358	74,189	11,307	55,055
VI	GODHRA-BUTLAM-NAGDI	239,052	10,34,515	20	173	20,122	15,978	38	70
	TOTAL	5,251,495	3,95,36,996	10,895	3,86,815	718,368	5,47,830	4,580,733	1,41,07,842
	State lines worked by the State.								
XI	NORTH WESTERN	2,365,302	2,00,96,331	18,929	4,03,398	652,573	2,40,402	32,515	69,567
XII	HYDRABAD-SHADIPALLI	107,767	1,34,500	177	94	537	75	1	...
XIII	ODISH AND ROHILKHAND (d)	1,170,717	51,92,505	2,578	26,129	253,238	1,19,044	29,771	99,954
XIV	EASTERN BENGAL	1,115,171	50,31,513	175	955	79,886	1,16,971	206,184	1,35,472
XV	CALCUTTA PORT COMMISSIONERS	822,183	3,79,055	...	...	...	...	20,944	7,815
XVI	EAST COAST	523,573	14,37,366	124	3,284	150,304	1,07,252	97,719	3,12,16
	TOTAL	6,108,712	3,22,61,270	21,983	4,33,860	1,141,498	6,43,744	368,134	6,44,959
	Lines worked by guaranteed companies.								
XVII	GREAT INDIAN PENINSULA (e)	2,279,233	2,54,05,129	8,593	2,03,414	52,930	71,706	137,781	3,22,540
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	1,465,411	1,11,06,121	1,232	21,573	250,332	2,17,443	69,918	2,89,243
XIX	MADRAS (d)	851,811	58,77,948	1,843	59,871	4,725	24,309	169,163	7,17,810
	TOTAL	4,596,455	4,23,88,198	11,713	2,84,858	308,088	3,13,458	390,862	13,28,593
	Assisted companies.								
XX	DELHI-UMBALLA-KALKA	126,348	5,31,585	1,491	9,654	1,779	2,011	5,854	12,554
XXI	TARKESSUR	21,739	26,855	...	...	10,416	1,846	3,233	1,477
XXII	SOUTH BEHAR (LUCKNOW-RAJ-GYA) (e)	24,431	62,309	...	...	9,245	14,112	2,351	3,496
XXIII	SOUTHERN PUNJAB (DELHI-SAMARPATA)	261,720	8,91,287	2,068	35,896	449	(f)-314	1,473	871
XXIV	TAPTI VALLEY	45,832	1,25,091	...	...	26,754	21,213	16	42
	TOTAL	480,120	16,27,127	3,559	45,550	48,643	38,867	12,927	17,440
	Lines owned by native states and worked by companies.								
XXXI	THE NIZAM'S GUARANTEED STATES (g)	296,762	19,92,318	1,126	20,440	66,455	88,520	325,865	12,18,934
XXXII	NAGDI-UJJAIN	61,662	1,14,097	...	...	119	37	4,410	1,379
XXXIII	THE GARHWAR'S PRINCE	26,820	33,462	...	...	...	...	...	...
	TOTAL	385,064	21,39,877	1,126	20,440	66,574	88,557	330,075	12,20,713
	Line owned by native state and worked by state railway agency.								
XXXIV	RAJFURA-BHATESDA	144,867	3,06,884	790	9,072	224	191	97	242
	TOTAL	144,867	3,06,884	790	9,072	224	191	97	242
	TOTAL STANDARD GAUGE	16,966,213	11,82,60,302	50,066	11,80,595	2,233,330	16,32,847	5,702,848	1,78,19,521

No. 34.

during the year ending with the 31st December 1899.

COAL AND COKE FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE.		LIVE-STOCK.		RENTS, MISCELLANEOUS, &c., LESS OUTSTANDINGS IRRECOVERABLE.*	TOTAL.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Rs.	Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
10,227	38,926	508,509	9,78,537	546,257	4,66,822	4,998	1,83,089	1,07,892	8,837,951	4,40,48,103	I	
...	...	8,648	4,009	2,114	889	...	...	8,049	140,078	3,38,338	II	
14,292	66,636	60,078	1,89,940	199,502	72,081	493	4,495	13,711	1,851,688	63,63,627	III	
195	593	76,102	1,97,698	161,488	44,758	286	10,345	12,256	1,000,729	51,74,411	IV	(a) Including the Bhopal-Itarsi, Bina-Goonn-Baran and Bhopal-Ujjain railways.
13,088	21,631	3,858	6,159	6,605	6,441	808	4,999	1,158	283,586	10,91,102	VI	
87,802	1,22,786	652,186	13,76,323	855,966	5,90,991	6,588	2,02,932	1,43,066	12,114,027	5,70,15,581		
12,268	31,777	200,835	4,90,643	1,244,479	8,95,905	4,931	1,67,148	1,99,128	4,532,832	2,26,14,319	XI	
...	...	2	2	4,480	1,303	...	...	547	112,964	1,26,521	XII	
6,620	18,827	54,733	1,70,867	451,210	1,18,487	769	23,426	20,258	1,974,685	57,89,497	XIII	(b) Including the Cawnpore-Burhwal (metre-gauge link).
...	...	106,771	86,730	55,890	74,871	299	2,433	61,988	1,564,376	55,10,933	XIV	
...	...	...	...	...	...	...	...	-3,667	844,126	3,83,203	XV	
...	...	41,163	68,824	36,169	50,415	18	599	19,114	851,970	20,54,015	XVI	
18,888	50,604	408,508	8,12,066	1,792,228	11,40,981	6,017	1,93,606	2,97,368	9,880,953	3,64,78,488		
430	590	246,234	5,39,269	258,298	3,57,358	13,372	2,46,804	69,056	2,996,861	2,72,15,866	XVII	(c) Including the Wardha Coal, Dhond-Manmad, Khamgaon and Amritoti railway.
3,714	6,489	98,184	1,59,666	94,748	1,01,667	25,019	4,10,283	10,982	2,002,659	1,23,51,472	XVIII	
...	...	25,297	44,762	246,234	1,08,825	1,545	46,180	25,090	1,320,443	69,04,795	XIX	(d) Including the Kolar gold-fields railway.
4,144	7,079	369,716	7,73,697	599,280	5,67,850	89,936	7,03,267	1,05,128	6,320,163	4,64,72,133		
...	...	...	...	...	...	404	4,864	6,220	135,876	5,66,888	XX	(e) Opened to traffic from the 3rd July 1899.
...	...	2	1	2,816	452	...	...	749	88,207	31,380	XXI	(f) Due to an adjustment on account of the previous year.
887	666	...	...	...	...	1	9	409	86,945	80,001	XXII	
...	...	...	...	...	...	154	3,264	15,044	265,864	9,36,048	XXIII	
...	...	813	808	18	23	898	3,805	359	74,331	1,51,340	XXV	
887	666	816	809	2,834	475	1,457	11,942	22,781	551,223	17,65,657		
4,164	15,473	31,195	45,752	149,791	28,088	260	6,884	5,842	875,418	34,21,651	XXXI	(g) Including the Beawada extension (East Coast State railway).
...	...	10	3	35	17	5	18	527	66,261	1,16,578	XXXII	
...	...	297	42	14	2	552	760	291	27,483	34,557	XXXIII	
4,164	15,473	31,503	45,797	149,840	28,107	817	7,162	6,660	969,162	35,72,786		
...	...	11	5	18,011	4,979	95	582	1,251	158,595	3,28,156	XXXVI	
...	...	11	5	18,011	4,979	95	582	1,251	158,595	3,28,156		
65,865	1,96,608	1,457,732	30,08,697	3,418,159	23,33,383	54,910	11,19,491	5,76,254	29,994,123	14,56,27,601		

* See also statements Nos. 26 and 28.

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (SOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
XXXIX	BENGAL AND NORTH-WESTERN - TIRHOOT SECTION	976,806	36,77,326	23	54	106,271	1,11,249	44,436	73,316
	COMPANY'S SECTION.								
XLI	RAJPUTANA-MALWA	1,814,605	1,70,27,847	5,576	89,009	66,616	76,530	15,267	72,119
XLII	PILANPUR-DHESA	17,605	22,893	841	879	...	...	...	...
XLIII	SOUTHERN MAHARATTA (a)	941,418	50,01,683	868	9,919	19,797	33,708	3,067	11,251
XLVI	SOUTH INDIAN (b)	828,773	39,41,811	126	3,306	119,237	24,630	26,746	39,410
XLVII	MAYAVARAM-MUTUPET	48,834	53,774	9	26	16,686	1,106	160	48
XLVIII	ASSAM-BENGAL	95,50	4,18,629	62	1,608	347,743	1,75,418	8,491	30,422
XLIX	BERMA	773,331	38,13,041	638	15,149	150,937	1,64,134	355	343
	TOTAL	5,490,842	3,29,50,203	8,152	1,20,002	816,327	5,81,875	93,725	2,17,012
	State line worked by the State.								
L	EASTERN BENGAL - NORTHERN AND BEHAR SECTIONS (including the Kauria Dharila, 3' 6" gauge branch.	530,491	33,00,749	6	110	45,878	75,799	16,037	39,919
	DACCA SECTION	57,380	1,62,439	...	...	1,930	2,161	1,506	2,557
	TOTAL	587,871	34,63,188	6	110	47,808	77,960	17,543	42,476
	Assisted companies.								
LIII	DEOGHUR	13,060	4,262	...	...	...	...	...	...
LIV	BRAHMAPUTRA-SULTANPUR (d)	9,748	24,672	...	...	112	31	162	158
LV	MYMENSINGH-JAMALPUR- JAGANNATHGANJ.	9,035	12,650	3	9	1,779	813	180	131
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION) (e).	335,627	8,64,488	278	1,956	2,079	1,728	628	1,151
LVII	SEGOULIE-HAKAUL (f)	8,630	6,199	...	...	186	218	682	501
LVIII	BENGAL-DOOARS	26,183	1,33,616	...	...	10,220	7,965	2,213	7,730
LIX	DIBRU-SADIYA	44,728	2,92,673	...	...	...	...	219,321	3,81,798
LX	LEDO AND TIKAK-MARGHE- RITA COLLIERY.	17,544	17,865	...	...	...	...	221,895	45,219
LXI	AHMEDABAD-PARANTIV	72,216	1,10,734	5	28	...	...	16	26
LXII	NILGIRI (g)	3,455	32,256	77	866	...	...	...	...
	TOTAL	540,311	15,39,315	358	2,858	14,376	10,755	445,097	4,36,714
	Lines owned by native states and worked by companies.								
LXIII	THE GARHWAR'S MEHSANA	139,934	2,05,390	...	...	...	...	2	5
LXIV	HYDRABAD GODAVARI VALLEY (h)	9,165	50,268	6	50	2,420	1,863	242	480
	TOTAL	149,099	2,55,658	6	50	2,420	1,863	244	485
	Lines owned and worked by native states.								
LXXII	JODHPUR-BIKANER - JODHPUR SECTION	245,406	18,11,262	11	204	24,278	18,785	98	157
	BIKANER SECTION	46,471	98,367	8	52	11,693	8,615	2,789	2,450
LXXIII	UDAIPUR-CHITOR	25,449	1,06,009	10	106	939	787	...	...
LXXIV	BHAVNAGAR GONDAL-JUNA- GAD-KORBANDAR (i).	297,556	10,75,713	7	68	1,520	1,500	3,895	11,233
	TOTAL	614,882	25,91,351	36	430	38,430	29,637	6,782	13,889
	Foreign lines.								
XXIX	WEST OF INDIA PORTUGUESE	114,100	3,40,197	...	...	...	...	1	2
LXXXI	KARAIKAL-PERALAM	4,601	4,493	...	...	7,779	232	...	...
	TOTAL	118,701	3,44,690	...	...	7,779	232	1	2
	TOTAL METRE GAUGE	7,501,606	4,21,50,307	8,558	1,23,450	926,640	7,07,822	568,892	7,10,578

No. 34—concl'd.

during the year ending with the 31st December 1899—concl'd.

COAL AND COKE FOR CONSTRUCTION (HOME LINE ONLY.)		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE.		LIVE-STOCK.		RENTS, MISCELLANEOUS, &c., LESS OUTSTANDING DEBIT BALANCES.	TOTAL.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
4,702	3,860	72,220	1,25,633	93,522	94,841	112	1,989	48,029	1,297,491	41,36,297	XXXIX	
8,536	12,435	118,718	3,07,882	99,097	1,68,760	5,199	1,34,911	27,493	2,123,614	1,79,11,809	XLI	
...	...	22	6	68	15	86	110	213	18,557	24,115	XLII	
...	...	49,285	2,42,977	78,906	94,304	720	11,590	18,703	1,094,111	54,24,194	XLIII	
...	...	45,161	46,161	347,645	60,089	773	5,841	22,755	1,358,481	41,33,953	XLVI	
...	...	2,888	1,004	83,535	4,208	33	82	392	146,145	60,239	XLVII	
11,533	12,524	7,504	10,103	1,145	1,216	42	717	6,728	471,793	6,47,865	XLVIII	
1,065	1,160	41,451	72,689	119,831	1,07,255	4,492	1,16,892	9,343	1,092,100	48,00,009	XLIX	
20,836	30,009	332,259	8,06,455	823,744	5,15,688	11,407	2,72,132	1,33,656	7,602,292	3,66,37,981		
...	...	16,727	35,680	28,933	52,124	52	1,298	13,551	637,624	35,19,230	L	
...	...	6,154	1,331	4,718	4,159	2	26	1,971	71,690	1,74,614		
...	...	22,881	37,011	33,651	56,283	64	1,324	15,522	709,314	36,93,874		
...	...	354	(c)	...	...	...	...	...	19,414	4,262	LIII	(c) Carried free.
...	...	311	90	1,099	338	...	...	185	11,467	15,374	LIV	(d) Opened to traffic from the 1st April 1899.
89	37	...	...	...	...	2	12	193	11,083	18,715	LV	(e) Including the Lucknow-Bareilly section.
...	...	13	16	33,744	18,101	75	1,436	9,718	372,439	8,98,594	LVI	
...	...	...	...	...	...	...	...	625	9,498	7,543	LVII	(f) Opened to traffic on the 1st March 1899, but was closed on the 21st June 1899, owing to damages done by a flood, and reopened on the 29th October 1899.
51	54	...	...	324	83	...	...	3,264	38,941	2,02,712	LVIII	
...	...	...	...	5,069	3,631	102	754	319	269,220	6,79,177	LIX	
...	...	...	...	...	...	...	...	...	239,439	63,084	LX	
...	...	21	16	605	170	5	75	666	72,868	1,11,715	LXI	(g) Opened to traffic from the 15th June 1899.
...	...	...	...	766	1,969	...	...	243	4,294	35,333	LXII	
140	91	699	-122	41,607	24,292	184	2,277	15,213	1,042,673	20,31,537		
...	...	...	...	1,075	474	130	241	624	141,141	2,06,724	LXIII	(h) Opened to traffic from the 21st October 1899.
21	55	218	309	13	87	...	6	143	12,084	53,211	LXIV	
21	55	218	309	1,097	501	130	247	767	153,225	2,59,935		
...	...	6,709	14,035	959	1,536	45	850	2,916	277,566	13,49,755	LXXII	
...	...	1,649	1,347	47	33	3	35	912	62,660	1,11,816		
...	...	...	...	26	21	4	51	1,848	26,428	1,08,822	LXXIII	
1,349	151	9,523	12,700	2,018	2,813	305	3,317	1,842	316,173	11,09,397	LXXIV	
1,349	151	17,881	28,091	3,050	4,408	357	4,283	7,578	682,767	26,79,818		
...	...	104	52	3,603	2,337	...	...	214	117,808	3,42,801	LXXXIX	
...	...	...	...	2,469	106	4	8	76	14,853	4,918	LXXXI	
...	...	104	52	6,072	2,443	4	8	290	182,661	3,17,720		
22,346	30,306	374,042	8,72,040	909,211	6,03,565	12,136	2,80,271	1,73,026	10,322,931	4,56,50,865		

* See also statements Nos. 36 and 36.

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED)	PASSENGER TRAFFIC.						NUMBER General merchandise.
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					(OTHER COACHING TRAFFIC. Ton-miles.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.		
STANDARD GAUGE.								
State lines worked by companies.								
I	EAST INDIAN	7,833,961	22,812,596	71,474,786	1,041,784,041	1,143,904,355	14,807,051	906,800,740
II	BENGAL CENTRAL	131,488	783,961	1,911,101	36,917,734	39,734,184	314,718	8,355,132
III	BENGAL-NAGPUR	751,323	2,039,394	2,682,962	173,248,458	178,792,157	1,026,638	151,118,093
IV	INDIAN MIDLAND	2,306,715	6,739,058	26,173,778	105,711,292	140,962,843	2,636,885	130,915,357
VI	GODHRA-BUTLAK-NAGDA	48,307	222,325	831,921	13,821,158	13,890,711	118,345	21,669,638
	TOTAL	11,060,794	32,644,233	102,526,540	1,370,962,693	1,517,214,250	18,908,637	1,220,679,140
State lines worked by the State.								
XI	NORTH WESTERN	6,396,869	19,362,902	49,306,479	736,724,201	811,790,471	6,912,401	606,394,227
XII	HYDERABAD-SHADIPALLI	21,900	78,939	516,836	6,573,568	7,191,243	17,201	2,849,218
XIII	ODISH AND BOHILKHAND	2,050,580	5,951,196	15,373,484	252,918,666	276,290,876	2,037,869	167,524,733
XIV	EASTERN BENGAL	1,753,057	3,696,097	19,759,812	166,474,942	191,683,808	1,345,396	108,929,577
XV	CALCUTTA PORT COMMISSIONERS'					There is no passenger traffic on this line.		
XVI	EAST COAST	622,529	1,640,063	856,070	143,824,996	146,943,658	574,618	54,479,548
	TOTAL	10,844,955	30,729,197	85,811,631	1,306,514,278	1,483,900,056	12,868,495	1,080,117,306
Lines worked by guaranteed companies.								
XVII	GREAT INDIAN PENINSULA	9,730,050	39,345,551	41,769,515	431,657,323	522,502,439	10,196,306	633,660,844
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	3,143,673	21,483,949	42,379,451	231,559,643	238,516,116	4,182,950	250,692,663
XIX	MADRAS	3,558,971	11,608,630	...	229,751,887	244,919,188	3,099,473	120,977,427
	TOTAL	16,432,694	72,397,530	84,149,966	892,968,853	1,065,967,743	17,479,729	1,005,830,934
Assisted companies.								
XX	DELHI-UMBALLA KALKA	598,810	1,531,056	2,660,874	34,063,650	38,874,192	1,009,379	10,526,292
XXI	TARKESSUR	6,852	64,100	2,166,596	15,338,515	17,576,063	83,541	449,062
XXII	SOUTH BENGAL (LUCKNOWER-GYA)	18,966	48,973	254,217	8,967,367	9,278,523	15,876	1,359,823
XXIII	SOUTHERN PUNJAB (DELHI-SAMARATA)	89,447	290,712	639,064	32,372,517	33,391,730	237,192	28,798,636
XXV	TAPTI VALLEY	15,853	99,105	...	6,096,699	6,151,657	26,018	2,658,725
	TOTAL	724,928	2,027,948	5,720,571	96,798,748	105,272,195	1,341,906	43,787,558
Lines owned by native states and worked by companies.								
XXXI	THE NIZAM'S GUARANTEED STATE	708,639	3,482,290	3,983,488	47,759,770	60,914,187	690,458	47,170,000
XXXII	NAGDA-UJJAIN	7,377	25,018	16,543	2,131,455	2,160,993	14,358	2,061,508
XXXIII	THE GARHWAL'S PETLAD	2,531	44,148	...	2,210,150	2,256,829	10,706	355,959
	TOTAL	718,547	3,551,456	3,000,031	52,101,375	65,851,409	715,517	49,607,467
Line owned by native state and worked by state railway agency.								
XXXVI	RAJPURA-BHATINDA	184,709	248,856	867,800	25,090,725	26,342,090	118,429	10,040,602
	TOTAL	184,709	248,856	867,800	25,090,725	26,342,090	118,429	10,040,602
	TOTAL STANDARD GAUGE	39,916,627	141,569,220	288,075,599	3,744,456,357	4,214,017,743	51,446,708	3,859,768,013

No. 35.

railways during the year ending with the 31st December 1899.

GOODS TRAFFIC.								Classification No.	REMARKS.
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live-stock.	Total.		
8,118,832	18,808,570	744,619,828	2,397,980	115,769,778	43,264,748	1,778,059	1,838,047,525	I	
909	246,681	687,081	...	314,148	69,639	8	9,672,998	II	
54,498	24,697,604	27,922,598	5,222,538	14,886,307	4,644,898	80,364	228,626,869	III	
708,447	4,152,748	3,480,757	46,511	15,494,313	2,991,924	67,550	157,852,607	IV	
2,320	441,834	3,962	1,526,850	433,337	354,756	60,892	24,513,789	VI	
8,874,406	47,847,487	776,708,216	9,193,879	146,897,868	51,325,945	1,986,888	2,258,713,763		
4,219,574	17,397,648	4,506,212	2,840,614	37,032,469	71,318,916	1,303,133	834,952,793	XI	
758	2,295	5	...	106	71,879	...	2,924,261	XII	
302,615	7,905,233	5,024,556	1,441,078	13,297,671	7,601,704	160,161	203,457,751	XIII	
7,319	9,166,672	5,650,895	...	6,796,824	5,867,464	23,081	136,441,832	XIV	
34,267	13,100,382	16,620,590	Mileage not recorded	5,001,727	3,950,879	1,106	93,188,499	XV	
4,564,538	47,572,230	31,862,258	4,281,692	62,128,797	89,010,842	1,437,481	1,270,965,136	XVI	
2,047,749	6,453,594	17,918,372	56,610	51,769,836	32,783,063	2,787,636	747,477,904	XVII	
249,536	12,767,751	19,180,563	457,994	13,388,208	6,584,414	4,669,094	307,990,228	XVIII	
408,957	785,880	23,390,019	...	2,439,379	5,153,671	273,214	159,423,447	XIX	
2,706,242	20,007,923	66,489,154	514,604	67,597,323	44,521,148	7,729,944	1,214,896,574		
148,981	88,769	722,174	...	...	...	32,422	11,518,638	XX	
...	98,454	69,699	...	34	43,614	..	662,883	XXI	
...	802,487	142,942	45,089	...	...	63	2,450,404	XXII	
407,972	50,464	274,498	...	...	...	21,448	29,553,013	XXIII	
...	1,497,314	659	...	37,031	1,606	91,951	4,302,286	XXV	
558,958	2,637,488	1,209,967	45,089	57,065	47,220	145,884	48,487,224		
206,638	4,345,637	62,585,766	832,723	3,373,209	2,608,205	29,423	121,151,586	XXXI	
...	2,647	149,952	...	199	1,192	170	2,235,658	XXXII	
...	...	...	...	2,974	132	7,692	366,757	XXXIII	
206,638	4,348,274	62,735,718	832,723	3,376,382	2,609,519	37,285	123,754,001		
76,594	15,302	8,546	...	430	428,909	6,446	10,576,829	XXXVI	
76,594	15,302	8,546	...	430	428,909	6,446	10,576,829		
11,985,361	122,427,956	938,953,959	14,867,987	280,057,880	187,943,583	11,393,908	4,927,398,547		

Unit mileage of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	PASSENGER TRAFFIC.					OTHER COACH- ING TRAFFIC. Ton-miles	NUMBER General merchandise.
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).						
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total. •		
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	882,277	1,040,729	2,311,123	334,332,857	238,166,966	601,409	120,171,468
	COMPANY'S SECTION							
XLI	RAJPUTANA-MALWA	1,808,242	6,576,068	17,519,941	489,844,208	515,743,459	4,958,801	463,998,341
XLII	PALANPUR-DEWA	7,629	21,221	—	1,438,977	1,463,827	16,114	206,896
XLIII	SOUTHERN MAHARAJA	1,331,773	8,285,493	—	197,156,977	143,904,242	1,411,911	188,967,274
XLVI	SOUTH INDIAN (a)	1,278,358	4,917,627	—	861,485,091	868,681,071	836,018	79,776,518
XLVII	MAYAVARAM-MUTUPET	5,809	92,979	—	16,864,571	16,663,359	9,931	1,090,999
XLVIII	ASSAM-BENGAL	235,809	477,559	—	53,477,119	53,189,996	311,125	9,201,088
XLIX	BURMA	1,432,231	6,169,640	5,267,186	247,579,493	280,468,605	907,853	93,087,254
	TOTAL	6,776,672	24,561,316	24,999,230	1,561,874,277	1,618,310,535	9,298,156	906,595,032
	State line worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND DEWAN SEC- TIONS (including the Kaunia Dharila, 2' 6" gauge, branch)	675,511	2,374,093	6,860,872	107,032,706	116,903,181	870,018	59,819,873
	DAOGA SECTION	67,945	302,310	1,662,321	25,057,096	27,049,932	93,466	3,321,826
	TOTAL	743,456	2,676,403	8,523,193	132,089,802	143,953,113	963,484	63,141,699
	Assisted companies.							
LII	DIBRUGH	4,790	—	—	1,063,461	1,063,371	—	62,557
LIV	BRAHMAPUTRA-SULTANPUR	2,956	10,739	97,050	1,338,148	1,448,898	3,348	177,213
LV	MYMENSINGH-JAMALPUR-JAGAN- NATHGANJ	8,229	33,478	98,846	3,585,266	3,725,019	7,771	182,496
LVI	ROHILKUND AND KUNAWA (COM- PANY'S SECTION)	242,637	1,010,857	461,147	89,623,397	40,338,028	279,251	24,054,106
LVIII	BENGAL DOOARS	11,978	84,777	35,271	2,566,855	2,668,876	33,149	611,331
LIX	DIBRU-SADIYA	22,095	67,234	4,863,613	—	5,023,023	20,600	1,850,071
LX	LADO AND TIKAK-MARGHERITA COLLIERY	—	—	—	7,617,197	7,633,239	19,372	17,544
LXI	AHMEGABAD-PARANTIA	8,868	56,179	—	—	—	—	2,366,377
LXII	NILGIRI	28,919	47,261	—	500,330	576,310	4,632	58,692
	TOTAL	400,462	1,260,575	5,555,157	55,314,664	62,530,858	328,143	29,360,387
	Lines owned by native states and worked by companies.							
LXIII	THE GARHWAR'S MEHRANA	22,298	102,227	—	12,783,881	12,908,406	46,300	4,007,298
LXIV	HYDERABAD-GODAVARI VALLEY	—	—	—	—	—	—	326,525
	TOTAL	22,298	102,227	—	12,783,881	12,908,406	46,300	4,333,823
	Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER—							
	JODHPUR SECTION	84,203	437,978	—	43,360,923	43,883,104	340,926	26,816,022
	BIKANER SECTION	12,190	43,418	—	3,985,332	4,040,940	27,754	1,961,515
LXXIII	UDAIPUR-CHITTOB	29,456	67,026	97,560	7,978,027	8,172,089	36,519	1,273,411
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD- FORBANDAR	379,511	2,596,928	76,820	62,144,651	65,107,408	325,024	16,211,328
	TOTAL	505,360	3,145,348	173,880	117,468,933	121,298,521	731,123	46,202,276
	Foreign lines.							
LXXIX	WEST OF INDIA PORTUGUESE	20,296	153,376	—	2,959,181	3,141,858	24,533	5,968,717
LXXXI	KÁRAIKAL-PERALAM	2,284	19,347	—	2,035,088	2,056,719	835	67,097
	TOTAL	31,580	172,723	—	4,994,269	5,198,577	25,368	6,035,814
	TOTAL METRE GAUGE	8,479,788	31,878,091	30,250,080	1,884,625,846	1,964,135,005	11,392,574	1,056,489,031

No. 35—concl'd.

railways during the year ending with the 31st December 1899—concl'd.

GOODS TRAFFIC.								Classification No.	REMARKS.
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live-stock.	Total.		
3,606	8,644,928	8,697,525	816,945	9,898,236	7,199,639	16,681	149,949,228	XXXIX	
904,246	5,041,648	3,135,374	879,856	21,732,858	11,097,357	1,091,928	507,376,508	XLI	
14,698	...	...	...	410	1,032	608	323,844	XLII	
97,588	2,856,764	553,813	...	16,511,026	7,992,375	75,267	167,054,107	XLIII	
27,668	1,978,818	1,384,220	...	8,579,042	3,822,166	65,661	90,534,388	XLVI	(a) Including the Pondicherry railway.
208	114,648	3,852	...	69,172	344,692	746	1,624,246	XLVII	
18,652	21,873,646	945,980	978,103	783,511	85,232	15,847	33,896,959	XLVIII	
183,514	14,920,429	6,925	73,083	5,250,477	10,626,810	907,148	125,055,640	XLIX	
1,245,375	55,380,876	9,727,589	2,247,987	57,324,732	41,169,243	2,174,066	1,076,314,920		
								L	
922	5,940,056	1,607,795	...	2,796,127	4,084,827	8,623	74,058,223		
...	169,356	126,614	...	104,312	325,888	54	4,548,050		
922	6,109,412	1,734,409	...	2,900,439	4,410,715	8,677	78,606,273		
...	...	...	...	1,696	...	...	64,253	LIII	
...	2,429	4,045	...	7,053	26,478	...	317,218	LIV	
98	63,662	3,383	2,904	...	...	14	253,577	LV	
18,100	135,443	75,196	...	1,249	1,418,717	4,950	25,687,761	LVI	
...	168,143	49,811	2,236	...	6,518	...	838,094	LVIII	
...	...	18,298,414	...	...	136,455	2,968	15,287,908	LIX	
...	...	221,895	...	...	...	...	239,439	LX	
190	...	576	...	1,138	11,908	140	2,360,329	LXI	
1,308	...	...	...	...	12,559	...	72,554	LXII	
19,691	369,702	18,654,320	5,190	11,196	1,612,635	8,072	45,041,133		
...	...	95	...	...	19,231	3,251	4,029,875	LXIII	
444	105,817	17,192	2,916	23,952	1,660	...	978,006	LXIV	
444	105,817	17,287	2,916	23,952	20,891	3,251	5,007,881		
								LXXII	
1,203	1,667,195	5,799	...	769,941	64,247	4,906	29,349,312		
845	494,242	74,836	...	73,913	2,064	141	2,547,056		
632	55,522	...	...	...	1,513	231	1,331,309	LXXIII	
365	106,194	397,611	4,557	550,180	119,158	28,396	17,411,739	LXXIV	
2,544	2,323,153	478,246	4,557	1,394,034	200,982	93,674	50,639,466		
...	...	26	...	1,567	87,700	...	6,078,010	LXXIX	
...	18,164	...	...	...	9,180	55	93,496	LXXXI	
...	18,164	26	...	1,567	95,880	55	6,171,506		
1,268,976	64,256,624	25,611,877	2,280,650	62,155,860	47,510,346	2,237,815	1,261,731,179		

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		FUNDSIES, INCLUDING ELECTRIC TELE-GRAPHS.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	1,84,20,380	3-67	29-40	4,40,48,103	4-83	70-51	6,24,68,483	4-42	8,44,451	0-06
II	BENGAL CENTRAL	6,93,483	2-71	67-21	8,38,838	2-19	32-79	10,81,821	2-52	1,07,867	0-26
III	BENGAL-NAGPUR	21,52,487	2-58	25-28	63,63,627	4-26	74-72	85,16,114	3-66	5,57,345	0-24
IV	INDIAN MIDLAND (a)	26,33,620	2-71	33-73	51,74,411	3-16	66-27	78,08,031	3-42	1,75,730	0-08
VI	GODHRA-BUTLAM-NAGDÁ	1,76,918	1-92	18-95	10,91,103	6-78	86-05	12,68,020	5-01	-3,824	-0-02
VII	WARDHA COAL . . . . .	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD . . . . .	...	...	...	...	...	...	...	...	...	...
IX	BELWADA EXTENSION (EAST COAST STATE) . . . . .	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,40,76,888	...	...	5,70,15,531	...	...	8,10,92,469	...	16,81,509	...
	State lines worked by the State.										
XI	NORTH WESTERN (c)	1,17,09,448	2-95	34-11	2,36,14,319	4-22	65-89	3,43,23,767	3-68	3,97,921	0-10
XII	HYDERABAD-SHAHÍPÁLI	95,070	4-28	42-90	1,26,531	3-89	57-10	2,21,591	4-05	8,651	0-17
XIII	OUDE AND ROHILKHAND (d)	42,57,647	2-86	43-33	57,89,497	3-42	57-02	1,00,47,144	3-16	10,91,848	0-25
XIV	EASTERN BENGAL	30,30,047	2-87	35-48	55,10,933	5-79	64-52	85,40,960	4-36	4,85,062	0-24
XV	CALCUTTA PORT COMMISSIONERS' . . . . .	...	...	...	2,88,208	(g)	100-00	2,88,208	(g)	63,343	(g)
XVI	EAST COAST	21,31,953	2-38	52-93	20,54,015	2-88	49-07	41,86,968	2-80	81,945	0-05
	TOTAL	2,12,24,165	...	...	8,64,78,488	...	...	5,77,02,653	...	26,23,768	...
	Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA (h)	82,11,223	1-93	23-18	2,72,15,866	5-14	76-32	2,54,27,069	3-76	3,82,341	0-04
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	47,30,820	3-43	27-69	1,23,51,472	3-78	72-31	1,70,82,292	6-13	3,32,753	0-14
XIX	MADRAS (i)	36,14,784	2-98	34-36	69,04,795	4-73	65-64	1,05,19,579	3-90	2,53,392	0-09
	TOTAL	1,65,56,827	...	...	4,64,72,133	...	...	6,30,28,960	...	10,18,486	...
	Assisted companies.										
XX	DELHI-UMBALLA-KALKA	8,74,477	2-32	60-67	5,66,858	3-13	39-33	14,41,335	2-59	3,013	0-01
XXI	TANJESUR	2,76,777	4-92	69-87	81,380	4-04	10-13	2,08,157	4-85	798	0-01
XXII	SOUTH BEHAR (LUCKNOW-GRY)	1,23,191	2-66	60-63	80,001	6-44	39-37	2,03,192	4-41	136	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSAT)	4,37,097	2-34	31-33	9,86,048	1-90	68-17	13,73,145	2-02	8,949	0-02
XXIV	TÁPTI VALLEY	88,490	4-84	36-90	1,51,340	3-67	63-10	2,39,830	4-03	2,763	0-04
	TOTAL	16,00,082	...	...	17,65,657	...	...	35,65,689	...	20,659	...
	Lines owned by native states and worked by companies.										
XXVI	KHÁNGON . . . . .	...	...	...	...	...	...	...	...	...	...
XXVII	AMBÍOTI . . . . .	...	...	...	...	...	...	...	...	...	...
XXIX	THE NIZAM'S GUARANTEED STATE (k)	8,95,198	3-96	20-55	34,31,851	4-69	79-45	43,06,849	4-52	1,15,524	0-12
XXXII	NÁGDÁ-UJJAIN	29,572	2-34	20-23	1,16,578	6-36	79-77	1,46,150	5-08	1,026	0-04
XXXIII	THE GÁNKWAR'S PRÍLÁD	32,866	2-67	48-36	34,557	4-73	61-04	66,923	3-46	3,745	0-19
	TOTAL	9,47,126	...	...	35,72,786	...	...	45,19,921	...	1,20,295	...
	Line owned by native state and worked by state railway agency.										
XXXVI	BÁJPUTRA-BHÁTÍNDÁ	3,48,539	3-63	51-89	3,23,156	3-10	48-11	6,71,695	3-35	7,825	0-04
	TOTAL	3,48,539	...	...	3,23,156	...	...	6,71,695	...	7,825	...
	TOTAL STANDARD GAUGE (l)	6,40,58,586	...	...	14,56,27,301	...	...	21,05,81,867	...	54,72,602	...

(a) Including the Bhopal-Itáwi, Bina-Gooná-Bárán and Bhopal-Ujjain railways.

(b) Represents amounts received by the State as rent from the working railways.

(c) Including the Jammu and Kashmír railway (Native state section).

(d) Including the Cawnpore-Burhwal (metre gauge line), except where otherwise stated.

(e) Oude and Rohilkhand State railway only.

(f) See foot-note (a), statement No. 37.

(g) Train mileage not recorded.

No. 36.

week on the standard and metre gauge railways during the year ending with the 31st December 1899.

TOTAL EARNINGS EXCLUDING STEAM-BOAT.			STEAM-BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STEAM-BOAT. §			WORKING EXPENSES, INCLUDING STEAM-BOAT, RENT OF LEASED LINES AND CONTRIBUTION TO PROVIDENT FUND. ¶			NET EARNINGS. §			Classification No.
Amount.	Per mean mil. worked per week. †	Per train-mile.	Amount.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter VII).		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.			
6,33,12,194	199 91	4.48	2,33,040	6,35,45,974	4.49	2,08,67,991	1 48	32 84	4,26,77,983	3.02	10.32	I	
11,39,688	157.80	2.78	...	11,39,688	2.78	6,97,876	1.70	61.28	4,41,812	1.08	3.49	II	
90,73,459	151.60	3.90	...	90,73,459	3.90	43,51,645	1.87	47.96	47,21,814	2.08	3.17	III	
79,83,761	138.68	3.50	...	79,83,761	3.50	45,12,437	1.93	56.52	34,71,324	1.52	2.74	IV	
12,64,196	172.25	4.99	...	12,64,196	4.99	7,37,558	2.91	58.34	5,26,638	2.08	2.93	VI	
...	...	...	...	(b) 83,850	...	(m) 1,350	...	...	82,500	...	...	VII
...	...	...	...	(b) 3,11,859	...	(m) 12,304	...	...	2,99,555	...	...	VIII
...	...	...	...	(b) 1,84,365	...	...	...	...	1,84,365	5.32	12.27	IX
8,27,74,028	...	...	2,33,040	8,35,87,152	...	3,11,81,161	...	...	5,24,05,991	...	...
8,52,21,689	230.85	3.78	51,604	8,52,73,292	3.78	1,91,61,187	2.05	54.32	1,61,12,155	1.73	3.23	XI	
2,25,242	73.53	4.12	...	2,25,242	4.12	1,36,779	2.50	60.72	88,463	1.62	4.81	XII	
1,11,38,990	207.90	(e) 3.50	...	1,11,38,990	(e) 3.50	50,62,395	1.61	45.45	60,76,595	(e) 1.75	5.16	XIII	
90,26,042	649.50	4.50	26,479	90,52,521	4.50	44,63,081	2.22	49.30	45,89,440	2.28	6.47	XIV	
4,46,546	1,007.20	(g) 2.86	...	4,46,546	(g) 2.86	2,54,090	(g) 1.89	56.90	1,92,456	(g) 1.02	2.67	XV	
42,67,918	114.93	2.86	74,101	43,42,014	2.91	26,26,932	1.89	65.11	15,15,082	1.02	1.85	XVI	
6,03,26,421	...	...	1,52,184	6,04,78,605	...	3,19,04,414	...	...	2,85,74,191	...	...
3,58,09,430	461.77	3.79	...	3,58,09,430	3.79	1,99,67,969	2.11	55.76	1,58,41,461	1.68	5.63	XVII	
1,74,65,045	728.71	6.26	...	1,74,65,045	6.26	81,74,651	2.93	46.81	92,90,394	3.33	8.14	XVIII	
1,07,72,971	241.92	4.00	...	1,07,72,971	4.00	56,44,201	2.09	52.39	51,28,770	1.90	4.13	XIX	
6,40,47,446	...	...	...	6,40,47,446	...	3,37,86,321	...	...	3,02,60,625	...	...
14,49,378	171.80	2.61	...	14,49,378	2.61	6,95,702	1.25	48.00	7,53,676	1.36	4.88	XX	
3,03,955	267.18	4.37	...	3,03,955	4.37	1,66,267	2.44	50.61	1,52,688	2.38	8.55	XXI	
2,03,328	2.02	3.41	...	2,03,328	4.41	71,165	1.54	35.00	1,32,163	2.87	1.12	XXII	
13,82,094	63.41	2.04	...	13,82,094	2.04	7,13,639	1.06	52.00	6,63,405	0.98	(f) 2.93	XXIII	
2,42,593	67.11	4.07	...	2,42,593	4.07	1,14,989	1.93	47.40	1,27,604	2.14	1.12	XXV	
35,86,348	...	...	...	35,86,348	...	17,56,812	...	...	18,29,536	...	...
...	...	...	...	(b) 14,851	...	...	...	...	14,851	...	...	XXVI
...	...	...	...	(b) 33,099	...	(m) 885	...	...	32,214	...	...	XXVII
44,22,373	239.77	4.64	...	44,22,373	4.64	19,21,327	2.01	43.45	25,01,046	2.62	6.02	XXXI	
1,47,178	82.17	5.12	...	1,47,178	5.12	69,444	2.42	47.18	77,732	2.70	3.48	XXXII	
70,667	101.80	3.65	...	70,667	3.65	31,355	1.62	44.37	39,812	2.03	5.22	XXXIII	
46,40,316	...	...	...	46,88,166	...	20,23,011	...	...	26,65,155	...	...
6,79,520	121.57	3.39	...	6,79,520	3.39	3,73,736	1.86	55.00	3,05,784	1.53	4.56	XXXVI	
6,79,520	...	...	...	6,79,520	...	3,73,736	...	...	3,05,784	...	...
21,60,53,989	...	...	3,85,224	21,70,67,237	...	10,10,25,955	...	...	11,60,41,282	...	...

(a) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.
 (b) Including the Kolar Gold-fields railway.
 (c) Excluding rebate paid by the North Western State railway.
 (d) Including the Bezwada extension (East Coast State railway). The percentage of net earnings on capital outlay is for the Nizam's Guaranteed State railway only, percentage of the branch line being shown separately.
 (e) Including the Cawnpore-Burhwal (metre gauge link).
 (f) Expenditure incurred direct by the State.
 (g) Including rent of leased lines not included in preceding columns.
 † See also statements Nos. 26 and 33.
 ‡ See also statements Nos. 26 and 34.
 § See also statements Nos. 23 and 26.
 ¶ See also statement No. 26.
 § See also statements Nos. 26 and 37.

No. 36—concl'd.

per mile per week on the standard and metre gauge railways during the year ending with the 31st 1899—concl'd.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM- BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STEAM-BOAT.†		WORKING EXPENSES, INCLUDING STEAM-BOAT, RENT OF LEASED LINES, AND CONTRIBUTION TO PROVIDENT FUND.‡			NET EARNINGS. §			Classification No.
Amount.	Per mean mile worked per week ‡	Per train- mile.	Amount.	Amount.	Per train- mile.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on total capital outlay on open line (Statement No. 22, chapter VII).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
71,88,316	131.81	2.54	5,81,354	77,69,669	2.75	36,25,976	1.28	46.87	41,43,693	1.47	5.29	XXXIX
2,48,30,345	235.39	3.93	...	2,48,30,345	3.93	1,04,42,608	1.65	42.06	1,43,87,737	2.28	10.76	XLI
44,629	49.67	3.18	...	44,628	3.18	18,908	1.35	42.37	25,720	1.83	6.15	XLII
75,87,470	93.55	2.63	...	75,87,470	2.63	51,42,909	1.78	67.78	24,44,561	0.85	1.93	XLIII
85,19,767	158.83	2.61	...	85,19,767	2.61	44,64,920	1.37	52.41	40,54,847	1.24	5.36	XLVI
2,42,061	86.22	2.14	...	2,42,061	2.14	1,45,263	1.28	60.01	93,798	0.86	3.68	XLVII
16,19,495	75.33	2.65	152	16,19,647	2.65	12,96,943	2.12	80.08	3,22,704	0.53	0.63	XLVIII
87,98,770	179.34	2.99	26,955	88,25,725	3.00	52,47,318	1.78	59.45	35,78,407	1.21	4.11	XLIX
5,88,30,851	...	...	6,08,461	5,94,39,312	...	3,03,84,845	...	...	2,90,54,467	...	...
54,27,235	218.13	3.25	5,47,766	59,75,001	3.58	25,21,973	1.51	42.21	34,53,028	2.07	8.14	L
5,84,914	130.92	2.60	...	5,84,914	2.60	3,26,299	1.45	55.78	2,58,615	1.15	3.60	
60,12,149	...	...	5,47,766	65,59,915	...	28,48,272	...	...	37,11,643	...	...
33,262	133.53	2.38	...	33,262	2.38	26,584	1.82	79.92	6,678	0.46	2.95	LIII
36,300	37.93	1.06	...	36,300	1.06	16,336	0.42	45.00	19,964	0.58	2.48	LIV
66,500	36.79	1.19	...	66,500	1.19	29,925	0.54	45.00	36,575	0.65	2.27	LV
17,37,783	119.03	3.00	...	17,37,783	3.00	8,70,408	1.50	50.09	8,67,375	1.50	7.45	LVI
14,206	52.52	1.20	...	14,206	1.20	5,682	0.48	40.00	8,524	0.72	0.80	LVII
2,60,046	137.39	6.64	12,992	2,73,038	6.97	1,51,287	3.86	55.41	1,21,751	3.11	4.64	LVIII
3,59,414	213.25	3.64	...	3,59,414	3.64	4,09,726	1.74	47.68	4,49,688	1.90	6.17	LIX
63,084	390.00	3.73	...	63,084	3.73	41,031	2.43	65.04	22,053	1.30	1.72	LX
2,10,835	74.20	2.60	...	2,10,635	2.60	83,947	1.10	42.23	1,21,683	1.50	6.24	LXI
84,449	175.33	3.30	...	(A) 84,449	3.30	64,240	2.51	76.06	(A) 20,209	0.79	0.42	LXII
33,65,879	...	...	12,992	33,78,671	...	17,04,166	...	...	16,74,505	...	...
3,76,160	78.09	3.01	...	3,76,160	3.01	1,59,507	1.28	42.40	2,16,653	1.73	6.60	LXIII
63,381	242.78	2.85	...	63,381	2.85	26,504	1.19	41.81	36,877	1.66	0.49	LXIV
3,39,541	...	...	...	4,39,541	...	1,86,011	...	...	2,53,530	...	...
19,09,097	102.42	3.85	...	19,09,097	3.85	7,42,252	1.50	38.88	11,66,845	2.35	14.32	LXXII
1,74,539	37.12	2.24	...	1,74,539	2.24	70,195	0.90	40.23	1,04,344	1.34	5.18	LXXIII
2,10,540	61.94	4.12	...	2,10,540	4.12	1,05,711	2.07	50.21	1,04,829	2.05	5.27	LXXIII
22,42,609	94.75	3.65	...	22,42,609	3.65	11,64,481	1.90	51.92	10,78,178	1.75	4.80	LXXIV
45,36,785	...	...	...	45,36,785	...	20,32,589	...	...	24,54,196	...	...
4,15,082	156.52	3.56	(f) 1,57,393	5,72,475	4.91	4,67,810	3.50	71.24	1,64,665	1.41	1.01	LXXIX
27,685	36.84	1.26	...	27,685	1.26	18,648	0.85	67.36	9,037	0.41	1.25	LXXXI
4,42,767	...	...	(f) 1,57,393	6,00,160	...	4,36,458	...	...	1,73,702	...	...
7,36,27,773	...	...	13,26,612	7,49,54,384	...	3,76,32,341	...	...	3,73,22,043	...	...

(e) Including the Jodhpur-Bikaner, Jaipur and Dhampur railways.

(f) Harbour earnings.

(g) Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.

(A) Excluding Rs. 24,391 on account of proportion of guaranteed earnings due from Government.

* See also statements Nos. 24 and 33.

† See also statements Nos. 26 and 34.

‡ See also statements Nos. 23 and 28.

§ See also statement No. 36.

¶ See also statements Nos. 48 and 37.

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TOTAL Amount.
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.										
I	EAST INDIAN (e)	53,87,125	0.38	8.48	63,21,421	0.46	9.93	12,29,394	0.14	3.04	41,33,485
II	BENGAL CENTRAL	1,80,278	0.44	15.82	1,50,349	0.37	18.19	46,140	0.11	4.35	1,80,899
III	BENGAL-NAGPUR	12,52,046	0.54	18.80	11,97,402	0.52	18.20	2,79,708	0.12	3.08	7,26,516
IV	INDIAN MIDLAND (e)	9,58,983	0.42	12.01	16,77,401	0.74	21.01	4,39,249	0.19	5.50	6,04,915
VI	GODHRA-RUTLAM-NAGDA	2,02,540	0.80	16.02	3,09,298	1.23	24.46	62,968	0.25	4.98	87,436
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMAD	...	...	...	...	...	...	...	...	...	...
	TOTAL	79,80,072	...	...	96,55,866	...	...	27,57,457	...	...	56,88,251
	State lines worked by the State.										
XI	NORTH WESTERN (e)	50,78,264	0.54	14.40	76,63,158	0.82	21.73	15,58,857	0.17	4.42	29,28,149
XII	HIDDERABAD-SHADIPALLY	24,806	0.64	15.45	51,595	0.94	22.91	15,448	0.28	6.86	20,208
XIII	ODISH AND ROHILKHAND (f)	18,20,272	0.41	11.85	12,69,554	0.41	11.40	8,13,329	0.27	7.81	9,12,708
XIV	EASTERN BENGAL	13,72,227	0.68	15.16	9,09,540	0.45	10.05	4,54,286	0.23	5.01	10,38,954
XV	CALCUTTA PORT COMMISSIONERS'	24,324	(g)	7.69	42,572	(i)	9.53	20,752	(j)	4.66	1,27,991
XVI	EAST COAST	6,96,997	0.47	16.05	8,09,473	0.60	20.72	1,77,438	0.12	4.09	5,27,332
	TOTAL	85,36,890	...	...	1,06,35,892	...	...	30,40,710	...	...	56,00,337
	Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA (j)	40,61,984	0.43	11.34	78,27,214	0.33	21.86	23,71,736	0.25	6.62	30,75,874
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	20,72,750	0.74	11.87	29,16,485	1.05	16.70	13,44,020	0.48	7.69	10,31,317
XIX	MADRAS (k)	12,03,092	0.45	11.17	24,04,770	0.29	22.32	4,59,706	0.17	4.27	8,67,041
	TOTAL	73,37,826	...	...	1,31,48,469	...	...	41,75,462	...	...	49,74,232
	Assisted companies.										
XX	DELHI-UMBALLA-KALKA	Details included	with	the East	Indian railway	...	...	...	...	...	...
XXI	TAREKESUR	25,523	0.40	8.27	29,956	0.47	9.70	9,271	0.14	3.00	19,571
XXII	SOUTH BEHAR (LUCKEESERAI-GYA)	Details included	with	the East	Indian railway	...	...	...	...	...	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMASATA)	2,08,309	0.80	15.07	2,59,023	0.38	18.74	79,093	0.12	5.72	1,01,023
XXV	TAPTI VALLEY	26,791	0.45	11.05	42,243	0.71	17.41	20,842	0.35	8.59	14,651
	TOTAL	2,60,823	...	...	3,31,223	...	...	1,09,206	...	...	1,35,444
	Lines owned by native states and worked by companies.										
XXVII	AMBACOTI	...	...	...	...	...	...	...	...	...	...
XXXI	THE NIZAM'S GUARANTEED STATE (m)	4,71,920	0.49	10.87	5,43,350	0.57	12.29	1,14,870	0.12	2.59	2,74,414
XXXII	NAGDA-UJJAIN	17,434	0.61	11.84	25,433	0.89	17.28	11,468	0.40	7.81	8,855
XXXIII	THE GARHWAR'S PETLAD	7,659	0.40	10.88	11,515	0.59	16.29	5,167	0.27	7.84	4,100
	TOTAL	4,97,043	...	...	5,80,298	...	...	1,31,355	...	...	2,87,369
	Line owned by native state and worked by state railway agency.										
XXXVI	BANPUR-BHATINDA	1,08,326	0.54	16.08	1,34,699	0.67	2.00	41,130	0.20	6.11	52,534
	TOTAL	1,08,326	...	...	1,34,699	...	...	41,130	...	...	52,534
	TOTAL STANDARD GAUGE (o)	2,47,21,680	...	...	3,46,86,446	...	...	1,02,55,320	...	...	1,67,38,167

(a) Including the Delhi-Umballa-Kalka and South Behar (Luckeeserai-Gya) railways in the case of details, as they are not given separately in the accounts.

(b) Excluding the working expenses of the Delhi-Umballa-Kalka railway (Rs. 6,95,702) and of the South Behar (Luckeeserai-Gya) railway (Rs. 71,166) which are shown separately against those railways to arrive at their net earnings.

(c) Including the Bhopal-Barsi, Bina-Goonna-Baran and Bhopal-Ujjain railways.

(d) Expenditure incurred direct by the State.

(e) Including the Jammu and Kashmir railway (Native state section).

(f) Including the Cawnpore-Burhwal railway (metre gauge link) except where otherwise stated.

(g) Oudh and Rohilkhand State railway only.

(h) Calculated on the Oudh and Rohilkhand State railway train-mileage and the total working expenses minus Rs. 1,29,040 paid to the Bengal and North-Western and Rohilkhand and Kumaon railways on account of their share of the Cawnpore-Burhwal railway (metre gauge link) earnings.

No. 37.

gauge railways during the year ending with the 31st December 1899.

FIG.	GENERAL.				STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.		Per cent. on gross earn- ings.
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0-29	6-50	20,43,709	0-14	3-22	1,79,642	0-01	0-28	16,40,082	0-12	2-58	(b) 2,08,67,991	1-48	32-84	I
0-82	11-48	1,44,276	0-35	12-06	...	...	...	45,934	0-11	4-03	6,97,876	1-70	61-23	II
0-81	8-01	7,34,383	0-81	8-09	...	...	...	1,61,592	0-07	1-78	43,51,845	1-87	47-96	III
0-26	7-58	5,49,678	0-21	6-88	...	...	...	2,82,211	0-13	3-54	45,12,437	1-93	56-52	IV
0-35	6-92	66,911	0-26	5-29	...	...	...	8,410	0-03	0-67	7,37,558	2-91	58-34	VI
...	...	(d) 1,350	...	...	...	...	...	...	...	...	(d) 1,350	...	...	VII
...	...	(d) 12,304	...	...	...	...	...	...	...	...	(d) 12,304	...	...	VIII
...	...	35,52,611	...	...	1,79,642	...	...	21,38,229	...	...	3,11,81,161	...	...
0-81	8-30	13,68,056	0-14	3-86	47,230	0-01	0-13	5,22,423	0-06	1-48	1,91,61,137	2-05	54-33	XI
0-37	8-97	11,633	0-21	5-16	...	...	...	3,095	0-06	1-37	1,36,779	2-50	60-72	XII
0-29	8-19	4,71,139	0-15	4-23	...	...	...	2,74,793	0-09	2-47	50,62,395	1-61	45-45	XIII
0-54	11-97	3,87,109	0-19	4-28	47,104	0-02	0-52	2,08,861	0-11	2-31	44,63,081	2-23	49-30	XIV
(i)	28-66	19,954	(i)	4-47	...	...	...	8,497	(i)	1-90	2,54,080	(i)	56-90	XV
0-85	12-14	3,97,142	0-26	9-15	59,193	0-04	1-36	69,357	0-05	1-60	28,26,932	1-89	65-11	XVI
...	...	26,50,032	...	...	1,53,527	...	...	10,37,026	...	...	3,19,04,414	...	...
0-82	8-59	12,94,091	0-14	3-62	...	...	...	(k) 13,36,170	0-14	3-73	1,99,67,969	2-11	55-76	XVII
0-37	5-91	5,28,287	0-19	3-02	...	...	...	2,81,792	0-10	1-62	81,74,651	2-93	46-81	XVIII
0-32	8-05	5,90,752	0-22	5-48	...	...	...	1,18,840	0-04	1-10	56,44,201	2-09	52-39	XIX
...	...	24,14,030	...	...	...	...	...	17,36,802	...	...	3,37,86,821	...	...
...	...	...	...	...	...	...	...	...	...	...	6,95,702	1-25	48-00	XX
0-81	6-34	10,587	0-16	3-41	...	...	...	61,409	0-96	19-89	1,56,267	2-44	50-61	XXI
...	...	...	...	...	...	...	...	...	...	...	71,165	1-54	35-00	XXII
0-16	7-31	56,093	0-08	4-06	...	...	...	15,149	0-02	1-10	7,18,689	1-06	52-00	XXIII
0-25	6-12	7,855	0-18	3-24	...	...	...	2,407	0-04	0-59	1,14,889	1-93	47-40	XXV
...	...	74,485	...	...	...	...	...	78,965	...	...	17,56,812	...	...
...	...	(d) 885	...	...	...	...	...	...	...	...	(d) 885	...	...	XXVII
0-29	6-21	2,69,789	0-28	6-10	...	...	...	(m) 2,47,184	0-26	5-59	19,21,327	2-01	43-45	XXXI
0-81	6-02	4,703	0-16	3-20	...	...	...	1,521	0-05	1-03	69,444	2-42	47-18	XXXII
0-21	5-80	2,110	0-11	2-99	...	...	...	754	0-04	1-07	31,355	1-62	44-37	XXXIII
...	...	2,77,487	...	...	...	...	...	2,49,459	...	...	20,23,011	...	...
0-26	7-80	29,169	0-15	4-33	...	...	...	7,978	0-04	1-17	3,73,736	1-86	55-00	XXXVI
...	...	29,163	...	...	...	...	...	7,878	...	...	3,73,736	...	...
...	...	89,97,814	...	...	3,38,169	...	...	52,98,359	...	...	10,10,25,955	...	...

* See also statements Nos. 26 and 36.

(f) Train-mileage not recorded.
 (g) Including the Wardha Coal, Dhond-Manmad, Khamgaon and Amravati railways, but excluding the charges incurred direct by the State.
 (h) Including Rs. 4,43,659 on account of rent of leased lines.
 (i) Including the Kolar Gold-fields railway.
 (m) Including the Beswada extension (East Coast State).
 (n) Including Rs. 1,84,365 on account of rent of leased line.
 (o) Including the Cawnpore-Burhwal railway (metre gauge link).

Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAV.
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.		Amount.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
METRE GAUGE.											
State lines worked by companies.											
XXXIX	BENGAL AND NORTH WESTERN— TIRHOOT SECTION	10,23,770	0.36	18.18	8,25,330	0.29	10.62	1,92,551	0.07	8.48	5,60,393
	COMPANY'S SECTION										
XLI	RAJPUTANA-MALWA	26,56,949	0.42	10.70	38,70,935	0.61	15.59	9,10,192	0.15	8.67	16,95,115
XLII	PALANPUR-DRESA	4,846	0.34	10.86	6,958	0.50	15.59	1,658	0.12	8.72	2,908
XLIII	SOUTHERN MAHRATTA (a)	11,91,914	0.41	15.71	16,49,799	0.57	21.74	4,81,788	0.17	6.35	8,48,114
XLVI	SOUTH INDIAN (b)	7,93,377	0.24	9.81	17,24,914	0.53	20.25	4,73,217	0.15	5.55	7,60,723
XLVII	MATAVARAM-MUTUPET	22,608	0.20	9.34	49,147	0.43	20.30	13,468	0.12	5.56	21,668
XLVIII	ASSAM-BENGAL (c)	4,25,870	0.70	26.29	2,81,315	0.43	16.18	51,754	0.08	3.20	2,07,620
XLIX	BURMA	12,40,229	0.42	14.05	18,20,359	0.62	20.63	4,15,466	0.14	4.71	9,13,878
	TOTAL	73,59,643	...	...	1,02,08,575	...	...	25,40,089	...	...	49,06,468
State line worked by the State.											
I	EASTERN BENGAL— NORTHERN AND BEHAR SEC- TIONS (including the Kaunia- Dharid, 2' 6" gauge, branch)	6,23,146	0.39	10.43	5,10,635	0.33	9.22	1,60,660	0.10	7.69	5,03,794
	DACCA SECTION	97,107	0.48	16.00	83,699	0.37	14.31	29,534	0.13	5.05	81,098
	TOTAL	7,20,253	...	...	6,34,334	...	...	1,90,194	...	...	5,84,893
Assisted companies.											
LIII	DEOHUR	4,951	0.31	14.69	8,375	0.57	23.18	5,102	0.35	15.34	5,425
LIV	BRAHMAPUTRA-SULTANPUR	2,350	0.07	6.47	6,077	0.18	16.77	2,030	0.16	5.59	4,179
LV	MYMENSINGH-JAMALPUR-JAGANNATH- GANJ	13,811	0.25	20.77	5,284	0.09	7.95	1,608	0.03	2.41	7,395
LVI	BOHILKUND AND KUMAON (COM- PANY'S SECTION) (d)	2,28,083	0.39	13.13	1,76,127	0.30	10.14	62,122	0.11	3.58	1,32,968
LVII	SEGOWLIE-BAKAUL . . . . .	...	...	...	816	0.07	5.74	550	0.05	3.87	2,859
LVIII	BENGAL-DOOARS	26,962	0.69	9.88	25,527	0.65	9.39	6,600	0.17	2.41	80,558
LIX	DIBRU-SADIYA	1,32,232	0.56	15.89	98,283	0.42	11.43	46,018	0.19	5.35	53,206
LX	LEDO AND TIKAK-MARGHERITA COL- LIERY	21,269	1.25	33.72	7,219	0.42	11.44	2,377	0.19	5.35	3,895
LXI	AHMEDABAD-PARANTH	22,324	0.28	10.84	32,836	0.41	15.59	7,752	0.10	3.68	13,585
LXII	NILGIRI	23,162	0.97	21.28	29,752	1.16	27.39	2,173	0.08	2.00	4,415
	TOTAL	4,75,649	...	...	3,90,406	...	...	1,37,327	...	...	2,58,577
Lines owned by native states and worked by companies.											
LXIII	THE GARHWAL & MEHSANA	41,130	0.38	10.93	58,630	0.47	15.59	13,940	0.11	3.71	24,423
LXIV	HYDERABAD-GODAVARI VALLEY . . . . .	...	...	...	13,791	0.62	21.76	737	0.08	1.16	7,550
	TOTAL	41,130	...	...	72,421	...	...	14,677	...	...	31,973
Lines owned and worked by native states.											
I.XXII	JODHPUR BIKANER— JODHPUR SECTION	2,23,550	0.46	11.97	2,75,702	0.56	14.44	32,053	0.07	1.68	76,394
	BIKANER SECTION	20,116	0.26	11.53	25,916	0.33	14.85	2,958	0.04	1.09	11,216
LXXIII	UDAIPUR-CHITOR	23,546	0.46	11.18	32,804	0.64	15.49	10,688	0.21	5.08	17,893
LXXIV	ERAVNAGAR-GONDAL-JUNAGAD-POD- BANDAR (e)	2,72,177	0.44	12.14	3,54,373	0.58	15.80	66,293	0.11	2.93	2,15,745
	TOTAL	5,44,389	...	...	6,88,595	...	...	1,11,994	...	...	3,21,218
Foreign lines.											
I.XXIX	WEST OF INDIA PORTUGUESE	58,360	0.50	10.19	1,08,304	0.89	18.04	19,186	0.17	3.85	57,623
I.XXAI	KARAIKAL-PERALAM	2,587	0.12	9.64	5,623	0.26	20.31	1,540	0.07	5.56	2,478
	TOTAL	60,947	...	...	1,08,926	...	...	20,728	...	...	60,101
	TOTAL METRE GAUGE (g)	92,02,011	...	...	1,21,03,557	...	...	30,15,009	...	...	61,62,158

(a) Including the Guntakal Mysore frontier, Mysore section (Southern Mahratta), Kolhapur, Yesvantpur-Mysore frontier, Mysore-Nanjangud and Birur-Shimoga railways.

(b) Including the Pondicherry railway.

(c) See note (b), statement No. 26.

(d) Including the Lucknow-Bareilly section.

(e) Including the Jaisalmer-Bajkot, Jambagar and Dhrangadra railways.

No. 37—concl'd.

during the year ending with the 31st December 1899—concl'd.

No.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per- cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train mile.	Per cent. on gross earn- ings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0.20	7.21	4,54,408	0.16	5.85	2,43,596	0.09	3.14	3,25,928	0.11	4.19	36,25,976	1.28	46.67	XXXIX
0.25	8.42	11,34,991	0.18	4.57	...	...	...	2,74,366	0.04	1.11	1,04,42,608	1.65	42.06	XLI
0.21	6.50	2,068	0.15	4.63	...	...	...	477	0.03	1.07	18,908	1.35	42.37	XLII
0.29	11.11	8,15,004	0.28	10.74	...	...	...	1,61,215	0.06	2.13	51,42,939	1.78	67.78	XLIII
0.23	8.93	6,10,219	0.19	7.16	...	...	...	1,02,441	0.03	1.21	44,64,920	1.37	62.41	XLVI
0.19	8.95	17,371	0.15	7.18	...	...	...	21,006	0.19	8.68	1,45,263	1.28	60.01	XLVII
0.34	12.82	3,31,661	0.54	20.48	652	...	0.04	18,071	0.03	1.12	12,96,943	2.12	80.08	XLVIII
0.31	10.35	6,86,257	0.23	7.77	70,544	0.02	0.80	1,00,555	0.04	1.14	52,47,318	1.78	59.45	XLIX
...	...	40,51,979	...	...	3,14,792	...	...	10,04,059	...	...	3,03,81,845	...	...
0.30	8.43	2,55,606	0.15	4.27	3,34,148	0.20	5.60	93,984	0.05	1.57	25,21,973	1.51	42.21	L
0.36	13.86	25,722	0.12	4.40	...	...	...	9,149	0.04	1.56	3,26,299	1.45	55.78	
...	...	2,81,328	...	...	3,34,148	...	...	1,03,133	...	...	28,48,272	...	...
0.37	16.31	2,353	0.16	7.07	...	...	...	378	0.02	1.14	26,584	1.82	79.93	LIII
0.12	11.51	1,600	0.05	4.41	...	...	...	90	...	0.25	16,336	0.48	45.00	LIV
0.13	11.12	1,867	0.03	2.36	...	...	...	265	0.01	0.39	29,925	0.54	45.00	LV
0.23	7.65	1,50,732	0.26	8.67	...	...	...	1,20,371	0.21	6.92	8,70,408	1.50	50.09	LVI
0.24	20.13	1,457	0.12	10.26	...	...	...	...	...	...	5,682	0.48	40.00	LVII
0.78	11.19	24,662	0.63	9.03	34,113	0.87	12.49	2,765	0.07	1.02	1,51,287	3.86	55.41	LVIII
0.23	6.20	78,524	0.33	9.15	...	...	...	1,371	0.01	0.16	4,09,726	1.74	47.68	LIX
0.23	6.17	2,016	0.15	3.20	...	...	...	3,255	0.19	5.16	41,031	2.43	65.04	LX
0.17	6.45	9,637	0.12	4.59	...	...	...	2,283	0.02	1.08	88,947	1.10	42.23	LXI
0.17	4.08	1,539	0.06	1.41	...	...	...	3,199	0.13	2.94	64,240	2.51	59.02	LXII
...	...	2,74,117	...	...	34,113	...	...	1,33,977	...	...	17,04,166	...	...
0.20	6.49	17,387	0.14	4.62	...	...	...	3,993	0.03	1.06	1,59,507	1.28	42.40	LXIII
0.34	11.91	4,426	0.20	6.98	...	...	...	...	...	...	26,504	1.19	41.81	LXIV
...	...	21,813	...	...	...	...	...	3,998	...	...	1,86,011	...	...
0.14	4.00	51,644	0.11	2.71	...	...	...	77,909	0.16	4.08	7,42,252	1.50	38.88	LXXII
0.14	6.33	5,330	0.07	3.05	...	...	...	4,659	0.06	2.67	70,195	0.90	40.22	
0.35	8.48	13,407	0.25	6.37	...	...	...	7,603	0.15	3.61	1,05,711	2.07	50.21	LXXIII
0.35	9.62	2,09,307	0.34	9.33	...	...	...	46,534	0.08	2.08	11,64,431	1.90	51.92	LXXIV
...	...	2,79,668	...	...	...	...	...	1,36,705	...	...	20,82,539	...	...
0.49	10.07	95,704	0.83	16.72	(f) 62,658	0.54	10.95	10,973	0.09	1.92	4,07,810	3.50	71.24	LXXXIX
0.11	8.95	1,987	0.09	7.18	...	...	...	4,434	0.20	16.02	18,648	0.85	67.36	LXXXI
...	...	97,691	...	...	62,658	...	...	15,407	...	...	4,26,456	...	...
...	...	50,06,616	...	...	7,45,711	...	...	18,97,279	...	...	3,76,32,341	...	...

(f) Harbour charges.

(g) Excluding the Cawnpore-Bardwal railway (metre gauge link) which is included with the standard gauge.

* See also statements Nos. 26 and 28.

Statistics of working of the special gauge railways

Classification No.	RAILWAY	Mileage open on the 31st December 1899 (from statement No. 32).	Mean mileage worked (from statement No. 32).	Train-mileage.	Total capital outlay on open line to the 31st December 1899, including steam-boat service and sidings (from statement No. 32).	Average cost per mile open, exclusive of steam boat service and sidings (from statement No. 32).	Total cost of rolling stock on open line on the 31st December 1899.	Cost of rolling stock per mile open.	Total number of passengers carried.	Total tonnage of goods lifted, including live-stock.	Gross	
											Coaching.	Goods.
	2' 6" GAUGE.	Miles.	Miles.	Train-miles.	Rs.	Rs.	Rs.	Rs.	No.	Tons.	Rs.	Rs.
LXXXIV	State line worked by the State. HERRA-COMPANYGANJ (a)	(g)	(c) 1-88	2,624	3,39,026	-	92,913	...	-	4,751	...	9,000
LXXXVII	Assisted companies. BARI LIGHT	21-59	21-59	17,893	13,56,809	62,218	4,54,058	21,031	54,687	56,701	20,920	1,32,236
XC	BANAGHAT-KRISHNAGAR (b).	20-25	15-00	28,184	7,27,909	35,941	1,20,837	5,967	156,530	311	45,180	999
XCI	TARAKESHWAR-MAGRA (c)	31-12	31-12	72,404	9,62,446	30,562	1,87,059	6,011	326,271	5,796	58,678	6,304
XCI	TREPORE-BALIPARA (d)	20-00	20-00	32,940	4,74,177	23,700	1,60,417	8,021	136,845	9,392	36,661	51,975
	Lines owned by native states and worked by companies.											
XCIV	THE GARHWAR'S DABHOI	78-80	78-80	87,372	21,00,442	26,308	2,63,109	3,503	343,210	78,044	1,06,487	1,38,372
XCVI	RAJPIPLA	37-37	30-84	20,757	13,07,820	34,967	1,34,697	3,610	41,173	12,711	11,162	24,386
	Line owned by native state and worked by state railway agency.											
XCVIII	COOCH BEHAR	38-18	30-00	55,289	12,77,949	37,955	1,75,876	5,301	97,864	15,334	35,179	40,391
	Line owned and worked by native state.											
XCIX	MORVI	94-36	94-36	182,660	25,06,414	23,891	4,03,821	4,280	292,334	41,228	2,45,398	1,66,814
	TOTAL 2' 6" GAUGE	836-67	823-68	500,122	1,10,52,792	32,414	20,12,982	5,979	1,453,914	219,268	5,56,624	5,70,442
	2' 0" GAUGE.											
	State line worked by the State.											
LXXXIII	JORHAT	28-00	25-95	80,106	9,31,628	31,262	2,14,790	7,671	62,044	20,676	12,278	82,623
	Assisted companies.											
LXXXVI	DARJEELING-HIMALAYAN	51-00	51-00	164,641	35,08,469	64,617	5,66,837	11,115	60,780	31,732	2,76,751	4,27,472
LXXXVIII	HOWRAH-AMTA (f)	28-62	28-62	71,429	11,41,307	39,878	3,43,822	12,013	766,509	6,785	2,39,651	10,790
LXXXIX	HOWRAH-SHRAKHALLA (f)	19-75	(h) 21-75	34,912	6,09,434	30,357	1,64,825	3,346	290,255	2,808	69,411	3,898
	Line owned by native state and worked by company.											
XCIV	GWALIOR LIGHT (e)	128-14	10-37	4,982	22,79,267	17,084	1,02,344	811	3,847	262	2,304	973
	TOTAL 2' 0" GAUGE	253-51	187-69	306,070	84,70,108	32,807	13,92,618	5,493	1,183,385	62,198	6,00,295	5,25,754
	GRAND TOTAL, SPECIAL GAUGE RAILWAYS	590-18	461-37	806,192	1,95,22,895	32,368	34,05,600	5,771	3,637,299	281,466	11,56,919	10,96,196

(a) Re-constituted a railway from the 7th July 1899.
(b) Constituted a railway from the 23rd February 1899.
(c) Constituted a railway from the 19th May 1898.
(d) Constituted a railway from the 3rd May 1898.
(e) Opened to traffic on the 2nd December 1899.

No. 37-A.

during the year ending with the 31st December 1899.

EARNINGS.				WORKING EXPENSES.									NET EARNINGS.			
Sundries, including electric telegraph and steam-boats.		Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boats and Special and miscellaneous, including contribution to the Provident Fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.	Classification No.
Rs.	To															
..	9,015	1	3.44	20,164	11,593	4,256	4,199	3,213	197	43,622	16.62	20.67	-34,607	...	...	LXXXIV
2,962	1,56,118	189	8.73	11,681	17,933	5,216	16,576	38,391	1,737	91,534	5.12	58.63	64,584	3.61	0.97	LXXXVII
210	48,348	79	1.64	7,859	6,939	2,099	16,051	4,985	...	37,933	1.35	81.84	8,415	0.29	1.15	XC
1,186	66,168	41	0.92	8,665	13,524	3,596	15,996	12,032	163	53,976	0.74	81.57	12,192	0.18	1.26	XCI
6,520	95,156	91	2.88	17,573	13,750	7,610	15,661	13,191	1,216	69,001	2.09	72.51	26,155	0.79	5.51	XCII
4,115	2,45,974	60	2.81	54,887	43,680	22,835	22,277	14,043	681	1,58,403	1.81	64.40	87,571	1.00	4.17	XCV
302	35,900	22	1.72	11,241	7,610	1,222	4,121	3,033	86	27,322	1.32	76.32	8,478	0.40	0.65	XCVI
7,203	82,773	45	1.50	11,196	7,570	2,930	12,593	5,044	362	39,700	0.72	47.95	43,073	0.78	3.87	XCVIII
8,274	4,20,486	80	2.30	48,938	87,668	17,147	42,151	44,611	9,918	2,50,433	1.37	59.56	1,70,053	0.93	6.78	XCIX
30,772	11,57,838	68	2.31	1,92,204	2,10,276	66,911	1,49,630	1,36,543	14,360	7,71,924	1.54	66.67	3,85,914	0.77	3.49	
1,588	96,483	73	3.20	30,281	18,650	21,643	18,833	12,098	928	1,02,433	3.40	106.16	-5,945	...	...	LXXXIII
10,762	7,14,985	270	4.34	1,02,873	1,38,582	51,069	67,591	82,026	21,170	4,63,311	2.81	64.80	2,51,674	1.53	7.17	LXXXVI
930	2,50,771	168	3.51	39,731	30,757	9,644	44,856	12,981	...	1,37,969	1.93	55.02	1,12,802	1.58	9.88	LXXXVIII
87	73,398	65	2.10	12,182	10,667	3,128	20,507	5,460	...	51,944	1.49	70.77	21,452	0.61	3.52	LXXXIX
1	(g) 3,177	76	0.64	4,377	(j) 1,029	(k)	2,252	549	...	8,207	1.65	258.32	-5,030	...	...	XCIV
12,768	11,38,817	159	3.72	1,89,444	1,99,685	85,484	1,54,039	1,13,114	22,098	7,63,864	2.50	67.08	3,74,959	1.22	4.43	
43,540	22,96,655	96	2.84	3,81,648	4,09,961	1,52,395	3,03,669	2,51,657	36,458	15,35,788	1.90	66.87	7,60,367	0.94	3.90	

(g) The line was closed to traffic from the 28th March 1899.

(h) Including 2.00 miles of the Howrah-Amta railway worked over.

(i) Excluding Rs. 917, earnings of Bhind and Tirah out-agencies prior to the opening of the line.

(j) Includes carriage and wagon expenses.

(k) Included with Locomotive expenses.

STATEMENT
General results of working the special

Classification No.	RAILWAY.	GROSS EARNINGS, INCLUDING STEAM-BOAT.				
		1895.	1896.	1897.	1898.	1899.
	2' 6" GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.
	State line worked by the State.					
LXXXIV	CHEERGA-COMPANYGANJ . . . . .	...	...	...	...	9,015
	Assisted companies.					
LXXXVII	BAREILLY LIGHT . . . . .	...	...	...	1,30,321	1,50,116
XC	RANAGHAT-KRISHNAGAR . . . . .	...	...	...	...	46,348
XCI	TARAKESHWAR-MAGRA . . . . .	...	...	70,068	74,075	66,168
XCH	TREPORE-BALIPARA . . . . .	...	...	...	85,746	85,136
	Lines owned by native states and worked by companies.					
XCV	THE GAEKWAR'S DABHOI	2,34,473	2,58,788	2,20,901	2,10,240	2,45,974
XCVI	RAJPIPLA(a) . . . . .	...	...	5,705	10,624	35,800
	Line owned by native state and worked by state railway agency.					
XCVIII	COOCH BEHAR	53,174	70,128	64,261	66,128	62,778
	Line owned and worked by native state.					
XCIX	MORVI	3,99,972	3,86,633	4,27,483	3,76,220	4,20,486
	TOTAL 2' 6" GAUGE	6,57,619	7,15,799	7,88,413	9,53,349	11,57,638
	2' 0" GAUGE.					
	State line worked by the State.					
LXXXIII	JORHAT	84,696	59,996	96,186	95,958	96,488
	Line owned by native state and worked by company.					(d)
XCIV	GWALIOR LIGHT (b) . . . . .	...	...	...	...	8,177
	Assisted companies.					
LXXXVI	DARJEELING-HIMALAYAN	7,39,618	7,81,593	7,44,263	7,54,580	7,14,985
LXXXVIII	HOWRAH-AMTA . . . . .	...	...	...	1,89,520	2,50,771
LXXXIX	HOWRAH-SHEAKHALLA . . . . .	...	...	...	71,698	73,596
	TOTAL 2' 0" GAUGE	8,24,314	8,71,589	8,40,449	11,11,756	11,38,817
	GRAND TOTAL, SPECIAL GAUGE RAILWAYS	14,81,933	15,87,388	16,28,862	20,65,105	22,96,655
		MEAN MILEAGE WORKED.				
	2' 6" GAUGE.	1895.	1896.	1897.	1898.	1899.
	State line worked by the State.	Miles.	Miles.	Miles.	Miles.	Miles.
LXXXIV	CHEERGA-COMPANYGANJ (c) . . . . .	...	...	...	...	1' 98
	Assisted companies.					
LXXXVII	BAREILLY LIGHT . . . . .	...	...	...	21' 59	21' 59
XC	RANAGHAT-KRISHNAGAR . . . . .	...	...	...	...	15' 00
XCI	TARAKESHWAR-MAGRA . . . . .	...	...	31' 12	31' 12	31' 12
XCH	TREPORE-BALIPARA . . . . .	...	...	...	20' 00	20' 00
	Lines owned by native states and worked by companies.					
XCV	THE GAEKWAR'S DABHOI	71' 63	71' 63	75' 26	78' 80	78' 80
XCVI	RAJPIPLA (a) . . . . .	...	...	9' 59	19' 03	30' 84
	Line owned by native state and worked by state railway agency.					
XCVIII	COOCH BEHAR	22' 12	22' 12	22' 12	22' 12	30' 00
	Line owned and worked by native state.					
XCIX	MORVI	94' 36	94' 36	94' 36	94' 36	94' 36
	TOTAL 2' 6" GAUGE	188' 14	183' 14	232' 45	287' 08	323' 68
	2' 0" GAUGE.					
	State line worked by the State.					
LXXXIII	JORHAT	26' 64	26' 78	26' 64	26' 45	25' 95
	Line owned by native state and worked by company.					
XCIV	GWALIOR LIGHT (b) . . . . .	...	...	...	...	10' 37
	Assisted companies.					
LXXXVI	DARJEELING-HIMALAYAN	51' 00	51' 00	51' 00	51' 00	51' 00
LXXXVIII	HOWRAH-AMTA . . . . .	...	...	...	24' 15	28' 62
LXXXIX	HOWRAH-SHEAKHALLA . . . . .	...	...	...	20' 80	21' 75
	TOTAL 2' 0" GAUGE	77' 64	77' 78	77' 64	122' 40	137' 69
	GRAND TOTAL, SPECIAL GAUGE RAILWAYS	265' 78	265' 92	310' 09	409' 43	461' 37

(a) Opened for traffic from the
(b) Opened for traffic from the
(c) The line was closed to traffic
(d) Excluding Rs. 917 earnings

No. 37-B.

gauge railways during 1895 to 1899.

WORKING EXPENSES, INCLUDING STEAM BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	...	...	...	48,622	...	...	...	...	-34,607	LXXXIV
...	...	...	1,05,762	91,534	...	...	...	24,550	64,594	LXXXVII
...	...	...	...	37,933	...	...	...	...	8,415	XC
...	...	51,279	53,072	53,976	...	...	18,784	21,003	12,192	XCI
...	...	...	65,589	69,001	...	...	...	20,157	26,155	XCII
1,37,709	1,33,130	1,69,952	2,36,832	1,58,403	96,764	1,25,658	50,949	-26,592	87,571	XCIV
...	...	12,289	19,796	27,322	...	...	-6,534	-9,172	8,478	XCVI
33,974	31,558	28,917	29,796	39,700	19,200	38,570	35,344	36,367	43,073	XCVIII
1,69,845	2,05,202	2,15,842	2,12,229	2,50,433	2,00,127	1,81,621	2,11,641	1,63,991	1,70,053	XCIX
3,41,528	3,69,950	4,78,229	7,23,036	7,71,924	3,16,091	3,45,849	3,10,184	2,30,313	3,85,914	
65,976	76,253	82,061	75,823	1,02,433	18,720	13,744	14,125	20,135	-5,945	LXXXIII
...	...	...	...	8,207	...	...	...	...	-5,030	XCIV
3,80,249	4,23,669	4,11,471	4,13,572	4,63,311	3,59,369	3,57,924	3,32,792	3,41,008	2,51,674	LXXXVI
...	...	...	1,10,609	1,37,969	...	...	...	78,911	1,12,802	LXXXVIII
...	...	...	54,930	51,944	...	...	...	16,768	21,452	LXXXIX
4,46,225	4,99,921	4,93,532	6,54,934	7,63,864	3,78,089	3,71,668	3,46,917	4,56,822	3,74,953	
7,87,758	8,69,871	9,71,761	13,77,970	15,35,788	6,94,180	7,17,517	6,57,101	6,87,135	7,60,867	
PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE, INCLUDING STEAM-BOAT AND SUSPENSE.					
1895.	1896.	1897.	1898.	1899.	1895.	1896.	1897.	1898.	1899.	
...	...	...	...	20.67	...	...	...	...	...	LXXXIV
...	...	...	81.15	58.63	...	...	...	1.82	0.97	LXXXVII
...	...	...	...	81.84	...	...	...	...	1.15	XC
...	...	0.78	71.64	81.57	...	...	1.98	2.22	1.26	XCI
...	...	...	76.49	72.51	...	...	...	4.43	5.51	XCII
58.73	51.44	76.94	112.64	64.40	5.12	6.56	2.44	...	4.17	XCIV
...	...	214.58	186.33	76.32	...	...	...	...	0.65	XCVI
63.89	45.00	45.00	45.00	47.95	2.62	5.03	4.53	4.52	3.37	XCVIII
45.91	53.06	50.49	56.41	59.56	8.34	7.62	8.55	6.61	6.78	XCIX
51.93	51.68	59.43	75.84	66.67	6.29	6.83	4.81	2.57	3.49	
77.90	84.73	85.32	79.02	106.16	2.26	1.59	1.57	2.21	...	LXXXIII
...	...	...	...	253.33	...	...	...	...	...	XCIV
51.41	54.20	55.28	54.81	64.80	11.23	10.80	10.04	10.13	7.17	LXXXVI
...	...	...	58.36	55.02	...	...	...	6.98	9.88	LXXXVIII
...	...	...	78.61	70.77	...	...	...	2.75	3.52	LXXXIX
54.01	57.36	59.05	58.91	67.08	9.39	8.90	8.23	7.59	4.43	
53.16	54.80	59.05	66.73	66.87	7.67	7.76	6.21	4.58	3.90	

1st July 1897.
 2nd December 1899.
 from the 28th March 1899.
 of Bhind and Tirah out-agencies prior to the opening of the line,
 Howrah and Tirah railways worked over.

CHAPTER X.

Rates and fares.

N.B.—In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at 1s. 4d. and a ton as equivalent to 27·22 maunds.

In order to meet demands and to assist in supplies of food-grains being sent forward on account of the famine which prevailed in many parts of the country, the rates for grain and pulses were reduced during the year by the Bengal-Nágpur, Indian Midland, Bombay, Baroda and Central India, Jodhpur-Bikaner, and Bhávnagar-Gondal-Junágad-Porbandar railways.

The rates for cattle and fodder were also reduced by the North Western State, Indian Midland, Bengal and North-Western, Southern Mahratta, Jodhpur-Bikaner, and Bhávnagar-Gondal-Junágad-Porbandar railways.

2. Statement No. 38 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1899.

3. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below:

COACHING FARES.

East Indian railway system (standard gauge).

4. From the 1st October, the issue of intermediate class six-monthly return tickets was discontinued.

Bengal Central railway (standard gauge).

5. From the 1st February, special reduced rates for parcels were introduced in bookings between Calcutta and stations on the Bengal Central railway, and in through booking with the steamer services *via* Kholna and Daulatpur. These rates have since been cancelled owing to the introduction of the revised parcel and luggage rates on and from the 1st January 1900 in accordance with the Conference Regulations of 1899.

From the 1st May, 1st and 2nd class fares were revised as follows over the Bengal Central railway in local and through booking:

	Single.	Ordinary.	Six-monthly return.
1st class .	18 pies (1·50d.) per mile.	24 pies (2·00d.) per mile.	27 pies (2·25d.) per mile.
2nd class .	9 pies (0·75d.) per mile.	12 pies (1·00d.) per mile.	13½ pies (1·13d.) per mile.

The issue of platform tickets at important stations on the Bengal Central railway was introduced on and from the 1st July. The charge is six pies (0·50d.) per ticket.

From the 15th August, third class fares between Calcutta and Dattapukur were enhanced from 2½ to 3 pies (0·21d. to 0·25d.) per mile in local and through booking.

Bengal-Nágpur railway (standard gauge).

6. From the 6th March, third class return tickets to Puri, available for one month at a charge of two single fares, were introduced and issued from the principal stations on this railway, for the convenience of pilgrims and passengers travelling to Puri.

Indian Midland railway system (standard gauge).

7. During the year, the third class passenger fares were equalized with alternative railway routes between certain stations on the Indian Midland railway and *via* in through booking.

North Western State railway system (standard gauge).

8. From the 1st April, the passenger fares for troops between Victoria Terminus, Byculla or Sassoon Dock and Umballa Cantonment for traffic booked *viâ* Itârsi, Tundla, Ghâziabad and Meerut to or from Meean Meer East and stations north and south of Meean Meer East were assimilated with those obtaining *viâ* Itârsi and the Delhi-Umballa-Kalka railway. The reduced fares thus arrived at for the distance Ghâziabad to Umballa Cantonment were also applied, with effect from the 1st December, to troops booked between Bombay (Bombay, Baroda and Central India railway) and North Western State railway stations south of Meean Meer East, *viâ* Ahmedabad, Delhi and Ghâziabad.

Oudh and Rohilkhand State railway (standard gauge).

9. From the 1st August, third class fares for traffic from any station below Dîgha Ghât on the East Indian railway to or *viâ* any station on the Oudh and Rohilkhand State railway from *viâ* Burhwal and *vice versa*, were adjusted.

From the 1st October, the issue of six-monthly intermediate class return tickets was discontinued in through booking with foreign lines.

Eastern Bengal State railway system (standard, metre and special gauges).

10. From the 15th August, the distance for charge on coaching traffic between Calcutta and Dum-Dum Junction was increased from 4 to 5 miles, and the passenger fares and other coaching rates were enhanced accordingly.

From the 1st October, the issue of intermediate class six-monthly return tickets, at a fare and a half, was discontinued both in local and through booking.

East Coast State railway (standard gauge).

11. From the 11th May, in through booking with the Nizam's Guaranteed State and Madras railways, the first, second and third class passenger fares from Hyderabad and stations east on the Nizam's Guaranteed State railway to Madras *viâ* Bezwada were adjusted and equalized with those *viâ* Wâdi and Râichûr.

Great Indian Peninsula railway system (standard gauge).

12. The Wardha Coal State railway passenger fares have been revised from the 1st January as shown below :

	From	To
1st class	18 pies (1.50 <i>d.</i>)	12 pies (1.00 <i>d.</i>)
2nd class	9 pies (0.75 <i>d.</i>)	6 pies (0.50 <i>d.</i>)
3rd class (mail)	4 pies (0.33 <i>d.</i>)	3 pies (0.25 <i>d.</i>)

Bengal and North-Western railway system (metre gauge).

13. From the 1st July, the passenger fares were reduced to the following scale :

	From	To
1st class	18 pies (1.50 <i>d.</i>)	12 pies (1.00 <i>d.</i>) per mile.
2nd class	9 pies (0.75 <i>d.</i>)	6 pies (0.50 <i>d.</i>) per mile.
Intermediate class	4 pies (0.33 <i>d.</i>)	3 pies (0.25 <i>d.</i>) per mile.
Third class	2 pies (0.16 <i>d.</i>)	2 pies (0.16 <i>d.</i>) for distances up to 149 miles, over 149 miles, 1½ pies (0.13 <i>d.</i>) per mile.

For all distances on the Ganges-Gogra Doab line 1½ pies (0.13*d.*) per mile.

Burma railways (metre gauge).

14. From the 1st November, the 3rd class fares, calculated on the zonal system, introduced on the 16th January 1898, were abolished, and a uniform rate of 3 pies (0.25*d.*) per mile on the main line and 2 pies (0.16*d.*) per mile on the Mu Valley section (*i.e.*, from Sagaing upwards) was introduced.

From the 10th February, the freight rate by passenger trains on betel leaves, plants and shrubs, including orchids and moss, was reduced from full to half parcels rate, in order to encourage the traffic in these commodities.

Segowlie-Raxaul railway (metre gauge).

15. From the 1st July, the following fares were introduced :

1st class	12 pies (1'00d.) per mile.
2nd class	6 pies (0'50d.) per mile.
Intermediate class	3 pies (0'25d.) per mile.
3rd class	2 pies (0'16d.) per mile.

For through distances of 150 miles and over on this line and on the Bengal and North-Western railway, the third class fare is $1\frac{1}{2}$ pies (0'13d.) per mile applied differentially.

Udaipur-Chitor railway (metre gauge).

16. From the 1st January, the intermediate class fares were reduced from 4 pies (0'33d.) to 3 pies (0'25d.) per mile.

Bhāvnagar-Gondal-Jundāgad-Forbandar railway system (metre gauge).

17. From the 20th December, intermediate class accommodation was introduced in local and through booking with the Bombay, Baroda and Central India and Morvi railways. The fare is 4 pies (0'33d.) per mile for single journey.

GOODS RATES.

East Indian railway system (standard gauge).

18. From the 1st March, coal despatched from any colliery station to Jubbulpore and *viā*, and to Katni and *viā*, was reduced to $\frac{1}{10}$ th pie per maund (0'227d. per ton) per mile, no rebate being allowed on these rates.

From the 1st May, the weight for charge on SAl and Asna timber, carried by measurement, was increased from 30 to 35 seers (0'028 to 0'032 ton) per cubic foot.

From the same date, the Cawnpore mills siding charges for traffic interchanged with other railways *viā* Cawnpore, were reduced from the previous 10 miles charge plus terminals to half the charge for special, mineral, 1st, 2nd and 3rd class goods, and from 6 to 8 pies (0'50d. to 0'67d.) for other classes.

From the 1st August, the different descriptions of colours, paints and dyes, previously separately classified, were amalgamated under two heads—wet and dry—and were classified as follows :

Dry—3rd class, owner's risk.
4th class, railway risk.
Wet—2nd class, owner's risk.
3rd class, railway risk.

Bengal Central railway (standard gauge).

19. From the 1st April, the minimum charges of 4 and 6 pies per maund (9'073d. and 13'610d. per ton) for large and small lots of goods for short distances were cancelled, and the minimum charge in all cases fixed at 5 pies per maund (11'342d. per ton) both in local and through booking. This does not affect the rates for coal, coke and patent fuel, nor does it alter the Bengal Central railway proportion of any Bengal Central railway special lump sum rates, either in local or through booking.

Bengal-Nāgpur railway (standard gauge).

20. From the 10th January, the goods rates between Calcutta and Balasore and Cuttack for a number of principal commodities were adjusted with the view of securing the traffic for carriage by rail instead of by sea.

Indian Midland railway system (standard gauge).

21. From the 1st January, in consequence of the opening of the Saugor-Katni extension, special rates for wheat, rice and other grain and seeds, between Katni-Murwara and *viā* and Agra and *viā* were quoted.

From the 1st March, in conformity with the agreement between the Great Indian Peninsula, the East Indian and the Indian Midland railways, the rates for

the respective classes of goods, also for certain special commodities, were equalized between Bombay and the mill sidings in Cawnpore by way of the Itársi route with those in force over the East Indian and Great Indian Peninsula railway route *viá* Jubbulpore.

From the 1st April, the Oudh and Rohilkhand State railway chord line between Benares and Lucknow having been opened, the through rate of Re. 0-9-3 per maund (20s. 11-78d. per ton) for grain and seeds to Bombay, quoted for other portions of the line, from *viá* Cawnpore, was applied to that section.

From the 1st August, special rates for mill stores, spices, sulphur, tea, etc., were quoted between Bombay and stations in the North-Western Provinces and the Punjab, *viá* Itársi and Agra.

From the 1st September, in conformity with the alterations made by the connected railways, the classification for colours, paints and dyes was revised as follows :

Colours, paints and dyes, dry	.	{	3rd class, owner's risk.
			4th class, railway risk.
Colours, paints and dyes, wet	.	{	2nd class, owner's risk.
			3rd class, railway risk.

From the 1st October, the minimum weight for hides and skins from Cawnpore and *viá* to Madras was reduced from 200 maunds (7-35 tons) per wagon to 125 maunds (4-59 tons) per wagon.

During the year, reduced rates were quoted, to and from certain stations, for salt, to divert the traffic to the railway; and for grain, seeds and full pressed cotton, to assimilate.

North Western State railway system (standard gauge).

22. From the 1st April, when the Mari-Attock section from Campbellpur Cantonment to Daud Khel was opened for public traffic, goods class rates between the main line stations Pesháwar Cantonment to Campbellpur Cantonment and certain stations below Campbellpur Cantonment, including the Khusálgarh branch and stations below Daud Khel to Kurrachee and Chaman were calculated on the mileage by the shortest route. Special rates for principal commodities between Kurrachee City and stations above Lawrencepur already in force were applied to both *viá* main line Lahore and *viá* Mari-Attock-Daud Khel, provided they did not infringe the minimum mileage rate fixed for special class goods.

From the 15th August, the following classification was adopted for colours, dyes and paints, instead of the various rates for different kinds of colours previously in force, in order to simplify classification and to assimilate with other lines :

Dry	{	at owner's risk	. . . . .	3rd class.
		at railway risk	. . . . .	4th class.
Wet	{	at owner's risk	. . . . .	2nd class.
		at railway risk	. . . . .	3rd class.

Special lower rates for certain colours in booking from Kurrachee, as well as those for lac shell, lac dye and chokhra dye in general booking were, however, retained to keep Kurrachee on an equal footing with other ports.

During the year, reduced rates were quoted to and from certain stations, for wool in full wagon loads and full pressed cotton (full wagon load condition in regard to latter was also abolished) to encourage the traffic to Kurrachee; for lucifer matches in full wagon loads, to divert Indus river traffic; for kapas, to divert the road traffic and to encourage the cotton traffic to Kurrachee; coal dust in local booking only, to clear accumulations at the Khost colliery; for certain articles between stations on the Lyallpur-Toba Tek Singh extension and stations on the Mooltan section, to divert the road traffic.

Oudh and Rohilkhand State railway (standard gauge).

23. From the 1st August, the through rates for kerosine oil in cases, at owner's risk, flashing at and above 76° Abel's test, booked from Budge Budge to Lucknow was reduced from Re. 0-10-3 to Re. 0-8-5 per maund (23s. 3d. to 19s. 1-10d. per ton).

From the 1st December, the rates for grain and seeds from stations Kashi to Malihabad on the Oudh and Rohilkhand State railway to Rewari and stations above on the Bombay, Baroda and Central India railway *viá* Aligarh and Delhi, were adjusted.

Eastern Bengal State railway system (standard, metre and special gauges).

24. From the 1st April, salt and kerosine oil, on the Dacca section and the Mymensingh-Jamálpur-Jagannathganj railway, were charged at the rate of $\frac{1}{4}$ th pie per maund (0·567d. per ton) per mile, without the usual terminals in through booking with foreign lines, and with terminals when booked locally between any two intermediate stations.

East Coast State railway (standard gauge).

25. From the 1st June in local booking, and 1st July in through booking, a rate of $\frac{1}{10}$ th pie per maund (0·227d. per ton) per mile on the collective weight of all the packages forming a consignment, at owner's risk, with a terminal of 2 pies per maund (4·537d. per ton) has been fixed for empty ice packages returned after being carried full.

From the 1st July in local booking, and 1st August in through booking, the rates for all the principal articles of commerce have been altered, re-adjusted and brought into a uniform system, with a view to encourage long distance traffic and grapple with the competition by sea, canals and carts.

From the 1st August in local booking, and 1st September in through booking, the following rates have been introduced for the carriage of coal, at owner's risk, in full wagon loads over this railway, *viz.*:

(I) In consignments of 250 tons and over $3\frac{1}{2}$ pies (0·27d.) per ton per mile.

(II) In consignments of below 250 tons $3\frac{1}{2}$ pies (0·29d.) per ton per mile.

From the 1st June in local booking, the following specially reduced rates have been quoted for the carriage of kerosine oil in bulk from Ráyapuram to stations on this line, *viz.*:

When carried in wagons with carrying capacity of } 297 maunds (10·91 tons).	Re. 0·5·9 (5·75d.) per wagon per mile.
When carried in wagons with carrying capacity of } 410 maunds (15·06 tons).	Re. 0·7·9 (7·75d.) per wagon per mile.

Specially reduced rates per maund were also quoted for the carriage of the same from Ráyapuram to certain stations on the Nizam's Guaranteed State railway *viá* Bezwada Junction.

** Great Indian Peninsula railway system (standard gauge).*

26. From the 1st July, the rates calculated on the following scale, *viz.*:

Miles.	Miles.	Per maund per mile. <i>Pies.</i>	Per ton per mile. <i>Pence.</i>	Plus a terminal charge of 3 pies per md. (6·805d. per ton) for the Southern Mahratta railway and 6 pies per md. (13·610d. per ton) for the Great Indian Peninsula railway.
1 to	100 @	0·33	0·748	
101 to	200 "	0·22	0·499	
201 to	300 "	0·16	0·363	
301 to	400 "	0·12	0·272	
400 and over	"	0·08	0·181	

have been quoted between Bombay and stations on the Southern Mahratta railway for articles of certain descriptions as well as for all articles classified special over the Southern Mahratta railway; and the rates (except for salt) in force prior to the 1st December 1898 or from the 15th December 1898 for traffic between stations Dádar to Kirkee and stations on the Southern Mahratta railway *viá* Poona and *viá* Hotgi were cancelled and through class rates between Bombay only and Southern Mahratta railway stations introduced, the former arrangement with the Southern Mahratta railway having been cancelled in December 1898.

From the 23rd March, a special rate of Re. 0·8·1 per maund (18s. 4·03d. per ton) was quoted for salt in truck-loads of not less than 270 maunds (9·92 tons) at owner's risk from Bombay, Dádar, *viá* Dádar, Coorla, Thana, and Campoli to Bori, to prevent re-booking on the Bengal-Nágpur railway.

Southern Mahratta railway system (metre gauge).

27. From the 17th April, specially reduced rates were quoted for myrabollams in full wagon loads from Belgaum, Khanspur, Gunji, Londa and Castle Rock to Bombay *viá* Portuguese frontier on condition that not less than 50,000 maunds (1,836·88 tons) were booked from all stations named collectively by or before the end of May 1899. This reduction was made to compete with the sea route *viá* Chiplun.

From the 1st June, the special reduced rate of $2\frac{1}{2}$ pies (0·21*d.*) per ton for coal from and *via* Bezwada to Bangalore City quoted in 1898 was cancelled.

From the 1st July, the rates for all classes of traffic between Bombay and Southern Mabratta railway stations and for special class traffic between Madras and Southern Mahratta railway stations were revised.

Burma railways (metre gauge).

28. From the 1st January, the rate for firewood was raised 25 per cent. and calculated on the cubical capacity of each description of wagon, in order to secure more vehicles taken up for firewood for paddy traffic.

In order to obtain for each system a fair share of the traffic in the principal commodities carried from Rangoon to Mandalay and Katha, and *vice versa*, the Burma railways and Irrawaddy Flotilla services, from the 1st June, adjusted their respective rates on a more equal basis.

From the 1st December, owner's risk rates of Rs. 4 per 100 viss (33*s.* 4*d.* per ton) for carvings and Rs. 3-8-0 per 100 viss (29*s.* 2*d.* per ton) for images of brass, iron, wood, and stone in any quantities from Mandalay to Rangoon were introduced, in order to obtain the traffic.

During the year, reduced rates were quoted, to and from certain stations, for paddy, to divert traffic to the railway; for rice, to equalize up and down rates; and for broken stone or ballast, to create traffic.

Rohilkund and Kumaon railway system (metre gauge).

29. From the 1st March, the rate for timber unwrought in logs was altered from $\frac{1}{4}$ th pie per maund (0·567*d.* per ton) per mile in actual weight to $\frac{1}{3}$ rd pie per maund (0·756*d.* per ton) per mile chargeable on weight obtained by measurement, the weight being calculated at 35 seers (0·032 ton) per cubic foot.

Udaipur-Chitor railway (metre gauge).

30. During the year, reduced rates were quoted for pressed or loose hay, grass and fodder, stone in truck-loads and loose cotton in bags.

Bhavnagar-Gondal-Junágad-Porbandar railway system (metre gauge).

31. From the 1st June, the terminal charge in local booking over Bhávnagar-Gondal-Junágad-Porbandar, Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways, was increased from 7 pies to 8 pies per maund (15·878*d.* to 18·146*d.* per ton), and in through booking, the terminal charges were re-adjusted as follows between:

	From	To
Bhávnagar-Gondal-Junágad-Porbandar railway and Jetalsar-Rájkot railway.	3·50 pies per maund (7·939 <i>d.</i> per ton) for each railway's proportion.	4 pies per maund (9·073 <i>d.</i> per ton) for each railway's proportion.
Bhávnagar-Gondal-Junágad-Porbandar railway and Dhrángadrá railway. Jetalsar-Rájkot railway and Jámnagar railway.		
Bhávnagar-Gondal-Junágad-Porbandar railway and Jetalsar-Rájkot railway or between Dhrángadrá railway and Jetalsar-Rájkot railway <i>via</i> Bhávnagar-Gondal-Junágad-Porbandar railway.	4·67 pies per maund (10·593 <i>d.</i> per ton) for each railway's proportion.	4 pies per maund (9·073 <i>d.</i> per ton) for each sending and receiving railway, the intervening line gets no terminal, the traffic over it being "cross."
Bhávnagar-Gondal-Junágad-Porbandar railway and Morvi railway <i>via</i> Jetalsar-Rájkot railway.	4·33 pies per maund (9·822 <i>d.</i> per ton) for each railway, <i>i.e.</i> , Bhávnagar-Gondal-Junágad-Porbandar railway and Jetalsar-Rájkot railway.	4 pies per maund (9·073 <i>d.</i> per ton) for Bhávnagar-Gondal-Junágad-Porbandar railway only. Jetalsar-Rájkot railway gets no terminal, the traffic over it being "cross."
Jámnagar railway or Jetalsar-Rájkot railway and Morvi railway <i>via</i> Rájkot or Bhávnagar-Gondal-Junágad-Porbandar railway, Jetalsar-Rájkot railway or Dhrángadrá railway, and Bombay, Baroda and Central India railway, and Morvi railway <i>via</i> Wadhván Junction.	7 pies per maund (15·878 <i>d.</i> per ton) for each railway's proportion.	4 pies per maund (9·073 <i>d.</i> per ton), the intervening line gets no terminal, the traffic over it being "cross."

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1st CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
STANDARD GAUGE.										
State lines worked by companies.										
I	EAST INDIAN (e)	18-00	9-00	3-50	2-50	{ 3-27 to (b)9-07	{ 2-72 to (c) 9-07	...	9-07	0-38
II	BENGAL CENTRAL	18-00	9-00	4-50	3-00	{ 3-72 to 9-07	{ 2-45 to 9-07	40-83	9-07	0-38
III	BENGAL-NAGPUR	18-00	8-00	3-40	2-00	{ 3-02 to (d)9-07	{ 2-72 to (e)9-07	40-83	9-07	0-38
IV	INDIAN MIDLAND (f)	12-00	6-00	3-00	(g)	{ 2-72 to 9-07	{ 2-72 to 9-07	...	9-07	0-38
VI	GODHRA-BUTLAK-NAGDA	Same as on the Rajputana-Malwa railway				...	...	...	...	...
VII	WARDHA COAL	18-00	9-00	4-00	2-00	Same as on the Great Indian Peninsula railway				
State lines worked by the State.										
XI	NORTH WESTERN (h)	12-00	6-00	3-00	2-25	{ 3-40 to 6-81	{ 2-72 to 9-07	...	9-07	0-38
XIII	ODISH AND ROHILKHAND	12-00	6-00	3-50	2-50	{ 4-54 to 9-07	{ 2-72 to 4-08	40-83	9-07	0-38
XIV	EASTERN BENGAL	{ 12-00 to 18-00	{ (i) 8-00 to 9-00	4-00	2-50	{ 4-54 to 5-44	{ 2-45 to 9-07	40-83	9-07	0-38
XV	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line. Certain up and down rates between fixed points								
XVI	EAST COAST	18-00	9-00	4-50	2-50	{ 2-72 to 9-07	{ 2-72 to 9-07	...	{ 4-54 to 9-07	{ 0-17 to 0-38
Lines worked by guaranteed companies.										
XVII	GREAT INDIAN PENINSULA (j)	12-00	6-00	3-00	3-00	{ 2-72 to 11-97	{ 2-72 to (k) 8-98	...	{ 11-97	0-44
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	12-00	6-00	3-00	{ 2-25 to 2-50	(l)	(m)	...	10-89	0-40
XIX	MADRAS	12-00	6-00	...	{ 2-00 and 2-50	{ 3-00 to 10-07	{ 3-00 to 10-07	...	10-07	0-37
Assisted companies.										
XXI	TARDESSUR	12-00	6-00	3-50	3-00	Same as on the East Indian railway				
XXII	SOUTH BEHAR (LUCKNESWAR-GYA)	Same as on the East Indian railway								
XXV	TAPTI VALLEY	12-00	6-00	...	2-50	Same as on the Bombay Baroda and Central India				
Lines owned by native states and worked by companies.										
XXXI	THE NIZAM'S GUARANTEED STATE (n).	18-00	6-00	(p)2-50	(p)2-00	{ 5-00 to 7-00	{ 2-50 to 6-00	...	10-07	0-37
XXXII	NAGDA-UJJAIN	15-00	8-00	3-00	2-25	(r)	(s)	...	9-58	0-35
XXXIII	THE GANWAR'S PRINCE	12-00	6-00	...	2-50	(q) 7-89	10-89	...	10-89	0-40
XXXIV	KOLAR GOLD-FIELDS	12-00	6-00	...	2-00	Same as on the Madras railway				

No. 38.

railways on the 31st December 1899.

English money at 1s. 4d. to the rupee by taking 1 pie = 0.083d.

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13-61	0-50	18-15	0-67	22-68	0-88	27-22	1-00	I	<p><i>N.B.</i>—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.</p> <p>(a) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the passenger fares are double of those herein quoted.</p> <p>(b) All stations except Howrah— For first 100 miles 9'07 pies per ton per mile. „ extra distances over 100 and up to 450 miles 4'63 „ „ „ extra distances above 450 miles 3'27 „ „</p> <p>(c) For consignments of less than 300 maunds or 11.02 tons, 9'07 pies per ton per mile.</p> <p>For consignments in full wagon loads. For all distances up to 400 miles, 4'08 pies per ton per mile.</p> <p>For distances above 400 miles, for the first 400 miles, 4'08 pies per ton per mile.</p> <p>For distances in excess of 400 miles, 2'73 pies per ton per mile.</p> <p>(d) 1 to 300 miles 9'07 pies per ton per mile. 301 to 375 „ 8'06 „ „ 376 to 400 „ 7'31 „ „ 401 to 450 „ 6'56 „ „ 451 to 475 „ 6'05 „ „ 476 to 525 „ 5'79 „ „ 526 to 550 „ 5'04 „ „ 551 to 600 „ 4'28 „ „ over 600 „ 3'02 „ „</p> <p>(e) Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below, unless the coal is bagged, in which case it will be charged at 9'07 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk.</p> <p>The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.</p> <p>For consignments of full wagon loads. For all distances up to 400 miles, 4'83 pies per ton per mile.</p> <p>For all distances above 400 miles, for the first 400 miles, 4'83 pies per ton per mile.</p> <p>For distances in excess of 400 miles, 2'73 pies per ton per mile.</p> <p>(f) Including the Bhopal-Itarsi, Bina-Goonabara and Bhopal-Ujjain railways. { First 100 miles, 2-87 pies per mile. { 101 to 200 „ 2-50 „ „ { 201 to 400 „ 2-33 „ „ { Above 400 „ 2'00 „ „</p> <p>(g) The North Western State railway rates and fares obtain also on the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways, the Jammu and Kashmir railway (Native State section), and on the Southern Punjab (Delhi-Samasata) railway.</p> <p>(h) Between Calcutta and Kanchrapara.</p> <p>(j) Including the Dhond-Manmad, Khamgaon and Amroli railways.</p> <p>(k) The rate is 8-93 pies per ton per mile for consignments of less than 10 tons, and 2'73 to 4'08 pies for consignments of not less than 10 tons.</p> <p>(l) Food grains in consignments of 300 maunds, or 11.02 tons, and over, and coal are charged on the sliding scale given below— 1 to 100 miles 9'53 pies. 101 to 200 „ 8'50 „ „ 201 to 400 „ 4'08 „ „ over 400 „ 2'73 „ „</p> <p>(m) In consignments of full wagon loads. For all distances up to 400 miles, 4'08 pies per ton per mile.</p> <p>For distances above 400 miles, for the first 400 miles, 4'08 pies per ton per mile.</p> <p>For distances in excess of 400 miles, 2'73 pies per ton per mile.</p> <p>(n) Including the Beawada extension (East Coast State railway).</p> <p>(o) Third class by mail trains.</p> <p>(p) Third class by other than mail trains.</p> <p>(q) This rate applies to consignments weighing 300 maunds or 11.02 tons and over.</p>
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	II	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	III	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	IV	
...	...	...	...	...	...	...	...	VI
...	...	...	...	...	...	...	...	VII
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XI	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XIII	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XIV	
obtain on this railway				...	...	...	...	XV
4-54 to 13-61	0-17 to 0-50	4-54 to 8-15	0-17 to 0-67	4-54 to 22-68	0-17 to 0-83	4-54 to 27-22	0-17 to 1-00	XVI	
16-84	0-60	21-78	0-80	24-49	0-90	32-66	1-20	XVII	
16-84	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XVIII	
13-61	0-50	18-15	0-67	22-68	0-88	36-00	1-32	XIX	
...	...	...	...	...	...	...	...	XXI
...	...	...	...	...	...	...	...	XXII
railway	...	...	...	...	...	...	...	XXV
13-88	0-51	19-87	0-73	28-03	1-03	40-01	1-47	XXXI	
14-15	0-52	19-05	0-70	28-14	0-85	27-22	1-00	XXXII	
16-84	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XXXIII	
...	...	...	...	...	...	...	...	XXXIV

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into English]

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	METRE GAUGE.									
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION	15-00	7-50	3-50	2-00	2-72 to 9-07	4-08	40-88	9-07	0-33
	COMPANY'S SECTION									
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	18-00	9-00	4-00	3-00	6-80	(a) 4-08	...	9-07	0-23
XLI	RAJPUTANA-MALWA	15-00	8-00	3-00	2-00 to 2-25	(b)	(c)	...	9-53	0-35
XLII	PALANPUR-DEWA	15-00	8-00	...	2-25	(d) 6-80	9-53	...	9-53	0-35
XLIII	SOUTHERN-MHARATTA (e)	12-00	6-00	...	2-00	3-37 to 9-07	3-00 to 9-07	40-88	9-07	0-33
XLVI	SOUTH INDIAN (f)	12-00	6-00	...	2-00	9-07	9-07	40-88	9-07	0-33
XLVIII	ASSAM-BENGAL	18-00	9-00	...	3-00	4-54 to 9-07	2-72 to 4-08	...	9-07	0-33
XLIX	BURMA (g)	15-00	6-00 and 9-00	3-00 and 4-50	1-50 to 3-00	2-72 to 9-07	2-72 to 9-07	...	9-07	0-33
	State lines worked by the State.									
L	EASTERN BENGAL—									
	NORTHERN AND BHAR SECTIONS (including the Kaula-Dharla 2' 6" gauge, branch).	18-00	9-00	4-00	2-50	3-89 to 5-44	2-45 to 9-07	40-88	9-07	0-33
	DACCA SECTION	18-00	9-00	4-00	2-50	4-54 to 5-44	2-45 to 9-07	40-88	9-07	0-33
	Assisted companies.									
LIII	DHOGRUR	24-00	...	...	6-00	(i)	(i)	...	(i)	(i)
LIV	BRAHMPUTRA-SULTANPUR	18-00	9-00	4-00	2-50	9-07	...	...	...	...
LV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ.	18-00	9-00	4-00	2-50	4-54 to 5-44	...	...	Same as on the Eastern	...
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35-00	15-00	...	3-11	6-50	(a) 4-08	...	9-07	0-33
LVII	SEGOWLI-RAHAUL	15-00	7-50	3-50	2-00	6-80	4-08	40-88	9-07	0-33
LVIII	BENGAL DOGARS	36-00	21-00	6-00	3-00	21-77	2-44 to 21-77	...	27-23	1-00
LIX	DIBRU-SADIYA	18-00	9-00	4-00	...	...	5-99	...	27-23	1-00
LX	LEDO AND TIKAK-MARGHERITA COLLISRY.	...	...	...	...	(j)	(j)	...	...	...
LXI	AHMEDABAD-PARANTIS	15-00	8-00	...	2-25	(d) 6-80	9-53	...	9-53	0-35
LXII	MILGIRI	(m)76-00	(m)88-00	...	(m)7-50	(i)	(i)	...	(i)	(i)

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into English

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1st CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
METER GAUGE—concl'd.										
Lines owned by native states and worked by companies.										
LXIII	THE GARHWAR'S MEHSANA	15-00	8-00	...	2-25	(e) 6-80	9-58	...	9-58	0-35
LXIV	HYDRABAD-GÓDÁVARI VALLEY	12-00	6-00	...	2-00	7-00	4-08	...	10-97	0-37
LXVIII	BIRPUR-SHIMOGA	Same as on the Southern Mahratta railway				...	...	...	...	...
Lines owned and worked by native states.										
LXXII	JODHPUR-BIKANER—									
	JODHPUR SECTION	18-00	6-00	...	2-00	(b) & (e)	(b) & (e)	...	18-61	0-50
	BIKANER „									
LXXIII	UDAIPUR-CHITOR	18-00	9-00	2-00	2-00	10-89	10-89	...	18-34	0-60
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD- FORBANDAR (e).	12-00	6-00	4-00	2-75	8-00	{ 4-00 to 8-00 }	...	10-89	0-40
Foreign lines.										
LXXIX	WEST OF INDIA PORTUGUESE	12-00	6-00	...	2-50	8-00	5-13	...	10-07	0-37
LXXXI	KÁRAIKKAL-PERALAM	Same as on the South Indian railway.								
SPECIAL GAUGES.										
State lines worked by the State.										
LXXXIII	JORHAT (2' 0")	24-00	...	8-00	4-00	27-22	9-07	...	27-22	1-00
LXXXIV	CHEERLA-COMPANTGANJ (2' 6")	Information not furnished.				...	...	...	...	...
Assisted companies.										
LXXXVI	DARJEELING HIMALAYAN (2' 0")	72-00	36-00	15-00	...	62-96	38-38	...	81-66	2-00
LXXXVII	BANSI LIGHT (2' 6")	(e) 18-00	...	...	(f) 2-00	10-07	{ 7-08 to 10-07 }	...	10-07	0-37
LXXXVIII	HOWRAH-AMTA (2' 0")	18-00	...	6-00	4-50	(g) 13-61	(g) 13-61	...	17-42	0-64
LXXXIX	HOWRAH-SHEARHALLA (2' 0")	18-00	...	6-00	4-50	(g) 13-61	(g) 13-61	...	17-42	0-64
XC	BÁNAGHAT-KRISHNAGHAR (2' 6")	18-00	...	4-50	3-00	(h) 13-61	(h) 13-61	...	18-16	0-66
XCI	TARAKESHAWAR-MAGRA (2' 6")	24-00	12-00	4-50	3-00	9-07	9-07	...	9-07	0-33
XCII	TEZPORE-BÁLPÁRÍ (2' 6")	18-00	...	...	4-00	54-44	27-22	...	(i)	(i)
Lines owned by native states and worked by companies.										
XCIV	GWALIOR LIGHT (2' 0")	24-00	6-00	...	2-00	{ 2-72 to 9-07 }	{ 2-72 to 9-07 }	...	9-07	0-33
XCIV	THE GARHWAR'S DABHOI (2' 6")	(e) 9-00	...	...	(f) 2-00	(j)	(k)	...	10-89	0-40
XCVI	RAJPIPLA (2' 6")	(e) 9-00	...	...	(f) 2-00	(j)	(k)	...	10-89	0-40
Line owned by native state and worked by state railway agency.										
XCVIII	COOCH BEHAR (2' 6")	24-00	12-00	6-00	4-00	(l)	{ 2-44 to 4-08 }	...	(l)	(l)
Line owned and worked by native state.										
XCIX	MORVI (2' 6")	12-00	6-00	...	3-00	6-80	8-00	40-88	10-89	0-40

No. 38—concl'd.

railways on the 31st December 1899—concl'd.

money at 1s. 4d. to the rupee by taking 1 pie = 0.083d.

RATES.								Classification No.	REMARKS.
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.		N. B.—The coal rates in force on the East Indian railway apply also to state lines worked by the State and certain other railways.
14.15	0.52	19.05	0.70	23.14	0.85	27.22	1.00	LXIII	(e) This rate applies to consignments weighing 200 maunds, or 7.35, tons and over.
18.88	0.51	19.87	0.78	28.08	1.03	4.00	1.47	LXIV	
...	...	...	...	...	...	...	...	LXVIII	
								LXXII	
20.41	0.75	25.86	0.95	31.80	1.15	36.75	1.35		(b) First 100 miles, 10.86 pies per ton per mile. Over 100 miles, 8.17 " " " "
23.14	0.85	28.58	1.05	34.02	1.25	38.11	1.40	LXXIII	(c) Per wagon load (for grass) Rs. 0.5-0 per wagon per mile.
16.34	0.60	21.78	0.80	27.22	1.00	32.66	1.20	LXXIV	(d) Including the Jetalsar-Rajkot, Jamnagar and Dhrangadri railways.
18.88	0.51	23.00	0.87	34.00	1.24	48.00	1.76	LXXIX	
...	...	...	...	...	...	...	...	LXXXI	
								LXXXIII	
...	...	...	...	...	...	...	...	LXXXIV	
95.27	3.50	108.88	4.00	122.49	4.50	136.10	5.00	LXXXVI	
14.15	0.52	20.14	0.74	23.14	0.85	30.21	1.11	LXXXVII	(e) Upper class.
									(f) Lower class.
27.22	1.00	32.66	1.20	...	...	...	...	LXXXVIII	
27.22	1.00	32.66	1.20	...	...	...	...	LXXXIX	(g) For consignments of 100 maunds, or 3.67 tons and over 9.07 pies per ton per mile.
22.68	0.83	27.22	1.00	...	...	...	...	XC	(h) For consignments of 100 maunds, or 3.67 tons, 10.89 pies per ton per mile.
18.81	0.50	18.14	0.66	22.68	0.83	27.22	1.00	XCII	(i) 31.68 pies per ton or 3.00 pies per maund per mile.
(i)	(i)	(i)	(i)	(i)	(i)	(i)	(i)	XCIII	
18.81	0.50	18.15	0.67	22.68	0.83	27.22	1.00	XCIV	
16.34	0.60	21.78	0.80	27.22	1.00	32.66	1.20	XCIV	(j) Vide remark (i) on the second page of this statement.
16.34	0.60	21.78	0.80	27.22	1.00	32.66	1.20	XCVI	(k) Vide remark (m) on the second page of this statement.
(l)	(l)	(l)	(l)	(l)	(l)	(l)	(l)	XCVIII	(l) 27.22 pies per ton, or 1.00 pie per maund per mile.
16.34	0.60	21.78	0.80	27.22	1.00	32.66	1.20	XCIX	

CHAPTER XI.

Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways* during 1899 compares with the previous year as follows :

Year.	Coal.				Coke.	Patent fuel.	Liquid fuel.	Wood.
	English.	Indian.	Japanese.	Total.				
	Tons.	Tons.	Tons.	Tons.				
Previous year	87,551	1,414,248	—	1,451,794	2,968	2,538	—	888,880
1899	79,511	1,548,392	1,462	1,629,365	2,508	2,089	194	840,452

2. The total consumption of coal on the standard and metre gauge railways was 12·23 per cent. greater than in 1898. The total consumption of Indian coal increased by 9·49 per cent., English coal 111·74 per cent., patent fuel 218·72 per cent., and coke 18·03 per cent., while the quantity of wood decreased by 11·20 per cent.

3. The actual quantities of fuel consumed in terms of coal; the average cost per ton; the consumption per train-mile, per engine-mile and per thousand gross ton-miles; the cost per ton stated in terms of Giridih (Kurhurbaree) best steam coal; and the average lead of each description on the principal railways, will be found in statement No. 89.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridih (Kurhurbaree) best steam coal being taken as the standard :

Description.	Equivalents.	Co-efficients.
Giridih (Kurhurbaree) best steam coal	1·00	1·00
Kurhurbaree (East Indian railway) selected large coal	0·90	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Barákar steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Warora coal	1·80	0·56
Wood fuel	2·50	0·40

The figures given above are, however, based on experiments made some years ago; and as it is probable that many Indian mines are now raising a better quality of coal than they did at that time, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table at the end of this chapter shows the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1899 are given in the following paragraphs :

* Excluding the West of India Portuguese railway.

East Indian railway system (standard gauge).

5. Kurhurbaree coal was used over the whole system, and Kurhurbaree coke at Howrah and Sahebgunge. Market coal was used at Howrah, Hooghly, Burdwan, Asansol, Ondál, Dhanbaid, Madhupur, Jhajha, Rampore Haut, Sahebgunge, Mokameh, Dinapore, Buxar, Moghal Sarai, Allahabad, Sutna, Jubbulpore, Cawnpore and Tundla.

The purchase rates per ton for Kurhurbaree coal were Rs. 2-0-0; for briquettes Rs. 3-12-0; for hard coke Rs. 5-8-0; for soft coke Rs. 3-8-0; for smithy coal Rs. 1-13-0 from January to June and Rs. 2-0-0 from July to December; and for market coal varied between Rs. 1-12-0 and Rs. 4-0-0 throughout the year, delivered at Giridih by the East Indian railway collieries, and at Dhanbaid, Toposi and Katni by contractors.

The actual quantities of coal and coke used were :

	Tons.
Kurhurbaree coal	323,941
Kurhurbaree coke	3,503
Market coal	84,882
Coal supplied by the Eastern Bengal State railway at Chitpore and Narauldangah	50

Bengal Central railway (standard gauge).

6. Bengal coal (9,264 tons) was exclusively used on this railway.

The purchase rate per ton was Rs. 3-4-0 for Asansol and Rs. 3-0-0 for Sitarámpur, delivered into wagons at pit's mouth.

The coal supplied under the contract was of good quality and the arrangements for delivery were satisfactory.

Bengal-Nágpur railway (standard gauge).

7. The coal used on the different sections of the line was as follows :

On the main line between Asansol and Nágpur. }	Sanctoria coal at Rs. 3-6-0 per ton, delivered into wagons at Radhanagar; and Sitarámpur coal at Rs. 3-4-0 per ton, delivered into wagons at Sitarámpur.	
On the branch lines between Jharsuguda and Sambalpur, between Bilaspur and Sahdol, between Khargpur and Sini, between Khargpur and Kola Riverside, and between Kola Riverside and Cuttack. }		
On the branch line between Sahdol and Katni. }		Umaria coal at Rs. 4-0-0 per ton, delivered into wagons at the Umaria pit.

The actual quantities of the different descriptions of coal consumed were :

	Tons.
Bengal coal	56,249
Umaria coal	4,706

The coal supplied under the contracts has been of good quality and the arrangements for delivery were fairly satisfactory.

Indian Midland railway system (standard gauge).

8. The description of fuel used on the different sections is shown below :

On the Jhánai-Cawnpore, Jhánai-Tundla and Jhánai-Bina sections. }	Umaria, Gourangdih, Jherriah, Sanctoria, Bhugut-dee and Barmundia coal.
On the Jhánai-Mánikpur, Bina-Báran, Bina-Katni and Bhopal-Ujjain sections. }	Umaria coal.
On the Bina-Itárai section }	Umaria, Gourangdih, Sanctoria and Mohpáni coal.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Umaria coal	55,832
Bengal coal	21,106
Mohpáni coal	684
Firewood	1,510

The purchase rate per ton for Umaria coal was Rs. 4-0-0, delivered into wagons at Umaria pit; for Bengal coal Rs. 2-8-0 and Rs. 4-0-0 at Gourangdih, Rs. 2-8-0 and Rs. 2-12-0 at Dhanbaid and Rs. 4-8-0 at Radhanagar and Sitarámpur; for Mohpáni coal Rs. 5-8-0 at Mohpáni; and for firewood Rs. 1-12-0 and Rs. 1-13-0 at Dhaura, Rs. 1-8-0 at Katni, and Rs. 3-0-0 at Itársi.

The quality of Umaria, Jherriah and Sanctoria coal was inferior; Gourangdih coal was good. Bhuggutdee, Barmundia and Mohpáni coal were used in small quantities for trial, but the quality was not satisfactory.

North Western State railway system (standard gauge).

9. The fuel used on the different sections of the system was obtained from the following sources :

<p>Between Gháziabad and Pesháwar, Lahore and Montgomery, on the Rájputa-Bhátinda and Pathánkot branches, Bhátinda to Delhi on the Southern Punjab railway, and between Kurrachee and Kotri.</p>	<p>Gourangdih coal supplied by the Barákar Coal Company by contract at Rs. 2-8-0 and Rs. 2-4-0 per ton and rubble at Rs. 1-12-0 per ton delivered into wagons at Gourangdih station.</p> <p>Jherriah coal at Rs. 2-8-0 per ton delivered into wagons at Jherriah station.</p> <p>Anthracite "A" seam steam coal, supplied by the Borreah Coal Company at Rs. 2-12-0 per ton delivered into wagons at Sitarámpur station (Salarámp siding).</p> <p>Borreah coal supplied by the new Beerbhoom Coal Company at Rs. 2-0-0 per ton delivered into wagons at Sitarámpur station (Borreah siding).</p>
<p>Exclusively on the Sind-Sagar railway between Sher Shah and Lála Músa, on the Mári-Attock railway and on the Siálkot, Lyallpur and Pathánkot branches.</p> <p>Partly between Rawalpindi, Khudágarh and Pesháwar and between Lála Músa and Phillour on goods trains.</p> <p>Occasionally between Lahore and Montgomery.</p>	<p>Dandot coal supplied from Dandot and Bhaganwala Government collieries at Rs. 10-0-0 and Rs. 12-0-0 per ton delivered into wagons at Kalapani and Haranpur stations.</p>
<p>On the Sind-Pishin and Mushkaf-Bolan railways (Ruk to Chaman).</p> <p>On the Sind-Pishin and Mushkaf-Bolan railways (Sibi to Chaman).</p>	<p>Khost coal supplied from Khost Government mines at Rs. 18-0-0 per ton delivered into wagons at Khost station.</p> <p>Patent fuel made of Khost slack pressed under contract, and issued at Rs. 18-0-0 per ton delivered into wagons at Quetta station.</p>
<p>Between Lála Músa and Pesháwar, including Khudágarh branch.</p> <p>Occasionally between Lála Músa and Haranpur.</p>	<p>Patent fuel made of Dandot slack pressed in Government factory at Haranpur at Rs. 16-0-0 per ton delivered into wagons at Haranpur station.</p>
<p>Between Kurrachee and Kotri, and also in small quantities on the Sind-Pishin and Mushkaf-Bolan railways.</p> <p>Partly between Montgomery and Rawalpindi.</p> <p>In small quantities on the Sind-Pishin and Mushkaf-Bolan railways.</p>	<p>English coal supplied from England through Messrs. Forbes, Forbes and Co., delivered into wagons at Kiamári at an average rate of Rs. 17-18-8 per ton and through the agency of the India Office, delivered into wagons at Kiamári at an average rate of Rs. 20-9-2 per ton.</p> <p>English patent fuel supplied from England through Messrs. Forbes, Forbes and Co., delivered into wagons at Kiamári at an average rate of Rs. 24-0-7 per ton.</p>
<p>Between Montgomery and Kotri, between Rohri and Gidu on the Kotri-Rohri railway, between Gidu and Shadipalli on the Hyderabad-Shadipalli railway, between Samá-sata and Bhátinda on the Southern Punjab railway, and partly on the Amritsar-Pathánkot branch.</p>	<p>Firewood supplied from Baháwalpur State between Reti and Samá-sata at Rs. 60 per 1,000 cubic feet, from Punjab forests between Kot Radhá Kishn and Gálawála and at Mahmúd Kot, Bhera, Miani, Harish, Sukheke, Bakhsan Khan and Toba Tek Singh stations at Rs. 56-10-8 and Rs. 60 per 1,000 cubic feet, from Sind forests between Reti and Kotri, including Ruk to Jacobabad, at an average rate of Rs. 45 per 1,000 cubic feet, from Khairpur State between Rohri and Setharja at Rs. 45 and Rs. 42 per 1,000 cubic feet.</p> <p>Firewood supplied by contractors between Chichawatni and Kassowál stations, at Rs. 56 per 1,000 cubic feet, between Gurdáspur and Pathánkot, at Rs. 28 per 100 maunds, between Tátipur and Harappa, at Rs. 55 and Rs. 59 per 1,000 cubic feet, between Rojhanwali and Sheikhwahan, at Rs. 56 per 1,000 cubic feet and between Sher Shah and Leish and Gházi Ghát, at Rs. 49 and Rs. 53 per 1,000 cubic feet and between Malakwál and Bhera stations, at Rs. 78-8-0 per 1,000 cubic feet.</p> <p>Firewood supplied by the Deputy Commissioner at Shadipalli station at Rs. 60 per 1,000 cubic feet.</p>

The actual quantities of the different descriptions of fuel used were :

	Tons.
English coal	29,816
Bengal coal	81,092
Dandot coal	50,270
Khost coal	6,920
English patent fuel	452
Dandot patent fuel	4,346
Khost patent fuel	2,250
Firewood	145,008

Oudh and Rohilkhand railway (standard gauge).

10. The description and quantities of coal used on this line were Giridih steam coal, 41,008 tons, Jherriah coal, 15,850 tons, and a small quantity of Borraah coal, 20 tons for experimental purposes.

Giridih coal was purchased at Rs. 3-5-0 per ton, delivered into wagons at Giridih; and Jherriah coal at Rs. 2-12-0 and Rs. 3-4-0 per ton, delivered into wagons at Jherriah; and Borraah coal at Rs. 3-4-0 per ton, delivered into wagons at Barakar. The supply under all the contracts was of fairly good quality and the arrangements for delivery were satisfactory.

Eastern Bengal State railway system (standard, metre and special gauges).

11. The different descriptions of fuel used on the different sections were :

On the Eastern (Calcutta to Goalundo and branches), and Southern (Calcutta to Port Canning and Diamond Harbour, including Budge-Budge branch) sections.	Gourangdih coal at Rs. 2-12-0 per ton, delivered into wagons at Sitarampur and Khairabad. Salanpur coal at Rs. 2-12-0 per ton, delivered into wagons at Salanpur siding. Poniat coal at Rs. 3-0-0 per ton, delivered into wagons at Domohani.
On the Northern (Sara Ghat to Siliguri and branches), Behar (Manihari Ghat to Dinapore and Katihar to Anchara Ghat, including Brahmaputra-Sultanpur branch railway) and Kania-Dharid sections.	Gourangdih and Salanpur coal.
On the Dacca (Naryanganj to Mymensingh, including Mymensingh-Jamulpur-Jagannathganj railway) section.	Salanpur coal. Assam coal at Rs. 10-0-0 per ton delivered into wagons at Naryanganj.

The quantities of the different descriptions of fuel used were :

Bengal coal	Tons.
Assam coal	86,195
	1,654

The coal supplied under all the contracts was of good quality, and the arrangements for delivery were satisfactory.

East Coast State railway system (standard gauge).

12. The descriptions of coal used and the rates at which they were purchased were :

- 33,678 tons of Singareni, unscreened, delivered into wagons at pit's mouth at Yellandu at Rs. 4-12-0 per ton.
- 3,569 tons of Bengal (Sanctoria) coal, delivered into wagons at Barang at Rs. 9-4-0 per ton.

Great Indian Peninsula railway system (standard gauge).

13. The descriptions of coal used on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Kasra).	English, Singareni unscreened, and Bengal sea-borne.
On the Shore Ghat (Karjat to Lonavla)	Singareni unscreened, and Bengal sea-borne.
On the Thul Ghat (Kasra to Igatpuri)	English, Singareni unscreened, and Bengal sea-borne.
On the south east line (Lonavla to Baidhar)	Singareni unscreened and Bengal sea-borne.
On the Dhond-Manmad section	Singareni unscreened.
On the north-east line (Igatpuri to Nandgaon)	Warora, Singareni unscreened, and Bengal sea-borne.
On the north-east line (Nandgaon to Bhusaval)	Warora, Nerbudda, Singareni unscreened, Umaria, Sanctoria and Bengal sea-borne.
On the north-east line (Bhusaval to Khandwa)	Nerbudda, Warora and Sanctoria.
On the north-east line (Khandwa to Jubbulpore)	Nerbudda, Umaria, large and nts, and Sanctoria.
On the Nagnur-Bhusaval section	Sanctoria, Warora and Singareni unscreened.
On the Wardha-Warora section	Warora.
On the Khemgaon section	Sanctoria and Warora.
On the Anraoti section	Sanctoria and Singareni unscreened.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.		Place of delivery.
		Tons.	Rs. A. Rs. A.	
English	197	18 8 to 19 8	}	Into boats at Bombay.
Bengal sea-borne	43,451	12 12 to 14 8		
Singareni, unscreened	107,384	4 4	}	Into wagons at Yellandu.
Nerbudda	18,998	5 12 and 6 0		
Warora	60,202	4 8	}	Into wagons at pit's mouth.
Sanctoria	20,382	3 6		
Umaria, large	14,665	4 0	}	Into wagons at pit's mouth.
Umaria, nts	10	2 2		
Firewood	2,001	4 6 to 8 6	}	At several stores depôts.

Bombay, Baroda and Therriah and Sancti Barmundia railway system (standard gauge).

14. The descriptions and quantities of fuel used on the railway system were:

	Tons.
English coal	25,708
Bengal coal	51,877
Singareni coal	1,165
Japanese coal	504
Liquid fuel	77
Firewood	1,885

The different descriptions of English coal used were Ferndale, Powell Duffryn, Nixon's Navigation and Watson's Hartley.

The average price per ton of English coal was Rs. 19-11-10; of Bengal coal, Rs. 15-3-5; and of Japanese coal, Rs. 13-4-0, delivered into boats in Bombay. The rate paid for Singareni coal was Rs. 12-10-3 per ton, delivered into wagons at Dádar Junction; and for liquid fuel, Rs. 25-0-0 per ton, delivered into tank wagons in Bombay. Firewood was supplied by the Company's Engineering department and by contractors at an average rate of Rs. 4-0-10 per ton.

The coal supplied under all the contracts was of good quality and the arrangements for delivery were satisfactory.

Madras railway system (standard gauge).

15. The descriptions of fuel chiefly used on the different sections of the railway were as follows:

Section.	Description of fuel used.
Madras-Jalarpet	Gourangdih coal at Rs. 13-0-0 per ton, carried from Calcutta by sea and delivered at Rayapuram.
Nandalúr-Ráichúr	
Madras-Nandalúr	
Jalarpet-Bangalore	Singareni coal at Rs. 11-14-11 per ton, delivered into wagons at Rayapuram and Rs. 13-6-0 per ton, delivered and stacked in the yard at Ráichúr.
Jalarpet-Calicut	
Bowringpet-Marikuppam	
	Singareni coal. Firewood from Rs. 3-7-6 to Rs. 6-8-0 per ton.

A small quantity of patent fuel was purchased at Rs. 28-9-0 per ton, carried by sea from Newport and delivered at Rayapuram, and of crude oil at Rs. 23 per ton delivered at Rayapuram.

The coal supplied under all contracts has been of fairly good quality and the arrangements for delivery were satisfactory.

A series of experiments were made as to the possibility of introducing crude petroleum as imported from Borneo by the Shell Company. One engine was fitted up with Holden's oil injectors and worked for some 9,266 miles, the general result being that, although the calorific value of the oil was considerably higher, roughly as 2 to 1, than the Singareni coal with which it was competing, the difference was not so great as to enable the oil to be economically used unless it could be delivered at a price much below that at which the Shell Company expressed themselves able to supply it.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	4,890
Singareni coal	33,553
Patent fuel	37
Liquid fuel	112
Firewood	86,212

The Nizam's Guaranteed State railway system (standard gauge).

16. The description of fuel used on this line was Singareni unscreened coal (27,675 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8 per ton, delivered at pit's mouth at Yellandu, and has been of good quality. The arrangements for delivery were satisfactory.

Bengal and North-Western railway system (metre gauge).

17. Kurhurbaree coal was exclusively used on the Tirhoot section on the Ganges-Gogra Doab lines and on the section east of Gorakhpur, and coal and firewood on the remaining portion of the line.

The rate paid for coal was Rs. 4-0-0 per ton, delivered into wagons at Giridih; and for wood from the Forest department Rs. 3-13-0 per ton, delivered into wagons at Bridgmanganj.

The actual quantities of coal and wood used were :

Bengal coal	:	:	:	:	:	Tons.
Firewood	:	:	:	:	:	40,470
						10,670

Rajputana-Malwa railway system (metre gauge).

18. The descriptions of fuel used on the different sections of the system were as follow :

Between Agra, Bándikui, Ajmer and Delhi	Giridih, Gourangdih, Deshergarh, Jherriah, Kustori Jherriah, Sejoah, Bengal Jherriah, Muir Navigation, Dhanbaid Jherriah, Japanese and English coal.
Between Ajmer and Sébarmati	Gourangdih, Deshergarh, Jherriah, Muir Navigation, Japanese and English coal.
Between Ajmer and Khandwa	Gourangdih, Jherriah, Kustori Jherriah, Singareni, Sejoah, Bengal Jherriah, and Jardine's Navigation coal.
Between Bewári and Sirsa	Giridih, Deshergarh, Jherriah, Kustori Jherriah, Sejoah, Seebpore, Bengal Jherriah and English coal.
Between Achnera and Cawnpore	Giridih, Deshergarh, Jherriah, Kustori Jherriah, Sejoah, Bengal Jherriah and Dhanbaid Jherriah.

The actual quantities of the different descriptions of fuel, the rates at which they were purchased and the places of delivery are given below :

Description of fuel.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. P.	
English	19,590	18 2 0	In Bombay harbour.
Kurhurbaree	2,789	2 4 0	Into wagons at Giridih.
Jherriah	19,737	2 6 0	Into wagons at Kustori.
	23,319	3 0 0	At Kátrágarh.
Gourangdih	11,346	12 13 0	In Bombay harbour.
Seebpore	131	3 0 0	Into wagons at Ásansol.
Deshergarh	3,926	13 2 0	In Bombay harbour.
	6,641	4 13 0	At pit's mouth.
Sejoah	9,607	2 4 0	Into wagons At Kátrágarh.
Goluckdibi	493	3 0 0	At Kátrágarh.
Jardine's Navigation	722	13 10 0	In Bombay harbour.
Muir Navigation	1,982	13 10 0	In Bombay harbour.
Singareni	1,383	16 2 0	At Khandwa.
Japanese	958	13 4 0	In Bombay harbour.
Firewood	2,054	5 0 0 Per 100 cubic feet	Over the whole line.

Southern Mahratta railway system (metre gauge).

19. The description of fuel chiefly used on the several sections of the railway system is shown below :

On the Harihar-Nanjangúd section.	} Singareni unscreened coal at Rs. 5-0-0 per ton, delivered into wagons at the colliery.
On the Birur-Shimoga section.	
On the main line (Gadag to Bezwada).	
On the Guntakal-Hindupur section.	
On the Bijápúr branch (Gadag to Hotgi).	
On the Poona branch (Poona to Miraj).	
On the Poona branch (Miraj to Londa).	} Firewood at Rs. 4-1-3 per ton, delivered in stack at contract depôts.
On the Kolhápúr-Miraj section.	
On the main line (Castle Rock to Gadag).	
On the Harihar branch (Hubli to Harihar).	

The actual quantities of the different descriptions of fuel used were :

	Tons.
Singareni unscreened coal	36,843
Firewood	84,978

The coal and wood supplied were of good quality and the arrangements for delivery were satisfactory.

South Indian railway system (metre gauge).

20. The coal used on the different sections of the line was obtained from the following sources :

Throughout the system Barákar coal from the Zoyabad colliery at Rs. 13-6-0 per ton, delivered at Negapatam, Tuticorin, Cuddalore and Madras.

On the Dharmavaram Gudur section . Singareni coal at Rs. 11 per ton delivered at Gudur, Pakala and Dharmavaram.

Firewood was purchased at Rs. 5 and Rs. 4-8-0 per ton from the Forest department and at Rs. 4-12-0 and Rs. 4-4-0 per ton from contractors.

The arrangements for the delivery of coal were satisfactory.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	42,625
Singareni coal	6,941
Firewood	13,402

Assam-Bengal railway (metre gauge).

21. Borreah coal (8,847 tons) supplied by the new Beerbhoom Coal Company was used over the Chittagong section, and Assam coal (1,147 tons) supplied by the Assam Railways and Trading Company on the Gauhati branch. Borreah coal was purchased at Rs. 8 and Rs. 8-12-0 per ton, delivered into wagons at Chandpur; and Assam coal at Rs. 16-4-0 per ton, delivered into wagons at Gauhati. The quality and the arrangements for delivery were satisfactory.

Burma railways (metre gauge).

22. Welsh, Bengal and Burma coal and firewood were chiefly used on the Sittang and Mandalay lines; Bengal and Burma coal and firewood on the Mu Valley line and Welsh and Bengal coal on the Irrawaddy line.

The rates at which they were purchased were as follows:

Bengal coal of various kinds at an average rate of Rs. 12-14-1 per ton, delivered at Rangoon.

Thingadaw (Burma) coal at an average rate of Rs. 9-8 per ton, delivered at Mandalay.

Firewood at an average rate of Rs. 2-7-8 per 100 cubic feet, delivered at various depôts in Upper and Lower Burma.

Small quantities of Welsh coal at an average rate of Rs. 40 per ton, delivered at Rangoon.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Welsh coal	694
Bengal coal	40,029
Burma coal	6,566
Firewood	30,105

Bohilkund and Kumaon railway system (metre gauge).

23. Wood fuel was chiefly used between Lucknow and Mailáni, between Mailáni and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Káth-godám on the company's section of the line.

The rate paid for wood fuel was Rs. 3-0-8 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 4-0-0 per ton, delivered into wagons at Giridih.

The quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	273
Firewood	14,610

Jodhpur-Bikaner railway (metre gauge).

24. Giridih coal (8,350 tons) was used on both the Jodhpur and Bikaner sections ; and Barákar coal (601 tons) on the Jodhpur section only. The rate paid for Giridih coal was Rs. 4-0-0 per ton for 1,000 tons and Rs. 3-8-0 for the balance, delivered into wagons at Giridih ; and the rate for Barákar coal was Rs. 4-0-0 per ton, delivered into wagons at Gourangdih.

Bhávnagar-Gondal-Junágad-Porbandar railway system (metre gauge).

25. The descriptions of fuel used on the system were :

	Tons.
English coal	4,008
Bengal coal	3,343
Wood	84

The price per ton of English coal was Rs. 25-0-0 and of Bengal coal Rs. 17-0-0, delivered into wagons at the Bhávnagar docks. Firewood was supplied by the stores department at Rs. 12-0-0 per ton, delivered at Bhávnagar Para and Jetalsar.

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1899.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF GIRIDH (KURHURAREE) BEST STEAM COAL.				Average cost per ton in terms of Giridh (Kurhurbaree) best steam coal.	Average load.
						(a)					
			Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.	Mill
	STANDARD GAUGE.										
I	EAST INDIAN	Bengal coal and coke	412,378	2 06	0 92	412,378	69 37	50 82	167 41	2 06	Bengal, Coke, 241 200
II	BENGAL CENTRAL	Bengal coal	9,264	6 24	2 26	7,414	40 49	36 64	178 62	7 80	Bengal, 180
III	BENGAL-NAGPUR	Bengal and Umaria coal; but principally Bengal coal	60,955	3 42	1 43	54,382	52 33	47 21	135 46	3 83	Bengal, Umaria, 270 3
IV	INDIAN MIDLAND	Umaria, Bengal and Mohpáni coal and wood; but principally Umaria coal	78,125	7 44	4 05	57,448	56 43	48 91	170 82	10 12	Umaria, Bengal, Mohpáni, Wood, 261 101 69
XI	NORTH WESTERN STATE	English, Bengal, Dandot and Khost coal; also patent fuel and wood	240,562	13 61	5 11	214,950	46 91	41 39	136 86	15 24	See foot-note (b)
XIII	ODISH AND ROHILKHAND STATE.	Bengal coal	56,878	9 62	2 85	55,201	40 40	34 58	132 04	9 39	Bengal, 520
XIV	EASTERN BENGAL STATE	Bengal coal	56,305	5 02	2 25	41,400	46 20	32 62	148 37	6 83	---
XVI	EAST COAST STATE	Bengal and Singareni coal; but principally Singareni coal	37,247	7 32	2 93	31,338	47 86	48 54	154 60	8 56	Singareni, Bengal, 237 53
XVII	GREAT INDIAN PENINSULA.	English, Warora, Umaria, Bengal, Nerbudda, Sanctoria and Singareni coal and wood	261,090	8 78	3 8°	190,006	47 17	41 42	152 27	11 52	See foot-note (c).
XVIII	BOMBAY, BARODA AND CENTRAL INDIA.	English, Bengal and Singareni coal and liquid fuel and wood	80,086	16 96	6 90	81,294	57 84	49 76	150 63	16 70	English, Bengal, Singareni, Wood, 109 167 230 150
XIX	MADRAS	Bengal and Singareni coal and patent and liquid fuel and wood	72,329	13 49	5 62	69,041	52 38	43 86	132 94	15 04	Wood, 187
XXI	THE NIZAM'S GUARANTEED STATE.	Singareni unscreened coal	27,675	4 60	2 14	25,184	59 17	51 87	149 22	5 06	Singareni, 105 1
	METRE GAUGE.										
XXXIX	BENGAL AND NORTH-WESTERN	Bengal coal and wood; but principally Bengal coal	44,738	6 08	1 54	44,738	35 48	30 18	136 89	6 08	Bengal, Wood, 297 27 2
XLI	RAJPUTANA-MALWA	English, Bengal, Singareni and Japanese coal and wood; but principally Bengal coal	108,450	16 65	4 24	104,041	35 89	31 33	154 24	16 56	English, Bengal, Singareni, Japanese, 280 11 73 29 21 21
XLIII	SOUTHERN MAHRATTA.	Singareni coal and wood	58,802	7 84	2 32	44,418	34 45	30 61	179 66	9 41	Singareni, Wood, 280 20 2
XLVI	SOUTH INDIAN	Bengal and Singareni coal and wood	53,880	13 00	3 30	45,647	30 11	26 12	190 22	15 35	Bengal, Singareni, Wood, 46 2 77 2 43 2
XLVIII	ASSAM-BENGAL	Bengal and Assam coal	9,994	9 53	2 49	8,904	32 96	28 07	129 87	10 59	Bengal, 20 2
XLIX	BURMA	Bengal, Burma and English coal and wood	58,729	12 08	3 85	53,318	40 46	33 38	207 77	13 33	Bengal, Burma, English, 101 2 100 2 79 2
L	EASTERN BENGAL STATE—										
	NORTHERN AND BEHAR SECTIONS (including the Kaubis-Dharla, 2' 6" gauge, branch).	Bengal coal	27,307	5 82	1 49	23,602	27 10	21 56	147 80	7 71	---
	DACCA SECTION	Bengal coal	4,287	6 98	1 69	3,768	30 09	23 79	236 23	7 85	---
LVI	ROHILKUND AND KUMAON	Bengal coal and wood; but principally wood	6,116	8 28	1 40	6,116	23 62	19 46	139 91	8 28	Bengal, Wood, 609 26 63 4
LXXII	JODHPUR-BIKANER—										
	JODHPUR SECTION	Bengal coal	8,199	20 96	5 54	8,199	36 73	34 62	176 63	21 11	Bengal, 290 4
	BIKANER SECTION	Bengal coal	752	21 16	3 26	752	21 64	21 10	149 27	21 16	Bengal, 273 2
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.	English and Bengal coal and wood	7,383	22 45	4 31	8,050	29 34	27 24	174 89	20 59	English, Bengal, 29 3 114 2

(a) The actual quantity of coal consumed by each railway has been converted in terms of Giridh (Kurhurbaree) best steam coal by using the equivalent (a) adopted by that railway as exhibited in the statement on the next page.

(b) Bengal 1,009 00
 Dandot 111 00
 English 414 00
 Khost 66 00
 Patent fuel, Khost 12 00
 Patent fuel, English 817 00
 Patent fuel, Dandot 96 00
 Wood 50 00

(c) Nerbudda 188 28
 Umaria, large 222 06
 Umaria, screened 218 00
 Warora 212 71
 Sanctoria 736 30
 Singareni, unscreened 608 09
 Bengal, sea-borne 83 14
 English coal purchased locally 56 08

Statement showing the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Classification No.	Railway (including lines worked).	Standard Giridih (Kurhurbaree) best steam coal.	DESCRIPTION OF FUEL.																																	
			English coal.	Patent fuel.			Bengal coal.															Bengal sea-borne coal.	Singareni coal.		Umaria coal.	Warora coal.	Nerbudda coal.	Molpini coal.	Dandot coal.	Khost coal.	Assam coal.	Burma (Thingadaw coal).	Wood.	Liquid fuel.		
				English.	Khost.	Dandot.	Sanctoria.	Sitarampur.	Beerboom.	Barakar.	Gourangdih.	Barmundia.	Salanpur.	Bhugtdee.	Jamuria.	Poniat.	Giridih.	Katras, Jherriah.	Borrah.	Dhadka.	Kustori.		Screamed.	Unscreened.												
STANDARD GAUGE.		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
II	Bengal Central	1.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	Bengal-Nagpur	1.00	...	...	...	...	1.11	1.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV	Indian Midland	1.00	...	...	...	...	1.11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XI	North Western State	1.00	0.80	0.80	1.28	1.56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIII	Oudh and Rohilkhand State	1.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIV	Eastern Bengal State	1.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVI	East Coast State	1.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	Great Indian Peninsula	1.00	0.80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	Bombay, Baroda and Central India	1.00	0.80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIX	Madras	1.00	...	0.80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXI	The Nizam's Guaranteed State	1.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
METRE GAUGE.																																				
XXXIX	Bengal and North-Western	1.00
XLI	Rajputana-Malwa	1.00	0.80
XLIII	Southern Mahratta	1.00
XLVI	South Indian	1.00
XLVIII	Assam-Bengal	1.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Burma	1.00	0.79
L	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharid, 2' 6" gauge, branch)	1.00
	Dacca section	1.00
LVI	Rohilkund and Kumaon	1.00
LXXII	Jodhpur-Bikaner	1.00
LXXIV	Bhavnagar-Gondal-Junagad- Porbandar	1.00	0.80

CHAPTER XII.

Persons employed.

Statement No. 40 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1899. The following is a summary of the figures :

Year ending.	NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
<i>Standard gauge.</i>						
31st December 1898 (a) . . .	3,918	4,754	217,898	226,550	13,462.34	1,942
31st December 1899 (b) . . .	4,189	5,135	243,511	252,835	14,356.24	2,062
<i>Metre gauge.</i>						
31st December 1898 (c) . . .	1,049	2,202	78,802	82,053	7,988.09	1,172
31st December 1899 (d) . . .	1,073	2,243	82,708	86,024	8,458.06	1,249
TOTAL						
{ 31st December 1898 . . .	4,967	6,986	296,700	308,603	21,450.43	3,114
{ 31st December 1899 . . .	5,262	7,378	326,219	338,859	22,814.30	3,311

(a) Including the metre and special gauge sections of the Eastern Bengal State railway, 82½ miles of the Mymensingh-Jamálpur-Jagannathganj railway, Cawnpore-Burhwal (metre gauge link) and the mixed gauge of the East Coast State railway.

(b) Including the metre and special gauge sections of the Eastern Bengal State railway, Brahmaputra-Sultanpur and Mymensingh-Jamálpur-Jagannathganj railways, Cawnpore-Burhwal (metre gauge link), Nilgiri and Hyderabad-Gódávari Valley railways and the mixed gauge of the East Coast State railway.

(c) Excluding the West of India Portuguese, metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Burhwal (metre gauge link), and 74.78 miles of the Assam-Bengal railway temporarily closed on account of earthquake, but including the metre gauge mileage of the East Coast State railway.

(d) Excluding the West of India Portuguese, metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Burhwal (metre gauge link), Nilgiri, Brahmaputra-Sultanpur, Mymensingh-Jamálpur-Jagannathganj and Hyderabad-Gódávari Valley railways, but including the metre gauge mileage of the East Coast State railway.

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was an increase of 6·92 per cent. on the standard gauge and of 2·29 per cent. on the metre gauge lines. East Indians show an increase of 8·47 per cent. on the standard gauge and of 1·86 per cent. on the metre gauge lines; and Natives an increase of 11·75 per cent. on the standard gauge and 4·96 per cent. on the metre gauge lines.

The percentage on the total for both gauges shows an increase under all classes as follows:

	Increase per cent.
Europeans	5·94
East Indians	6·37
Natives	9·95

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
		On 31st December 1898.	On 31st December 1899 (see also statement No. 32, Chapter IX).	On 31st December 1898.	On 31st December 1899.	of Races	
						Europeans.	East Indians.
STANDARD GAUGE.							
State lines worked by companies.							
I	EAST INDIAN	1,896-73	1,973-90	263	281	1,158	763
II	BENGAL CENTRAL	125-01	125-01	26	26	8	28
III	BENGAL-NAGPUR	1,067-41	1,101-81	120	136	197	359
IV	INDIAN MIDLAND	970-00	1,112-12	118	133	187	158
State lines worked by the State.							
XI	NORTH WESTERN	3,400-21	3,534-48	433	454	744	600
XIII	ODDH AND ROHILKHAND (a)	1,030-26	1,030-36	141	141	154	171
XIV	EASTERN BENGAL (b)	860-12	910-05	180	185	224	286
XV	CALCUTTA FORT COMMISSIONERS'	8-53	8-53	4	4	2	11
XVI	EAST COAST	718-66	(c) 804-37	117	138	76	302
Lines worked by guaranteed companies.							
XVII	GREAT INDIAN PENINSULA	1,491-31	1,491-32	218	218	708	658
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	685-62	789-06	116	124	226	184
XIX	MADRAS (d)	857-68	880-29	104	164	169	1,006
Line owned by native state and worked by company.							
XXXI	THE NIZAM'S GUARANTEED STATE	(e) 850-71	(e) 504-94	43	58	65	208
TOTAL STANDARD GAUGE		13,462-34	14,356-24	1,942	2,062	3,918	4,734

No. 40.

(open lines only) on the 31st December 1899 as compared with the previous year.

SERVANTS EMPLOYED.						Classification No.	REMARKS.
DECEMBER 1899.		ON 31st DECEMBER 1899.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
49,109	51,030	1,304	823	59,418	61,545	I	
1,348	1,384	12	21	1,397	1,430	II	
10,553	11,109	237	425	14,499	15,161	III	
8,337	8,682	198	163	9,286	9,647	IV	
44,096	45,440	708	629	46,908	48,240	XI	
14,812	14,937	180	181	14,991	15,352	XIII	(a) Including the Cawnpore-Burhwal (metre gauge link).
17,251	17,761	284	320	18,349	19,453	XIV	(b) Including the figures of the metre and special gauge sections; and of the Mymensingh-Jamálpur-Jagannathganj and Brahmaputra-Sultanpur railways in the figures for 1899.
495	508	2	12	559	573	XV	
6,085	6,463	96	399	8,992	9,487	XVI	(c) Including 2.66 miles (laid on mixed gauge), but excluding 0.33 mile (metre gauge) worked over by the Southern Mahratta railway.
37,638	39,004	630	630	38,733	40,043	XVII	
11,518	11,928	247	291	12,040	12,578	XVIII	
12,997	14,172	171	1,014	13,266	14,451	XIX	(d) Including the Nilgiri railway in the figures for 1899.
3,859	4,132	70	227	4,578	4,875	XXXI	(e) Excluding 2.19 miles (Trimulgherry branch) used for military traffic only, but including the Hyderabad-Godávári Valley railway in the case of 1899.
217,898	226,550	4,189	5,135	243,511	252,935		

Numerical return of servants of all races employed on the standard and metre gauge railway

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
		On 31st December 1899.	On 31st December 1900 (see also statement No. 22, Chapter IX).	On 31st December 1899.	On 31st December 1900.	On 31st	
						Europeans.	East Indians.
METRE GAUGE.							
State lines worked by companies.							
XXXIX	BENGAL AND NORTH WESTERN—						
	TIRHOOT SECTION	928-05	1,084-80	154	181	151	110
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	1,898-44	1,836-97	256	264	386	509
XLIII	SOUTHERN MAHRATTA	1,553-54	(a) 1,591-26	208	215	191	441
XLVI	SOUTH INDIAN	1,094-13	1,106-77	163	166	105	630
XLVIII	ASSAM-BENGAL	304-53	434-66	48	65	24	69
XLIX	BURMA (b)	936-13	993-34	154	164	121	398
Assisted companies.							
LIII	DIOGHUR	4-79	4-79	2	2	...	...
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION).	235-09	235-09	46	47	26	14
LVIII	BENGAL-DOOARS (c)	36-40	36-40	10	10	2	3
LIX	DIBRU-SADIYA	85-00	85-00	17	17	9	...
Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER	406-00	475-50	43	47	3	2
LXXIII	UDAIPUR-CHITTOB	60-83	67-80	7	7	2	1
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-POREBANDAR.	455-18	455-18	64	64	29	25
TOTAL METRE GAUGE		7,988-09	8,458-06	1,172	1,249	1,049	3,203
TOTAL STANDARD AND METRE GAUGES		21,450-43	22,814-30	3,114	3,311	4,967	6,989

s. 40—concl'd.

pen lines only) on the 31st December 1899 as compared with the previous year—concl'd.

PERSONS EMPLOYED.						* Classification No.	REMARKS.
DECEMBER 1898.		ON 31st DECEMBER 1899.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
14,119	14,380	147	147	14,160	14,454	XXXIX	
20,708	21,608	424	521	21,815	22,760	XLI	
11,800	12,432	187	412	13,087	13,686	XLIII	(a) Including 0.33 mile (metre gauge) of the East Coast State railway worked over by this line.
11,916	12,651	96	604	11,593	12,293	XLVI	
2,302	3,395	43	77	4,201	4,321	XLVIII	(b) Excluding Police, which is under the control of the Inspector-General of Police, Burma.
9,124	9,643	113	423	9,594	10,130	XLIX	
56	56	...	...	56	56	LIII	
2,311	2,351	24	15	2,344	2,383	LVI	
311	316	3	1	359	363	LVIII	(c) Excluding Agency, Audit and Accounts.
775	784	0	...	941	950	LIX	
1,495	1,500	4	2	1,693	1,699	LXXII	
312	315	2	1	340	343	LXXIII	
2,573	2,627	21	40	2,525	2,586	LXXIV	
78,802	82,053	1,073	2,243	82,708	86,024		
296,700	308,608	5,262	7,373	326,219	338,859		

2. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1899.

STATEMENT No. 41.

Classification No.	RAILWAY.	Number of staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31st DECEMBER 1899.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
	STANDARD GAUGE.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.	
	State lines worked by companies.								
I	EAST INDIAN	7,570	(a) 5,432	(a) 7,570	(b)	(b)	(b)	1,06,32,005	(a) The number "voluntary" represents subscribers over 5 per cent, and that under "compulsory" subscribers of 5 per cent. only. (b) Not shown separately.
II	BENGAL CENTRAL	279	...	279	...	80,562	8,193	38,778	
III	BENGAL-NAGPUR	1,679	104	1,679	20,227	2,85,112	1,41,764	4,50,108	
IV	INDIAN MIDLAND	1,731	61	1,731	15,090	4,98,462	41,034	5,55,168	
	TOTAL	11,259	5,597	11,259	(c) 35,817	(c) 8,17,156	(c) 1,91,194	1,16,76,072	(e) Excluding the Indian railway.
	State lines worked by the State.								
XI	NORTH WESTERN	5,858	273	5,858	58,404	18,76,479	16,41,422	35,76,305	(d) Including the and special gauge lines of this railway and the Cooh Bah Mymensingh-Jampur-Jagannathpur and Brahmapur-Sultanpur railway.
XIII	ODISH AND ROHILKHAND	1,648	98	1,622	23,455	4,31,450	3,20,558	7,75,463	
XIV	EASTERN BENGAL (d)	(e) 3,562	101	3,240	19,040	7,07,970	3,15,878	13,42,683	
XVI	EAST COAST	1,248	17	1,248	3,295	1,43,605	1,08,686	2,60,586	
	TOTAL	12,311	489	11,966	1,04,194	31,64,504	26,86,339	59,55,037	
	TOTAL STANDARD GAUGE	23,570	6,081	22,225	(e) 1,39,611	(e) 39,81,660	(e) 28,77,938	1,76,31,109	(e) Including 322 security depositors.
	METRE GAUGE.								
	State lines worked by companies.								
XXXIX	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	1,573	7	1,573	6,358	3,33,614	3,84,147	6,24,119	(f) Including Rs. 1,14 on account of interest.
	COMPANY'S SECTION								
XLI	RAJPUTANA-MALWA	3,320	211	3,318	56,200	10,23,882	3,35,479	19,15,561	
XLIII	SOUTHERN MAHARATTA	2,949	...	2,949	...	5,54,536	2,26,668	7,81,204	
XLVI	SOUTH INDIAN	2,068	15	2,053	5,049	4,36,076	2,06,930	6,48,055	
XLIX	BURMA	1,901	8	1,901	7,116	3,38,917	2,43,481	5,89,414	
	TOTAL METRE GAUGE	11,811	241	11,794	74,623	26,87,025	17,96,705	45,58,358	
	Colliery.								
	WARORA COLLIERY	33	5	28	1,050	12,108	7,618	(g) 20,776	(g) Excluding a sum of Rs. 737 on account of security at credit of two depositors.
	GRAND TOTAL	35,414	6,827	35,047	(e) 2,16,154	(e) 69,80,798	(e) 16,82,256	2,22,10,238	

3. The following abstract gives the enrolled strength and the number of efficient in the several Railway Volunteer Corps. Railway Volunteer Corps on the 31st March 1900.

STATEMENT No. 42.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-officers.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.			
I	East Indian railway	(a) 1,974	62	176	1,707	1,945	29	14	...	Jamálpur.	(a) Including 245 non-railway employes.
III	Bengal-Nágpur railway—										
	<i>Bengal-Nágpur Railway Volunteer Rifles</i>	904	31	156	716	903	1	8	2	Nágpur.	
IV	Indian Midland railway—										
	<i>Midland Railway Volunteer Rifles</i>	416	16	48	341	405	11	3	...	Jhánsi.	
XI	North Western State railway—										
	<i>3rd Punjab (North Western State Railway) Volunteer Rifles</i>	1,143	47	129	967	1,143	...	10	2	Lahore.	
XIII	Oudh and Rohilkhand State railway—										
	<i>Oudh Volunteer Rifles</i>	270	9	29	228	266	4	3	...	Lucknow.	
	<i>Oudh Volunteer Rifles (Reserve)</i>	14	...	...	14	14	...	1	...	Lucknow.	
	<i>Rohilkhand Volunteer Rifles</i>	112	3	14	95	112	...	1	...	Moradabad.	
	<i>Oudh Light Horse</i>	1	...	...	1	1	...	...	...	Lucknow.	
	Carried over	4,834	168	552	4,009	4,789	45	40	4		

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1900—contd.

STATEMENT No. 42—contd.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.			
	Brought forward	4,834	168	552	4,069	4,789	45	40	4		
XIV	Eastern Bengal State railway—										
	Active	(a) 634	20	69	532	621	13	3	..	Sealdah.	(a) Including 40 non-railway employes.
	Reserve	32	1	1	27	29	3	..	..	Rajbári.	
XVII	Great Indian Peninsula railway	961	26	160	773	959	2	10	4	Bombay.	
XVIII	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	638	24	109	502	635	3	5	1	Bombay.	
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles (Reserve)	45	..	6	39	45	..	..	..	Bombay.	
XIX	Madras railway	957	30	143	751	923	24	9	..	Perambár.	
XXI	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles	211	5	27	179	211	..	1	..	Secunderabad.	
XXIX	Bengal and North Western railway (b)—										(b) Including the Tirhoot section.
	Gorakhpur Volunteer Rifles	(c) 410	22	43	344	409	1	6	..	Gorakhpur.	(c) Including 113 non-railway employes.
	Gorakhpur Light Horse	30	2	4	24	30	..	1	1	Gorakhpur.	
XL	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	871	85	115	710	860	11	11	..	Ajmer.	
	Carried over	9,623	389	1,228	7,950	9,511	112	86	10		

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1900—concl'd.

STATEMENT NO. 42—concl'd.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward	9,623	333	1,228	7,950	9,511	112	86	10		
XLIII	Southern Mahratta railway	821	21	84	719	818	3	6	...	Hubli.	
XLVI	South Indian railway— <i>South Indian Railway Volunteer Rifle Corps</i>	742	24	93	605	722	20	7	...	Negapatam.	
XLIX	Burma railways	670	15	46	594	655	15	9	2	Rangoon.	
LVI	Rohilkund and Kumaon railway (Company's section)— <i>Rohilkund Volunteer Rifles</i>	28	...	1	27	28	...	1	...	Bareilly.	
LXXIV	Bhavnagar-Gondal-Junagad- Porbandar railway— <i>1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company</i>	(a) 65	1	6	56	63	2	1	...	Jetalsar.	(a) Including 13 non-railway employes.
LXXXVI	Darjeeling-Himalayan railway— <i>Northern Bengal Mounted Rifles, "A" and "B" Troops</i>	14	1	2	11	14	...	1	...	Kurseong.	
XCIX	Morvi railway— <i>1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company</i>	2	...	...	2	2	...	...	...	Jetalsar.	
	TOTAL	11,935	395	1,460	9,958	11,913	152	111	12		

4. Statement No. 43 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines), and the amount of compensation payments made during 1899 on account of thefts.

Strength and cost of the police force on the standard and metre gauge railways (of

Classification No.	Railway, including branch lines worked.	Subordinate officers.	Constables and men.	POSITION OF THE TOTAL AMOUNT	
				Supervision.	Constables and men.
	* STANDARD GAUGE.				
	State lines worked by companies.	Average No.	Average No.	Rs.	Rs.
I	EAST INDIAN	32	1,609	40,514	1,13,904
II	BENGAL CENTRAL (a)	9	18	1,036	1,311
III	BENGAL-NAGPUR	7	818	9,302	23,371
IV	INDIAN MIDLAND	30	252	17,809	19,241
VI	GODERA-RUTLAM-NAGDA	7	53	1,486	5,944
	State lines worked by the State.				
XI	NORTH WESTERN	261	2,381	...	1,17,371
XII	HYDERABAD-SHADIPALLI	3	41	...	2,218
XIII	OUDE AND BOHILKHAND	2	422	(b)1,277	28,291
XIV	EASTERN BENGAL	54	606	570	35,101
XVI	EAST COAST . . . . .	...	119	...	15,401
	Lines worked by guaranteed companies.				
XVII	GREAT INDIAN PENINSULA (c)	21	1,026	41,959	97,841
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	54	440	12,304	45,451
XIX	MADRAS	11	309	12,904	23,241
	Line owned by native state and worked by company.				
XXXI	THE NISAM'S GUARANTEED STATE	32	179	10,551	18,671
	Line owned by native state and worked by State railway agency.				
XXXVI	RAJPUTANA-BHATINDA	5	46	...	801
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	BENGAL AND NORTH-WESTERN--				
	TIRHOOT SECTION	}	420	3,842	34,941
	COMPANY'S SECTION (a)				
XLI	RAJPUTANA-MALWA (d)	146	701	30,554	86,541
XLIII	SOUTHERN MAHRATTA	12	703	15,639	66,441
XLVI	SOUTH INDIAN . . . . .	...	211	...	(e)48,541
XLVIII	ASSAM-BENGAL	2	141	2,439	10,841
XLIX	BURMA	74	350	...	...
	Assisted companies.				
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	11	127	2,979	8,441
LVIII	BENGAL DOOARS . . . . .	...	9	...	1,441
	Line owned and worked by native state.				
LXXIV	BHAVNAGAR-GONDAL-JUNAGAD-POSBANDAR	25	138	...	...
	TOTAL STANDARD AND METRE GAUGES	803	10,619	2,14,195	8,05,441

No. 43.

lines) and the amount of compensation payments due to thefts for the year 1899.

COST BORNE BY THE RAILWAY.*		Cost of force to the railway per mean mile worked.	Compensation payments due to the thefts or carelessness of police.	Compensation payments per 1,000 tons of goods moved during the year.	Classification No.	REMARKS.
Contingencies.	Total cost of force to the railway.					
Rs.	Rs.	Rs.	Rs.	Rs.		
21,608	1,79,026	90.86	17,451	2	I	
4,881	7,235	57.88	...	...	II	(a) Although for convenience classed amongst State railways, this line is the property of a company.
3,482	36,163	31.41	64	...	III	
3,326	40,384	36.48	...	...	IV	
474	7,905	56.01	36	...	VI	
8,267	1,25,638	37.55	1,457	...	XI	
...	2,218	37.65	...	...	XII	(b) Represents the pay of one clerk and one inspector.
1,730	31,294	30.89	1,287	1	XIII	
156	35,831	43.08	34,220	21	XIV	
373	15,777	20.05	...	...	XVI	
12,886	1,52,692	102.39	7,785	3	XVII	(c) The cost shown against this railway represents $\frac{1}{2}$ ths of the total cost of the police force.
4,824	62,579	135.78	4,092	2	XVIII	
5,093	41,238	47.87	1,668	2	XIX	
1,891	31,142	87.79	...	...	XXXI	
...	800	7.44	11	...	XXXVI	
3,020	41,800	39.87	1,580	1	XXXIX	
3,937	1,30,084	72.85	2,487	...	XLI	(d) Includes only the Mehsana-Virangam section of the Gaekwar's Mehsana railway, as this is the only section on which the police force is paid by the railway.
5,129	87,223	55.92	2,577	3	XLIII	
...	48,530	44.70	745	1	XLVI	(e) Including Rs. 36,035, being cost of Government supervision.
914	14,203	34.35	...	...	XLVIII	
...	82,322	87.25	171	...	XLIX	
1,464	13,134	46.78	452	...	LVI	
61	1,277	35.08	...	...	LVIII	
...	35,134	77.19	270	1	LXXIV	(f) Figures taken from the Revenue Accounts, which include Rs. 7,326 on account of railway magisterial charges.
86,516	12,23,629	57.14	76,293	2		

in the Revenue Accounts.

CHAPTER XIII.

Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways and the work obtained from each during the year 1899 :—

STATEMENT No. 44.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Number of locomotives on the lines on 31st December 1899.	Number added during 1899.	Average number of locomotives in use during 1899.	Total engine-milage.	Average milage per engine.	Average milage per engine per diem.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	643	93	706	17,975,690	25,461	60-70	
II	BENGAL CENTRAL	23	1	23	438,417	18,928	54-60	
III	BENGAL-NAGPUR	118	21	123	2,590,517	20,960	57-48	
IV	INDIAN MIDLAND	125	7	132	2,630,095	19,932	54-01	
	State lines worked by the State.							
XI	NORTH WESTERN	640	12	602	11,632,842	19,319	52-03	
XIII	OUDE AND ROHILKHAND	169	8	165	3,591,096	21,072	59-37	
XIV	EASTERN BENGAL	104	9	113	2,842,498	25,155	68-02	
XVI	EAST COAST	71	6	73	1,638,161	22,623	61-08	
	Lines worked by guaranteed companies.							
XVII	GREAT INDIAN PENINSULA	605	...	605	10,767,997	17,708	48-70	
XVIII	POMBAY, BARODA AND CENTRAL INDIA	174	(a)-2	171	3,659,217	21,337	58-46	(a) Twelve added but fourteen withdrawn during 1899.
XIX	MADRAS	168	...	164	3,256,869	19,859	54-41	
	Line owned by native state and worked by company.							
XXXI	THE NIZAM'S GUARANTEED STATE	50	4	51	1,003,020	20,258	55-20	

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 44—concl'd.

Classification No.	RAILWAY (INCLUDING LINES WORKED.)	Number of locomotives on the line on 31st December 1898.	Number added during 1899 *	Average number of locomotives in use during 1899.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN.							
	TIRHOOT SECTION	155	...	150	8,320,684	22,138	60.65	
	COMPANY'S SECTION							
XLI	RAJPUTANA-MALWA	418	6	422	7,438,240	17,625	48.29	
XLIII	SOUTHERN MAHARATTA	(a) 219	..	183	3,250,028	17,755	48.64	(a) Includes the tender of one condemned engine.
XLVI	SOUTH INDIAN	208	...	204	3,918,902	19,140	52.44	
XLVII	ASSAM-BENGAL.	53	...	48	717,867	14,956	40.97	
XLIX	BURMA	150	20	137	3,571,299	25,973	71.16	
	State lines worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BENGAL SECTIONS (including the Kaulia Dharila, 2' 6" gauge, branch)	72	10	80	2,098,008	24,409	66.86	
	DACCA SECTION	12	3	15	296,410	19,761	54.14	
	Assisted company.							
LVI	ROHILKUND AND KUMAON	27	...	26	708,917	27,074	74.17	
	Lines owned and worked by native states.							
LXXII	JODHPUR-BIKANER	17	...	17	606,420	35,672	97.73	
LXXIV	BRÁVNAGAR-GONDAL-JUNÁGAD-POORBANDAR	34	3	37	661,866	17,888	49.01	

2. Statement No. 45 on the four following pages shows the number of miles run by trains and vehicles during 1899.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

Number of miles travelled by trains and vehicles on the standard and metre

Classification No.	RAILWAY (INCLUDING LINES WORKED).	NUMBER OF TRAIN MILES RUN.				
		Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.					
I	EAST INDIAN	5,480,786	9,329,668	4,458,750	14,910,402	7,516.41
II	BENGAL CENTRAL	255,609	154,573	223,918	410,175	2,958.24
III	BENGAL-NAGPUR	832,756	1,405,547	1,263,382	2,328,305	2,022.97
IV	INDIAN MIDLAND	973,113	1,307,248	1,256,782	2,280,356	2,050.77
V	BHOPAL-ITÁRSI (BRITISH SECTION)	Worked by the Indian Midland railway			...	...
VI	GODHRA-RUTLAM-NÁGDÁ	Worked by the Bombay, Baroda and Central India railway			...	...
VII	WARDHA COAL	} Worked by the Great Indian Peninsula railway			...	...
VIII	DEOND-MANMÁD					
IX	BREWADA EXTENSION (EAST COAST STATE)	Worked by the Nizam's Guaranteed State railway			...	...
	TOTAL	7,542,309	12,237,029	7,197,827	19,820,238	...
	State lines worked by the State.					
XI	NORTH WESTERN	4,375,552	5,768,646	4,216,370	10,364,192	2,923.13
XII	HYDRABAD SHADIPALLI	Worked by the North Western State railway			...	...
XIII	ODDH AND ROHILKHAND	1,428,365	1,637,546	1,365,110	2,065,911	2,224.69
XIV	EASTERN BENGAL	1,056,379	950,909	440,379	2,007,378	7,511.24
XV	CALCUTTA PORT COMMISSIONERS'	Information not available			...	...
XVI	EAST COAST	629,981	822,938	1,244,303	1,462,919	1,907.72
	TOTAL	7,300,277	9,440,123	7,265,962	16,830,400	...
	Lines worked by guaranteed companies.					
XVII	GREAT INDIAN PENINSULA	4,157,497	5,296,435	701,241	9,459,932	6,339.37
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	1,518,746	1,634,752	459,842	3,148,406	4,377.69
XIX	MADRAS	1,234,615	1,461,239	1,349,105	2,695,854	3,147.90
	TOTAL	6,905,858	8,392,426	2,510,188	15,296,284	...
	Assisted companies.					
XX	DELHI-UMBALLA-KALKA	} Worked by the East Indian railway			...	...
XXI	TAKRESUR					
XXII	SOUTH BEHAR (LUCKNOW-RAI-GYA)	} Worked by the North Western State railway			...	...
XXIII	SOUTHERN PUNJAB (DELHI SAMÁSATA)					
XXV	TÁPTI VALLEY	Worked by the Bombay, Baroda and Central India railway			...	...
	TOTAL	...	...	...	...	...
	Lines owned by native states and worked by companies.					
XXVI	KHÁNGAON	} Worked by the Great Indian Peninsula railway			...	...
XXVII	AMRÁOTI					
XXVIII	BINA-GOONA-BÁRAN	} Worked by the Indian Midland railway			...	...
XXIX	BHOPAL-UJJAIN					
XXX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	} Worked by the Bombay, Baroda and Central India railway			...	...
XXXI	THE NIZAM'S GUARANTEED STATE					
XXXII	NÁGDÁ-UJJAIN	} Worked by the Bombay, Baroda and Central India railway			...	...
XXXIII	THE GARHWAR'S PETHÁD					
XXXIV	KOLAR GOLD-FIELDS	Worked by the Madras railway			...	...
	TOTAL	223,561	729,904	471,724	953,465	2,688.09
	Lines owned by native states and worked by state railway agency.					
XXXV	RÁJPURA-BHÁTINDA	} Worked by the North Western State railway			...	...
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)					
	TOTAL	...	...	...	...	...
	TOTAL STANDARD GAUGE	22,061,905	30,849,482	17,445,701	52,911,987	...

No. 45.

gauge railways during the year ending with the 31st December 1899.

NUMBER OF VEHICLE-MILES RUN.							Classification No.	REMARKS.
TOTAL MILEAGE OF HOME VEHICLES ON HOME AND FOREIGN LINES.			AVERAGE MILEAGE PER VEHICLE.					
Coaching.	Goods.	Total.	Coaching.		Goods.			
			During the year.	Per diem.	During the year.	Per diem.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
97,457,196	266,236,902	363,694,098	70,012·35	191·81	22,813·79	62·50	I	
8,730,416	2,787,856	6,518,272	33,918·00	92·91	6,848·53	18·76	II	
16,739,164	48,257,060	64,996,224	56,171·69	153·90	14,975·04	41·03	III	
15,841,620	34,475,544	50,317,164	42,585·00	116·47	15,771·06	43·21	IV	
...	...	...	...	...	...	...	V
...	...	...	...	...	...	...	VI
...	...	...	...	...	...	...	VII
...	...	...	...	...	...	...	VIII
...	...	...	...	...	...	...	IX
133,763,396	351,757,362	485,525,758	...	...	...	...
81,990,408	162,367,673	244,358,081	35,536·45	97·36	14,485·51	39·68	XI	
...	...	...	...	...	...	...	XII
24,091,873	64,345,785	88,437,658	30,755·57	108·92	16,232·87	44·47	XIII	
14,189,693	28,948,314	43,138,507	32,185·66	88·18	13,604·47	37·27	XIV	
...	...	...	...	...	...	...	XV
12,238,295	16,143,094	28,381,389	35,870·79	96·91	9,431·57	25·84	XVI	
132,510,269	271,705,366	404,215,635	...	...	...	...
58,006,041	110,230,122	168,236,163	46,949·55	128·63	14,103·14	38·64	XVII	
22,836,328	63,340,446	86,176,774	51,494·64	141·08	14,835·58	40·65	XVIII	
17,445,102	41,101,352	58,546,454	27,194·24	74·50	13,275·63	36·37	XIX	
93,287,471	214,671,620	307,959,391	...	...	...	...
...	...	...	...	...	...	...	XX
...	...	...	...	...	...	...	XXI
...	...	...	...	...	...	...	XXII
...	...	...	...	...	...	...	XXIII
...	...	...	...	...	...	...	XXV
...		
...	...	...	...	...	...	...	XXVI
...	...	...	...	...	...	...	XXVII
...	...	...	...	...	...	...	XXVIII
...	...	...	...	...	...	...	XXIX
...	...	...	...	...	...	...	XXX
4,824,562	16,674,582	21,499,144	40,205·00	110·00	17,949·00	49·00	XXXI	
...	...	...	...	...	...	...	XXXII
...	...	...	...	...	...	...	XXXIII
...	...	...	...	...	...	...	XXXIV
4,824,562	16,674,582	21,499,144	...	...	...	...
...	...	...	...	...	...	...	XXXVI
...	...	...	...	...	...	...	XXXVII
...		
64,300,098	354,809,230	1,219,199,928	...	...	...	...

Number of miles travelled by trains and vehicles on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING LINES WORKED).	NUMBER OF TRAIN-MILES RUN.				
		Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked
METRE GAUGE.		Miles.	Miles	Miles.	Miles.	Miles.
State lines worked by companies.						
XXXIX	BENGAL AND NORTH-WESTERN—(a)					
	TIRHOOT SECTION	1,301,559	1,501,843	1,982,939	2,052,901	2,504
	COMPANY'S SECTION					
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	4,131,779	4,431,779	3,828,976	6,544,050	3,561
XLI	RAJPUTANA-MALWA					
XLII	PALANPUR-DEERA	793,307	2,069,348	1,433,346	2,967,745	1,851
XLIII	SOUTHERN MAHRATTA					
XLIV	GUNTAKAL-MYSORE FRONTIER	1,700,612	1,026,549	1,071,325	3,306,161	3,067
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)					
XLVI	SOUTH INDIAN	186,110	425,121	401,677	611,231	1,478
XLVII	MAYAVARAM-MUTUPET					
XLVIII	ASSAM-BENGAL	1,346,142	1,639,354	1,974,048	2,945,796	3,122
XLIX	BURMA					
	TOTAL	7,545,290	11,833,494	9,063,011	19,398,764	...
State line worked by the State.						
L	EASTERN BENGAL—					
	NORTHERN AND BRHAB SECTIONS (including the Kauria Dharila, 2' 6" gauge, branch)	679,300	1,023,463	736,078	1,702,858	3,479
	DAUCA SECTION	156,876	121,665	229,806	380,541	2,314
	TOTAL	836,206	1,147,128	965,974	1,983,394	...
Assisted companies.						
LIII	DEOGHUR . . . . .	...	...	...	(b) 15,346	3,063
LIV	BRAHMAPUTRA-SULTANPUR	165,495	414,376	300,118	590,061	2,063
LIV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ					
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	21,184	17,991	36,736	39,173	1,074
LVII	SPOOWLIE-BAKAUL					
LVIII	BENGAL-DOOABS	47,462	205,653	142,344	258,130	3,972
LIX	DIBRU-SADIYA					
LX	LEDO AND TIKAR-MARGHERITA COLLIERY	13,344	12,233	68	25,577	2,767
LXI	AHMEDABAD-PARANTU					
LXII	NILGIRI					
	TOTAL	217,475	650,458	508,308	912,489	...
Lines owned by native states and worked by companies.						
LXIII	THE GAERWAR'S MERSANA	5,963	16,568	13,200	22,231	673
LXIV	HYDRABAD-GODAVARI VALLEY					
LXV	KOLHAPUR	21,184	17,991	36,736	39,173	1,074
LXVI	YERVANTPUR-MYSORE FRONTIER					
LXVII	MYSORE-NANJANGUD	13,344	12,233	68	25,577	2,767
LXVIII	BIBUR-SHIMOGA					
	TOTAL	5,663	16,568	13,200	22,231	...
Lines owned and worked by native states.						
LXXII	JODHPUR-BIKANER—					
	JODEPUR SECTION	196,361	387,754	373,543	574,135	1,379
	BIKANER SECTION					
LXXIII	UDAIPUR-CHITOR	27,989	23,188	47,111	51,127	782
LXXIV	BHAVANGAR-GONDAL-JUNAGAD-PORBANDAR	331,118	283,506	382,908	614,619	1,350
LXXV	JETALSAR-HAJKOT					
LXXVI	JAMNAGAR	13,344	12,233	68	25,577	2,767
LXXVII	DHRANGADRA					
	TOTAL	545,463	694,398	803,558	1,239,831	...
Foreign lines.						
LXXIX	WEST OF INDIA PORTUGUESE	32,966	83,531	58,976	116,497	2,384
LXXX	PONDICHERRY					
LXXXI	KARAIKKAL PERALAM					
	TOTAL	32,966	83,531	58,976	116,497	...
	TOTAL METRE GAUGE	9,173,143	14,425,577	11,503,927	29,618,376	...

o. 45—concl'd.

railways during the year ending with the 31st December 1899—concl'd.

NUMBER OF VEHICLE-MILES RUN.							Classification No.	REMARKS.
TOTAL MILEAGE OF HOME VEHICLES ON HOME AND FOREIGN LINES.			AVERAGE MILEAGE PER VEHICLE.					
Coaching.	Goods.	Total.	Coaching.		Goods.			
			During the year.	Per diem.	During the year.	Per diem.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
14,161,630	47,279,559	71,441,189	46,870.28	128.41	10,815.41	29.63	XXXIX	(a) Including the Cawnpore-Burhwal (metre gauge link).
9,152,371	136,081,827	185,184,198	36,031.76	98.72	19,541.99	53.54	XL	
8,652,275	40,982,779	68,635,054	19,991.72	54.77	10,642.56	29.16	XLI	
...	...	...	...	...	...	...	XLII	
2,913,524	31,035,019	63,948,543	35,581.03	97.48	9,319.77	25.53	XLIII	
5,630,949	18,454,727	10,085,676	37,291.05	102.17	12,504.39	34.26	XLIV	
2,442,734	44,627,699	77,070,433	48,912.08	134.01	10,063.51	27.57	XLV	
2,953,483	322,411,610	485,365,093	...	...	...	...	XLVI	
...	...	...	...	...	...	...	XLVII	
2,899,394	27,698,191	40,598,085	33,161.68	90.85	11,323.87	31.02	XLVIII	
2,820,096	2,139,337	4,959,433	33,573.57	91.98	5,943.60	16.28	XLIX	
5,719,990	29,837,528	45,557,518	...	...	...	...	L	(b) Cannot be apportioned between coaching and goods.
Information not available.	...	...	...	...	...	...	LII	
4,782,877	10,935,335	15,718,212	32,316.74	88.54	14,407.56	39.47	LIII	
Information not available.	...	...	...	...	...	...	LIV	
Information not available.	...	...	...	...	...	...	LV	
28,370	30,996	59,366	3,546.25	17.73	1,937.25	9.69	LVI	
4,811,247	10,966,331	15,777,578	...	...	...	...	LX	
90,848	308,854	399,702	3,133.00	125.00	1,529.00	21.00	LXI	
...	...	...	...	...	...	...	LXII	
90,848	308,854	399,702	...	...	...	...	LXIII	
792,980	3,482,350	7,275,330	47,412.25	129.90	13,929.40	38.16	LXIV	
678,771	274,195	952,966	34,525.48	94.59	7,973.10	21.84	LXV	
801,782	7,237,423	14,039,205	28,223.16	77.32	7,172.87	19.65	LXVI	
...	...	...	...	...	...	...	LXVII	
273,533	10,993,968	22,267,501	...	...	...	...	LXVIII	
664,222	542,705	1,206,927	27,675.00	75.82	3,717.00	10.18	LXXII	
...	...	...	...	...	...	...	LXXIII	
664,222	542,705	1,206,927	...	...	...	...	LXXIV	
513,323	375,060,996	570,574,319	...	...	...	...	LXXV	
...	...	...	...	...	...	...	LXXVI	
...	...	...	...	...	...	...	LXXVII	
...	...	...	...	...	...	...	LXXIX	
...	...	...	...	...	...	...	LXXX	
...	...	...	...	...	...	...	LXXXI	

CHAPTER XIV.

Flood damages.

The following paragraphs furnish a brief description of the principal floods which occurred during the year and of the damage to the several railways concerned:

General remarks.

East Indian railway system (standard gauge).

2. On the 21st September, a flood occurred on the loop line district between Colgong and Ghogha. The second pier from the Howrah end of bridge No. 133 consisting of 5 spans of 60 feet girders at mile 249/5—8 was carried away, taking with it the girders of the second and third spans. Between miles 250/3—8 and 251/3—8 the flood topped the bank and washed the ballast out of the road. All through traffic was diverted by the chord line for three days. On the 27th September, a steamer service was instituted between Colgong and Sultangunge. On the 2nd October, a bridge of boats was constructed, and transshipment was by this means carried on until the 21st October, by which time a diversion of the line had been completed and the running of through trains resumed.

Indian Midland railway system (standard gauge).

3. On the 8th July, owing to very heavy and continuous rain for three days, the embankment between Atru and Bárán was seriously damaged in several places, and a slip occurred in the cutting at mileage 224, between Goona and Rothiai stations. Through communication was restored for all traffic on the 20th July.

Eastern Bengal State railway system (standard, metre, and special gauges).

4. On the 6th July, owing to a rise in the river Brahmaputra, the line at miles 2 and 3, between Dharlla Ghat and Jatrapur, was breached in four places, and through booking of goods traffic was suspended *via* Jatrapur. A boat service was maintained for carrying passengers, mails, etc. The line was again breached on the 7th August. A temporary bridge, which had been put in at the breach at mile 3, was scoured out, and a boat service was again introduced until the breach was repaired. Through communication was restored on the 28th September.

Owing to the overflowing of the Piali and Bidyadhari rivers on the 22nd, 23rd, and 24th August, about half a mile of line between miles 17/4 and 18/1 and about a quarter mile between miles 20/24 and 21/2 on the Canning branch, Southern section, were submerged. Passengers, etc., were transhipped until the 26th August, when through communication was restored.

East Coast State railway system (standard gauge).

5. Owing to heavy local rain between miles 360 and 375 from the 11th to the 14th October, an extraordinary flood came down the Ichapur river; the water accumulated in the valley between miles 369 and 372 till it rose to within a few inches of rail level. The force of the current washed away the floor and then undermined the foundations of a bridge (2 of 20-foot girder) at mile 370/15 and then gradually cut away the railway embankment till a breach 140 feet long was made. Traffic was altogether interrupted for 24 hours and transshipment of passengers was carried on for six days before the line was restored.

On the 30th October, the bank between ch. 8,749.50 (the north abutment of the Mamidikálva bridge) and ch. 8,766.50, mile 71, where there is a bridge of 7 spans of 12-foot girders was completely washed away. To the south of the

Mamidikalva bridge, the spur which runs up stream at right angles to the line was damaged and the western half of the bank was washed away for three rail lengths. Five tanks had burst up the valley, and the surplus water rushing along the bank southwards had caused the wash out at the large bridge over the Mamidikalva, and, by deflecting the current of the river, had done the damage to the southern spur and bank. At mile 81, the line was also completely washed away between chainages 4,262.30 and 4,267.50 and half of the bank on to ch. 4,277. Communication was suspended from the 30th October to the 4th November, when mail and passengers were transhipped by trolley and through communication restored on the 7th November.

The Nizam's Guaranteed State railway system (standard gauge).

6. On the 9th June, owing to a sudden cyclonic storm, the line at mileage 147/16, between Bibinagar and Bhongir, was breached, and the engine and sixteen vehicles of No. 30 down goods train were derailed and seriously damaged.

Bengal and North-Western railway system (metre gauge).

7. The heavy rains in July caused a stoppage of traffic on the newly-opened Ganges-Gogra Doab lines between Aunrihar Junction and Benares, which lasted about a month. The interruption was due to a breach in the earthwork approaches to the Burna bridge diversion and subsidence in the newly-formed embankments.

On the Tirhoot section, the newly-raised banks near Kurhanni also gave trouble during the heavy rains of July, and subsidence in the newly-formed bank at one of the new bridges close to that station caused an interruption of through goods traffic for some days. Traffic was also interrupted for some days at the end of July and again at the end of August between Samastipur and Semaria Ghât, owing to breaches in the diversion near Bachhwara station, where the main embankment was being raised and a new bridge of 15 spans of 12 feet being constructed.

Southern Mahratta railway system (metre gauge).

8. On the 22nd April, owing to heavy rain, the line at mile 431/19, between Kurichédu and Gundlakamma stations, was washed away for nine rail lengths. The washaway caused the derailment of twenty-seven vehicles of No. 80 down mixed train. The line was restored for through communication the following day.

On the 20th May, owing to heavy rain, the line at mile 127/7—8, between Nimbál and Minchnál, was completely washed away for a length of 40 feet, the catch water drain being insufficient to carry off the water. The washaway caused the derailment of two wagons of No. 111 up goods train. The line was restored on the 22nd May.

On the 11th September, owing to heavy rain, the bank at mile 198/23 and the ballast at several places from mile 198 to 199/2, between Satara Road and Koregaon, were washed away. The line was made passable for trains the following day.

South Indian railway system (metre gauge).

9. On the 31st October, floods breached the line at intervals for an aggregate length of 1,600 lineal feet, between miles B 307/13 and B 320/15 (Venkatagiri to Gudur stations), interrupting traffic for nine days.

Assam-Bengal railway (metre gauge).

10. On the 8th June, the 12-foot girder bridge at mileage 181/4, between Srimangal and Alinagar, was washed away, owing to the heavy rain which caused the nullah to rise abnormally. Passengers and luggage, etc., had to be transhipped till the 11th, when through communication was restored.

Burma railways, (metre gauge).

11. On the 25th August, floods occurred at miles 38, 62 and 87 of the Sittang section, causing several breaches 50 to 120 feet in length and 3 to 10 feet in depth.

A bridge of 1 span of 20 feet at mile 62/4 was badly scoured and the south abutment was washed away. On the subsidence of the floods the breaches were repaired, and traffic was resumed on the 25th August.

On the 21st and 22nd May, owing to unprecedented rainfall in the valley of the Namyin river, between Mohnyin and Mogaung, floods occurred between miles 640 and 664, the ballast and permanent-way being washed off the embankment in several places; and at miles 647 and 649 the banks were breached to their full depth for several chains. Through communication was restored on the 28th May.

On the 23rd May, the foundations of the north pier of the bridge (3 spans of 40-foot girders) over the Nahakoung Choung at mile 590/21 were scoured out by a flood; the pier tilted over considerably causing the girders to slide off into the stream; a temporary bridge and diversion were put in, but through traffic could not be resumed till the 29th June owing to frequent and sudden rises in the stream.

On the 25th May, the railway bank was breached at miles 468/6 to 468/8 in consequence of the bursting of the Mu Canal bund which runs parallel to the railway half a mile east of it. Traffic was restored on the 28th, but on the 29th and 30th May some further breaches having occurred in the bund opposite miles 465/6 and 465/11, the 20-foot spans, one at each of these places, were completely destroyed, and transhipment became necessary. Temporary bridges of 40-foot girders on timber piles were put in and through communication restored at the end of June.

Jorhát State railway (2' 0" gauge).

12. Two breaches were caused on the Gosáigáon line on the 26th June by a flood in the Brahmaputra. The flood was the highest on record, being higher by four inches than the one of 1897. A temporary station and sidings had to be constructed at Patiagaon and traffic was carried on by boats between that point and Gosáigáon, one mile distant. The breaches were sufficiently repaired on the 19th October to allow of the safe passage of trains.

Darjeeling-Himalayan railway (2' 0" gauge.)

13. The cyclonic rain storm of 24th and 25th September severely damaged the railway from the 25th mile to Darjeeling, a distance of 26 miles in all. The last 18 miles suffered most, and over that there were innumerable slips and other damages. After the storm railway communication existed only as far as Gayabári (23½ miles from Siliguri) but on the 27th September trains were able to run up to Kurseong (31½ mile); on the 11th October mile 39 was reached, and mile 43 on the 29th October. On the 2nd November, through communication was established to Ghúm (47½ mile). On the 30th December through communication was opened to Mary-Ville (temporary station, Darjeeling) 50th mile. This leaves only ½ of a mile to reach the permanent station, Darjeeling, where the works are in progress.

Cherra-Companyganj railway (2' 6" gauge).

14. The surface line, which was in existence on the 1st January, together with the low-level trestle bridge of old rails (for hand shunting purposes only) was so severely damaged by a heavy flood of the Therria (Dholai) river on the 27th March, that the line had to be closed for traffic during the whole of the monsoon. The old permanent-way was taken up in November between Therria (mile 0) and Bholáganj (mile 3½) and again relaid on the sand, as a surface line, with the object of conveying limestone from the Komorra quarries during the cold weather only, and a low-level hand shunting bridge, similar to that in use last cold weather, was constructed of old rails across the Therria (Dholai) river. The branch line from the Komorra quarries to Therria was also restored as a surface line, and the whole line was completed, though not actually opened for traffic, on the 31st December. The line was opened for goods traffic only from the 3rd January 1900, as a surface line.

CHAPTER XV.

Accidents.

The following statement shows for each gauge separately the number of persons killed and injured in connection with railway working during 1899, as compared with the previous year :

STATEMENT No. 46.

YEAR.	PASSENGERS.						SERVANTS.				OTHER PERSONS.								Total all classes.						
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.				Miscellaneous, not included in preceding columns.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.																									
1899	5	57	41	186	46	193	7	38	150	253	157	291	16	6	286	93	89	5	17	14	408	118	611	602	
Previous year	6	58	46	184	52	192	15	46	127	237	142	283	21	7	309	86	69	8	2	11	401	112	595	537	
Metre gauge.																									
1899	3	29	19	48	21	77	12	48	32	80	44	123	5	4	156	56	14	1	8	6	183	69	248	275	
Previous year	...	8	17	53	17	61	8	16	46	71	54	87	5	2	118	53	19	...	8	4	148	59	219	207	
Special gauges.																									
1899	...	...	...	7	...	7	1	6	...	6	1	12	...	...	3	...	...	...	...	1	3	1	4	20
Previous year	...	...	...	1	...	1	...	...	1	1	1	1	...	...	3	...	...	...	1	3	4	3	5	5
Total of all gauges.																									
1899	7	86	60	191	67	277	20	92	182	339	202	431	21	10	445	149	107	6	25	23	594	188	863	896	
Previous year	6	66	63	188	69	254	23	62	174	309	197	371	26	9	428	139	88	8	11	18	553	174	819	799	

The following paragraphs give a brief account of the principal accidents which occurred during the year :

East Indian Railway system (standard gauge).

2. On the 30th March, an up goods train entering No. 4 line at Asansol station while a pilot engine was drawing some empty wagons from No. 3 line, failed to pull up at the proper place, and came into collision with the latter. The second fireman of the up goods, who had got out on to the footboard of the tender, was jammed between the two trains and seriously hurt. He succumbed to his injuries shortly after admission into hospital. The rolling-stock and permanent-way were considerably damaged.

On the 11th April, a down Patna-Gya mixed train ran into a tree which had fallen across the line during a storm at mile 340 near Bankipore station. The driver was slightly injured, and rolling-stock and permanent-way were considerably damaged.

On the 14th April, the engine of an up goods train got disabled on the Jubbulpore line, about a mile outside Bargarh station, and while the train was standing there it was run into by an up mixed train, which had been allowed to follow the goods train from Shiurájpur station on a caution order. The rolling-stock was considerably damaged.

On the 20th May, a down goods train was standing at the distant signal at Luckeeserai station when it was run into by another goods train which had been allowed to leave Bálgudor station before the "in" report of the former train was given. One railway servant was severely injured, and the rolling-stock considerably damaged.

On the 2nd June, a pilot engine, while shunting from the down siding to the down platform line at Burdwan station, collided with the rear portion of a down passenger train waiting there. Three passengers were slightly injured, and the rolling-stock was considerably damaged.

On the 13th June, a pilot engine was backing some wagons in the Howrah yard when it collided with a train carrying workmen, owing to the gunner in charge of the pilot engine not keeping a careful look-out to see that the line was clear. Eight workmen were slightly injured, and the rolling-stock was damaged.

On the 16th June, some wagons were being shunted on the down line at Pánagar station, when a down goods train ran through the station and collided with them owing to the signals being improperly worked. One railway servant was slightly injured and the rolling-stock considerably damaged.

On the 28th November, an up goods train was on its way from Gaipura station to Nahwai station, and an up passenger train was allowed to follow it on a caution message; the goods train lost time on the road, and the passenger train collided with it at mile 527½. Four passengers were slightly, and a railway servant was severely, injured. The rolling-stock was also greatly damaged.

Bengal Central Railway (standard gauge).

3. On the 26th May, a collision occurred at Dattapukur station between an up mail train and four milk vans, the latter having been blown out of the dead siding and fouled the crossing. Eleven vehicles were damaged.

Bengal-Nágpur Railway (standard gauge).

4. On the 29th December, a down mixed train collided with an up goods train at Ánára station, owing to the points having been wrongly set. The shock of the collision caused the rear portion of the goods train to break away and run two miles towards Ádra station. This runaway portion was picked up by the engine of an up mixed train which happened to be at Ádra station, but when entering that station the driver owing to the heavy load and the falling grade, apparently lost control of the train and dashed into the train standing in the station. All three engines and a number of carriages were extensively damaged.

Indian Midland Railway system (standard gauge).

5. On the 4th May, an up mixed train from Tundla, while entering Jhánsi station, was admitted on to the wrong line and collided with a rake of wagons standing near the goods platform. The rolling-stock was considerably damaged.

On the 11th October, the tender and five leading vehicles of an up goods train while entering Bhopal station were badly derailed, owing, it is believed, to the bolt fastening the tie rod of the points to the foot of the switch having worked out under the passing train. The native fireman at the time of the derailment got jammed between the engine and tender, and expired from the injuries received before he could be extricated.

North Western State Railway system (standard gauge).

6. On the 23rd January, the greater portion of a down mixed train was derailed in the Kócbálf tunnel (Frontier district) at mile 479.5. Considerable damage was done to the permanent-way.

On the 6th March, an Oudh and Rohilkhand State railway down mail train collided with the empty stock of a North Western State railway down mail train at Saháranpur Junction station. A few servants of the two railways, and a few passengers were slightly injured. The rolling-stock of both railways was considerably damaged.

On the 16th May, the front brake-van of a special train, conveying coolies from Lahore to Kurrachee, was found to be on fire between Ahmadpur and Chanigot

stations. The train was immediately stopped, but in spite of every effort the fire was not extinguished until the brake-van and the whole of its contents were nearly destroyed.

On the 4th July, an up goods train was standing on the platform line at Pattoki station, when an up mixed train came into the station against signals and ran into the rear of the goods train. The rolling-stock was considerably damaged.

On the 14th July, an up mail train while leaving Kotri station was put on a wrong line, owing to the points not having been properly set, and collided with a rake of vehicles standing there. Three passengers were slightly injured and the rolling-stock was considerably damaged.

On the 26th November, an up mixed train entered Bahadurgarh station yard against signals and collided with a down goods train on the main line, driving this train against an up goods train which was standing behind the down goods train. Two third class passengers were slightly injured and the rolling-stock was considerably damaged.

Oudh and Rohilkhand State Railway (standard gauge).

7. On the 20th July, a down goods train ran into the dead-end siding at Masit station and was derailed. The guard was badly bruised and the rolling-stock considerably damaged.

On the 27th September, an up standard gauge goods train was derailed at the right bank of the Cawnpore bridge. The rolling-stock was seriously damaged.

Eastern Bengal State Railway system (standard, metre and special gauges).

8. On the 5th January, while a down goods train was approaching Bánpur station on the Eastern section, it collided with another down goods train which was standing at Bánpur station with its brake-van and two vehicles outside the distant signal. The engine and one wagon of the former were derailed and slightly damaged. The brake-van and a number of wagons attached to the other train were also damaged. The accident was due to the issue of "in" report by Bánpur before the latter had stopped at the usual place, and to the driver of the former not having sufficient control over his train to stop before he had reached the distant signal.

On the 11th January, about one mile from Rajendrapur station, a down mixed train collided with an up mixed train which had left Jaydebpúr station on the Dacca section with a false line clear. Three railway servants were injured and the rolling-stock and permanent-way were considerably damaged.

On the 2nd August, at mile $1\frac{3}{4}$, near Belgáchihi station on the Eastern section, a down goods train ran through signals and ran off the line, a pair of rails having been taken out as re-laying was going on. The engine was buried up to its axles in the ballast and four wagons telescoped. The rolling-stock was seriously damaged.

On the 17th October, the leading axle of a wagon of a down special goods train broke between Haldibári and Chilháti stations on the Northern section, and sixteen vehicles were derailed. The rolling-stock and permanent-way were considerably damaged.

On the 12th November, as a down express passenger train was entering Naiháti station on the Eastern section, it collided with the rear end of an East Indian railway goods train which was backed foul of the main line instead of being backed into a siding. The accident was due to the points not being correctly set. The rolling-stock was considerably damaged.

Bombay, Baroda and Central India Railway system (standard gauge).

9. On the 10th April, a collision, which resulted in the death of three persons and injury to seven others took place between the light engine of a down ordinary train and an up local train between Charni Road and Marine Lines stations. A composite third-class and brake-van and a third-class carriage were damaged.

On the 18th May, after leaving Pálghar station, and while passing mile $56\frac{1}{2}$, the engine, tender, brake-van and five third-class carriages of an up ordinary train were derailed. Two passengers were killed and nine injured. The derailment was caused by the removal of a rail and rail fittings by some gangmen. The rolling-stock was considerably damaged.

On the 21st October, a fire occurred in a second-class compartment of a composite carriage attached to an up mixed train, while running between Viramgám and

Jakhvada stations, owing to a spirit stove in use by the occupants having been upset. A second-class passenger received a severe cut on the head from jumping out of the train. The composite and a third-class carriage next to it were entirely burnt before the fire could be extinguished.

On the 11th November, the engine of the down mail train from Bombay collided with the brake-van of a shunting (goods) train near Elphinstone Road Junction cabin, between the up and down platforms of Elphinstone Road station. The brake-van of the shunting train was completely smashed and the mail engine and several vehicles of the former train were also derailed. The shunting train had just been received on the Junction down line in front of the mail, and the cross-over road points reversed to the down main line. The brake-van of the shunting train was standing foul of the crossing, and the main line home signal was therefore left at danger. The driver of the mail admitted having passed the home signal at danger.

Nizam's Guaranteed State Railway system (standard gauge).

10. On the 22nd November, a collision between an up and a down goods train occurred at Kazipet station. The latter was received on the main line and the former should have been admitted on to the platform line, but through the fault of the station staff it was allowed to enter the main line. One railway servant was slightly injured, and both the engines and several wagons were damaged.

Bengal and North-Western Railway system (metre gauge).

11. On the 23rd January, an up goods train collided with a pilot engine at Sonopore station. The driver of the pilot engine was seriously injured and the rolling-stock considerably damaged.

On the 20th March, a down mixed train was admitted on the main line at Dighwara station and collided with an up goods train which was standing there. Twelve passengers received slight injuries.

On the 12th July, a collision occurred between Dighwara and Goldinganj stations between an up and a down goods train. The accident was due to both trains being allowed to start on "permission to proceed without line clear," and to the drivers not keeping a proper look-out. The damage to rolling-stock was considerable.

On the 30th September, a ballast train ran into a camel between Nanpara and Matera stations. The engine was derailed and several trucks were capsized. The driver and a coolie were killed, and eight coolies sustained slight injuries.

On the 2nd October, a collision occurred at Revelganj Ghât station between a ballast train and a down mixed train. Some coolies received slight injuries and a brake-van and third class carriage were considerably damaged. The accident was due to the neglect of the ballast train driver who ran into the station against signals.

Rajputana-Malwa Railway system (metre gauge).

12. On the 22nd June, the engine and five vehicles of a down mixed train were derailed and seven vehicles capsized between Fatehabad and Ujjain stations. Three passengers and a railway servant were slightly injured, and permanent-way and rolling-stock considerably damaged.

On the 18th August, the engine and seven vehicles of an up mail train were derailed at mile 282-12, between Ajmer and Saradhna stations, owing to the engine having collided with a bullock cart passing over the level-crossing. A third class passenger and the cartman were killed and five passengers seriously injured. The engine, brake-van and three third-class carriages were badly damaged.

On the 5th October, a down local mixed train collided with a down goods train at Basi station, owing to the former train having been received on the same line as the latter through the carelessness of the station master on duty. Two railway servants were slightly injured.

On the 1st November, a collision occurred at Nasirabad station between an up goods train and a down mixed train. The former was admitted on to the second line, but the train not being under the proper control of the driver, the engine and eleven vehicles passed through the points at the further end and entered the main

line again colliding with the latter which was entering the yard against the signal. A train constable and two passengers were slightly injured.

Southern Mahratta Railway system (metre gauge).

13. On the 30th March, three vehicles attached to a down mail train were derailed between Bhánápur and Kopbal stations. The derailment was caused by the breakage of an axle of one of the wagons due to a flaw in the metal. The rolling-stock and permanent-way were damaged.

On the 21st November, the engine of an up mixed train and five coal wagons attached thereto were derailed at the east points at Hagari station. The derailment was caused by the displacement of the check rail which permitted the leading wheel of the engine to mount the nose of the crossing. The rolling-stock and permanent-way were damaged.

On the 1st December, five vehicles and a ghat brake attached to an up mixed train were thrown off the line between Gázulapalli and Chelama stations. The derailment was caused by the breakage of the trailing axle of a wagon. Seven railway servants and a passenger were injured and the rolling-stock was damaged.

South Indian Railway (metre gauge).

14. On the 13th June, two wagons attached to a goods special train were derailed between Váyalpad and Kalikiri stations. One wagon and the permanent-way were seriously damaged.

Assam-Bengal Railway (metre gauge).

15. On the 28th April, the light engine of a ballast train, while joining the stabled train at Fajilpur station at mileage 49·2, collided with the train standing in the siding. Six coolies were killed and five seriously and one slightly injured; two of the injured died after admission to the hospital. Four ballast trucks were much damaged.

On the 9th August, nine covered goods wagons, one luggage van and one composite carriage of a down mixed train were derailed at mileage 66·12 between Gunabati and Nangalkot stations, owing to the bad state of the road caused by previous heavy rains, and were badly damaged. The permanent-way was also damaged.

Burma Railways (metre gauge).

16. On the 26th January, while an up mixed train was running through the Toungoo yard on the main line, two small covered goods and one bogie covered goods wagon were derailed and capsized, due to an axle box of one of these wagons breaking. The springs held up until the train was passing the overbridge, when they got displaced and fell to pieces, causing the derailment of these three wagons. The permanent-way and rolling-stock were damaged.

On the 10th February, a down goods train, while coming into Pegu station, collided with an up goods train which was standing on No. 2 line in the station. The fireman of the up goods train was slightly injured. The collision was due to the driver of the down goods train running against signals and not being able to stop his train in time to avoid this accident.

On the 10th April, on arrival of a ballast train at Chawutti station the points were wrongly set and the engine entered the 3rd siding and collided with some wagons there, killing two and injuring three coolies. The rolling-stock was considerably damaged.

On the 15th June, on arrival of a down goods train at Toungoo station, it was by a mistake of the traffic jemadar let into the 3rd line instead of the 2nd line, resulting in a collision with the vehicles of an up goods train which were standing there. The rolling-stock was considerably damaged.

On the 31st August, a down goods train from Pyuntaza to Rangoon collided just outside Pazundaung north distant signal with a shunting train which had pulled out of Pazundaung station and had been unable to back in. The engine, tender and three vehicles of the goods train were derailed and turned over. One railway servant was killed and three slightly injured, and the rolling-stock was considerably damaged.

On the 25th November, after an up mail train had passed through Thabye-daung station, it ran into three head of cattle near the north distant signal, derailing the tender of the engine and capsizing three coaches. Three passengers were injured and the rolling-stock and permanent-way were damaged.

Bengal Doars Railway (metre gauge).

17. On the 25th September, a boat with one passenger, two railway officers, two planters, four native boatmen and two trollymen sank in the river Teesta owing to a sudden heavy flood. The passenger, the two railway officers and planters and a boatman were drowned.

Jodhpur-Bikaner Railway (metre gauge).

18. On the 19th May, an up mixed train parted at the 164th mile, Pachpadra branch, and the back portion collided with the other. The guard and three passengers were slightly hurt, and seven vehicles damaged.

Cooch Behar Railway (2'6" gauge).

19. On the 29th November at Gitaldaha Ghât, while the empty composition of a down train was being backed up from the Ghât to the station, five leading vehicles attached to the train were derailed and two of them were also capsized. One railway servant was killed and one slightly injured.

Total number of accidents to trains, rolling-stock, etc.

20. Statement No. 47 shows the total number of accidents to trains, rolling-stock, permanent-way, etc., during 1899, and the casualties resulting therefrom, as compared with the preceding year, the results for each gauge being shown separately.

21. The statistical results for the year under review are summarised in the following table:

Particulars.	1899.				PREVIOUS YEAR.			
	Standard.*	Metre†	Special.‡	Total.	Standard.*	Metre.†	Special.‡	Total.
Mean mileage worked Miles	13,314	4,070	681	22,045	12,430	3,545	888	21,377
Train-mileage run . Miles	22,911,380	22,64,370	806,192	77,220,280	20,000,041	21,482,673	680,768	72,263,382
Number of passengers carried . No.	105,430,300	84,48,907	2,637,380	122,542,715	95,792,708	62,314,730	2,160,708	120,268,146
Number of passenger units carried one mile. No.	4,314,017,748	1,302,97,511	34,125,605	6,197,040,740	3,200,266,063	1,302,572,651	24,000,973	5,021,340,677
Number of accidents per 100,000 train-miles run. No.	0	10	15	0	7	9	16	7
Proportion of passengers killed by accidents to trains (vide statement No. 46) to number carried . No.	1 in 21,007,702	1 in 27,322,463	—	1 in 22,220,280	1 in 14,126,708	—	—	1 in 25,272,524
Proportion of passengers injured by accidents to trains (vide statement No. 46) to number carried . No.	1 in 1,540,798	1 in 278,100	—	1 in 1,260,082	1 in 1,000,200	1 in 6,054,245	—	1 in 2,305,585
Proportion of railway servants killed by accidents to trains (vide statement No. 46) to train-miles run No.	1 in 7,540,770	1 in 1,207,773	1 in 806,192	1 in 2,004,543	1 in 2,230,200	1 in 2,004,520	—	1 in 2,144,087
Proportion of railway servants injured by accidents to trains (vide statement No. 46) to train-miles run No.	1 in 1,202,405	1 in 491,948	1 in 124,265	1 in 840,522	1 in 1,008,916	1 in 1,247,200	—	1 in 1,160,715

* Excluding the Calcutta Port Commissioners' railway.

† Excluding the West of India Portmace, Pondicherry and Karaikal-Poralam railways.

‡ Including the Cawnpore-Burhwal (metre gauge) line.

§ Excluding the Hyderabad-Godavari Valley and the Cawnpore-Burhwal (metre gauge) railways.

|| Excluding the Jorhat, Cherra-Companyan, Bwrah-Amia, Howrah-Sheekhalla, Ranaghat-Krishnagar, Tarakeswar-Magra, Tesporé-Bálpárá and Gwalior Light railways.

¶ Excluding the Cawnpore-Burhwal (metre gauge) line.

** Excluding the Bani Light, Howrah-Amia, Howrah-Sheekhalla, Ranaghat-Krishnagar, Tarakeswar-Magra, and Tesporé-Bálpárá ways.

It will be noticed that there were 8 accidents for every 100,000 train-miles run against 7 in the previous year.

As compared with the previous year, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in 23 millions against 1 in 25½ millions in the previous year. The proportion of passengers injured to the number of passengers booked was 1 in 2 millions against 1 in 2½ millions.

The proportion of servants killed by accidents to trains to the number of train-miles run was 1 in 4 millions against 1 in 3 millions in the previous year. The proportion of servants injured to the number of train-miles run was 1 in 1 million being the same as in the previous year.

Accidents to trains, rolling-stock, permanent-way, etc., on railways open to traffic

Classification,	STANDARD GAUGE.												1899.			1899.		
	Previous year.			1899.			1899.			Previous year.			1899.					
	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Number of passengers and others.		Number of servants.		Total all classes.		Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.
							Killed.	Injured.	Killed.	Injured.	Killed.	Injured.						
1. Collisions between passenger trains or parts of passenger trains	1	3	4	2	4	5	..	4	..	4	..	3	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	12	13	25	19	10	29	3	15	..	6	3	21	7	5	12	14	4	18
3. Collisions between goods trains or parts of goods trains	11	47	58	8	29	37	..	3	1	3	1	6	12	5	17	6	16	22
4. Collisions between light engines	2	15	17	..	11	11	..	..	..	..	..	..	2	9	11	1	7	8
5. Passenger trains or parts of passenger trains leaving the rails	12	26	38	15	23	43	3	9	..	3	3	11	23	13	41	79	17	26
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	3	156	159	2	131	133	..	..	1	3	1	3	4	70	74	1	45	46
7. Trains or engines travelling in the wrong direction through points	3	72	74	5	46	51	..	..	..	..	..	..	12	25	37	12	28	50
8. Trains running into stations or sidings at too high a speed	..	5	5	1	11	12	..	..	..	..	..	..	1	12	13	1	3	4
9. Trains running over cattle on the line	2	1,234	1,236	6	1,178	1,184	..	..	..	..	..	..	5	1,033	1,038	8	1,179	1,183
10. Trains running over obstructions on the line	11	68	79	6	85	91	(b)	(c)	1	1	3	6	4	54	58	8	63	71
11. Trains running through gates at level-crossings	1	44	45	3	34	37	..	..	1	..	1	..	1	3	4	2	13	15
12. The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
12 (a). The bursting of tubes, etc., of engines	..	279	279	..	170	170	..	..	..	1	..	1	..	64	64	..	99	99
12. The failure of machinery, springs, etc., of engines	2	502	504	1	463	469	..	..	..	..	..	..	3	113	116	1	197	198
14. The failure of tyres	..	4	4	..	7	7	..	..	..	..	..	..	1	15	16	..	22	22
15. Ditto of wheels	..	2	2	..	6	6	..	..	..	..	..	..	1	1	2	1	1	2
16. Ditto of axles	..	17	17	..	15	15	..	..	..	..	..	..	3	45	53	15	57	72
17. Ditto of brake apparatus	..	2	2	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..
18. Ditto of coupling	..	160	160	..	201	201	..	..	..	..	..	..	6	119	125	..	153	155
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	..	3	3	..	1	1	..	..	..	..	..	..	2	..	2	..	..	..
20. Broken rails	..	45	45	..	72	72	..	..	..	..	..	..	6	33	39	..	56	56
21. The flooding of portions of permanent-way	8	41	49	10	15	25	..	..	3	..	3	..	22	49	71	20	38	58
22. Slips in cuttings or embankments	2	26	27	..	30	30	..	..	..	..	..	..	2	6	8	..	8	8
23. Fire in trains	3	111	114	4	133	137	..	10	..	..	10	..	53	53	6	59	65	
24. Fire at stations, or involving injury to bridges or viaducts	2	35	37	1	59	60	..	(g)	..	1	..	2	7	17	24	4	18	22
25. Other accidents	3	333	336	11	463	479	..	(a)	..	15	..	17	10	95	105	6	163	169
Total for the twelve months ending with the 31st December 1899	..	..	..	93	3,234	3,327	(d)	(h)	7	38	14	100	..	..	..	182	2,261	2,443
Previous year	..	..	..	77	3,242	3,310	(e)	(i)	15	46	24	113	..	..	..	144	1,844	1,899

(a) Of these, 1 was not a passenger.
 (b) Not passengers.
 (c) Of these, 3 were not passengers.
 (d) Of these, 2 were not passengers.

(e) Of these, 4 were not passengers.
 (f) Of these, 6 were not passengers.
 (g) Not a passenger.
 (h) Of these, 5 were not passengers.

(i) Of these, 9 were not passengers.
 (j) Of these, 7 were not passengers.
 (k) Of these, 12 were not passengers.

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Statement showing the gauge and classification of railways and the length

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED		
				At the end of 1899-1900 as shown in the last report.	Sanctioned during 1899-1900 (Appendix B.)	Corrected miles
	STANDARD GAUGE.			Miles.	Miles.	M
	State lines worked by companies.					
I	EAST INDIAN	East Indian Railway Company.	15th Aug. 1854 .	1,981-87	10-23	.
II	BENGAL CENTRAL (a)	Bengal Central Railway Company.	16th Oct. 1883 .	125-01	2-08	.
III	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880 .	1,228-91	115-14	-
IV	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1896 .	795-50	...	+
V	BHOPAL-ITÁNEI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1883 .	13-11	...	..
VI	GODHRA-BUTLAK-NÁGDÁ	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893 .	141-14	...	..
VII	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874 .	44-98	...	..
VIII	DHOOD-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878 .	145-44	...	..
IX	BREWADA EXTENSION (EAST COAST STATE) (b). WASHERMUTT-ENNÓR SECTION (BREWADA MADRAS).	Nizam's Guaranteed State Railway Company. Madras Railway Company.	10th Feb. 1889 . 22nd Feb. 1896 .	20-58 8-45	...	.. (c)-
X	AGRA-DELHI CHORD (d) . . . . .	.....	.....	121-16	...	-
	TOTAL . . . . .	.....	.....	4,626-11	128-06	-
	State lines worked by the State.					
XI	NORTH WESTERN	North Western State Railway.	18th May 1861 .	3,007-94	21-00	-
XII	HYDRABAD-SHADIPALLI	North Western State Railway.	18th Aug. 1893 .	58-91	...	-
XIII	ODDH AND ROHILKHAND	Ouddh and Rohilkhand State Railway.	23rd April 1867 .	1,087-81	...	-
XIV	EASTERN BENGAL	Eastern Bengal State Railway.	2nd Jan. 1863 .	375-88	...	-1
XV	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta .	1st Nov. 1875 .	8-63	...	-
XVI	EAST COAST (e)	East Coast State Railway .	20th Feb. 1893 .	(f) 545-17	...	+25 1/2
	ENNÓR-BREWADA SECTION (BREWADA-MADRAS). TOTAL . . . . .	..... .....	1st Nov. 1896	254-10 5,188-34	... 21-00	(g)- +
	Lines worked by guaranteed companies.					
XVII	GREAT INDIAN PENINSULA	Great Indian Peninsula Railway Company.	18th April 1853 .	1,357-13	...	-
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860 .	460-90	...	-
XIX	MADRAS	Madras Railway Company	1st July 1856 .	903-29	0-84	-
	TOTAL . . . . .	...	.....	2,721-31	0-84	-
	Assisted companies.					
XX	DELHI-UMBALLA-KALKA	East Indian Railway Company.	1st Mar. 1891 .	162-23	...	-
XXI	TARESSUR	East Indian Railway Company.	1st Jan. 1885 .	32-23	...	-
XXII	SOUTH BEHAR (LUCKNOW-RAJ-GHAT)	East Indian Railway Company.	3rd July 1899 .	78-88	...	-
XXIII	SOUTHERN PUNJAB (DELHI-SAMSÁTA).	North Western State Railway.	10th Nov. 1897 .	423-97	...	-
XXIV	HARDWAR-DEHRA	Ouddh and Rohilkhand State Railway.	1st March 1900 .	82-05	...	-
XXV	TÁPTI VALLEY	Bombay, Baroda and Central India Railway Company.	18th Dec. 1898 .	156-25	...	-
	TOTAL . . . . .	.....	.....	875-56	...	-
	Carried over . . . . .	.....	.....	18,411-32	149-89	-

Lines sanctioned and open for traffic on the 31st March 1900.

VGE.		OPEN MILEAGE.				Length remaining to be finished (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1900.					
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
1,990.62	1,712.25	125.48	-1.58	1,836.15	154.37	474.25	I		
127.69	125.01	...	...	125.01	2.68	...	II	
1,348.80	1,184.41	5.75	...	1,190.16	153.14	...	III	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.	
796.25	795.56	...	+0.69	796.25	...	...	IV	
13.11	13.11	...	...	13.11	...	...	V	
141.14	141.14	...	...	141.14	...	...	VI	
44.83	44.88	...	...	44.88	...	...	VII	
145.44	145.44	...	...	145.44	...	...	VIII	
20.58	20.58	...	...	20.58	...	...	IX	(b) Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's Guaranteed State Railways Company.
...	8.45	...	(c)-8.45	...	...	...		(c) Included with the East Coast State railway.
121.16	...	...	...	...	121.16	...	X	(d) Commencement of work not yet authorized.
4,744.07	4,190.83	131.23	-9.34	4,312.72	431.35	474.25			
3,028.10	2,817.64	133.61	+2.55	2,953.80	74.30	170.40	XI		
58.91	58.91	...	...	58.91	...	...	XII	
1,037.81	950.76	...	...	950.76	87.05	...	XIII	
274.04	262.98	7.68	-2.62	268.04	6.00	112.21	XIV		
8.53	8.53	...	...	8.53	...	1.49	XV	
(f) 807.80	(f) 540.62	...	+252.97 +7.00 +2.66	(f) 803.25	4.55	...	XVI	(e) Including the Washermenpet-Eonur and the Eonur-Bezawada sections of the Bezawada-Madras railway. (f) Including 2.66 miles (mixed gauge), and 0.8 mile (metre gauge).	
...	254.10	...	(c)-254.10	...	...	...
5,215.19	4,898.54	141.29	+8.46	5,043.29	171.90	284.10			
1,357.12	1,288.00	19.00	...	1,307.00	50.12	461.92	XVII		
460.90	460.90	...	...	460.90	...	131.11	XVIII	
903.98	839.23	5.01	-0.01	844.23	59.75	42.41	XIX		
2,722.00	2,588.13	24.01	-0.01	2,612.13	109.87	635.44			
162.24	162.23	...	+0.01	162.24	...	...	XX	
22.23	22.23	...	...	22.23	...	...	XXI	
78.83	...	78.83	...	78.83	...	...	XXII	
424.51	423.18	...	+0.54	423.72	0.79	...	XXIII		
32.05	...	32.05	...	32.05	...	...	XXIV	
155.77	35.91	119.86	...	155.77	...	...	XXV	
675.63	643.55	230.74	+0.55	874.84	0.79	...			
18,556.89	12,316.05	527.27	-0.34	12,842.98	713.91	1,393.79			

Statement showing the gauge and classification of railways and the length

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED		
				At the end of 1899-00 as shown in the last report.	Sanctioned during 1899-1900 (Appendix B).	Corrected miles
				Miles.	Miles.	Miles.
	Brought forward	.....	.....	18,411.82	149.89	—
	STANDARD GAUGE—concl'd.					
	Lines owned by native states and worked by companies.					
XXVI	KHARGAON	Great Indian Peninsula Railway Company.	4th March 1870.	7.55	...	...
XXVII	AMBROTI	Great Indian Peninsula Railway Company.	16th Feb. 1871 .	5.44	...	...
XXVIII	BINA-GOONA-BIRAN	Indian Midland Railway Company.	1st May 1895 .	145.37	...	—0
XXIX	BHOPAL-UJJAIN	Indian Midland Railway Company.	11th Nov. 1895 .	118.53	...	—0
XXX	BHOPAL-ITANSI (NATIVE STATE SECTION)	Indian Midland Railway Company.	18th Nov. 1894 .	44.29	...	...
XXXI	THE NIXAM'S GUARANTEED STATE	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 .	330.13	...	...
XXXII	NAGDI-UJJAIN	Bombay, Baroda and Central India Railway Company.	15th July 1876 .	34.32	...	...
XXXIII	THE GARHWAR'S PRYLAJ	Bombay, Baroda and Central India Railway Company.	5th May 1890 .	13.35	...	...
XXXIV	KOLAR GOLD-FIELDS	Madras Railway Company	1st June 1894 .	10.06	...	...
XXXV	PRYLAJ-CAMBAY	Bombay, Baroda and Central India Railway Company.	.....	...	20.75	...
	TOTAL	.....	.....	703.93	20.75	—0
	Lines owned by native states and worked by state railway agency.					
XXXVI	RAJPUTANA-BHATINDA	North Western State Railway.	1st Nov. 1884 .	107.91	...	—0
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) (a).	North Western State Railway.	15th Mar. 1890 .	15.93	...	—
XXXVIII	LUDHIANA DHURI-JALHAL	Being constructed by the North Western State Railway.	.....	80.32	...	—0
	TOTAL	.....	.....	204.18	...	—1
	Total standard gauge	.....	.....	14,319.46	170.64	—6
	METRE GAUGE.					
	States lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN—(c) TIRHOOT SECTION	Bengal and North-Western Railway Company.	1st Nov. 1875 .	502.80	30.47	+9
	COMPANY'S SECTION		2nd April 1884	779.03	...	+0
XL	LUCKNOW-BAREILLY SECTION (BOHILKUND AND KUMAON).	Bohilkund and Kumaon Railway Company.	12th Oct. 1834 .	231.17	...	...
XLI	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 .	1,673.93	...	...
XLII	PALANPUR-DHESA	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893 .	17.28	...	...
XLIII	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 .	1,042.04	...	...
XLIV	GUNTAKAL-MYSORE-FRONTIER	Southern Mahratta Railway Company.	1st Mar. 1892 .	119.50	...	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	Southern Mahratta Railway Company.	1st Feb. 1884 .	296.00	...	...
XLVI	SOUTH INDIAN	South Indian Railway Company.	15th July 1861 .	1,022.37	149.47	+8
XLVII	MAYAVARAM-MUTUFT	South Indian Railway Company.	2nd April 1894 .	53.99	...	...
XLVIII	ASSAM-BENGAL	Assam-Bengal Railway Company.	1st July 1895 .	735.76	...	...
XLIX	BURMA	Burma Railways Company	2nd May 1877 .	1,232.50	119.01	—0
	TOTAL	.....	.....	7,756.36	298.95	+13
	Carried over	.....	.....	7,756.36	298.95	+13

A—contd.

lines sanctioned and open for traffic on the 31st March 1900.

AGE.	OPEN MILE.				Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C).	Corrections of mileage.					Total open length on the 31st March 1900.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
13,556.89	12,316.05	527.27	-0.34	12,842.99	713.91	1,393.79		
7.55	7.55	...	...	7.55	...	...	XXVI
5.44	5.44	...	...	5.44	...	...	XXVII
145.21	71.74	73.49	-0.02	145.21	...	...	XXVIII
113.27	113.52	...	-0.25	113.27	...	...	XXIX
44.28	44.28	...	...	44.28	...	...	XXX
330.13	330.13	...	...	330.13	...	...	XXXI
34.32	34.32	...	...	34.32	...	...	XXXII
13.35	13.35	...	...	13.35	...	...	XXXIII
10.00	10.00	...	...	10.00	...	...	XXXIV
20.75	...	...	...	...	20.75	...	XXXV
							Under construction.	
724.30	630.33	78.49	-0.27	703.55	20.75	...		
107.05	107.91	...	-0.89	107.05	...	...	XXXVI
15.92	15.92	...	...	15.92	...	...	XXXVII
79.61	...	...	...	...	79.61	...	XXXVIII
							(a) The British section of this railway forms an integral part of the North Western State railway system.	
202.58	123.66	...	-0.89	122.97	79.61	...	Under construction.	
14,483.77	13,070.24	600.76	-1.50	13,669.50	814.27	1,393.79		
542.52	341.80	73.17	...	414.97	127.55	...	} XXXIX	
776.00	743.18	...	-3.57	743.00	33.00	...		
231.17	231.17	...	+3.39	231.17	...	...	XL
1,673.93	1,673.93	...	...	1,673.93	...	1.14	XLI
17.28	17.28	...	...	17.28	...	...	XLII
1,042.04	1,042.04	...	...	1,042.04	...	...	XLIII
119.50	119.50	...	...	119.50	...	...	XLIV
296.00	296.00	...	...	296.00	...	...	XLV
1,180.00	1,017.88	4.49	+8.16	1,030.53	149.47	...	XLVI	
53.99	53.99	...	...	53.99	...	...	XLVII
735.76	414.45	20.31	+0.69	435.45	300.31	...	XLVIII	
1,401.02	936.03	57.21	...	993.29	407.73	12.00	XLIX	
8,669.21	6,887.30	155.18	+8.67	7,051.15	1,018.06	13.14		
8,069.21	6,837.30	155.18	+8.07	7,051.15	1,018.06	13.14		
							(c) Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.	

Statement showing the gauge and classification of railways and lengths

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED		
				At the end of 1899-00 as shown in the last report.	Sanctioned during 1899-1900. (Appendix B).	Correct of miles
	Brought forward	.....	.....	Miles. 7,766 80	Miles. 258-96	Mile +18
	METRE GAUGE—concl'd.					
	State lines worked by the State.					
L	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kania-Dharid, 2' 6" gauge branch).	Eastern Bengal State Railway.	26th Aug. 1877 .	503-42	88 83	—
	DACCA SECTION		4th Jan. 1885 .	85-02	...	...
LI	CAWNPORE-BURHWAL (METRE GAUGE LINK) (a).	Ondh and Rohilkhand State Railway.	24th Nov. 1896 .	(b) 70-60	...	...
LII	SHADIPALLI BALOTRA (BRITISH SECTION) (c)	Being constructed by State agency.	.....	(d) 60-06	...	-0
	TOTAL .	.....	.....	738 00	88 83	-0
	Assisted companies.					
LIII	DEOGHUR	Messrs. Burn & Co.	23rd Dec. 1882 .	4-79	...	...
LIV	BRAHMAPUTRA-SULTANPUR	Eastern Bengal State Railway.	1st April 1899	59-70	...	-0
LV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Eastern Bengal State Railway.	15th Oct. 1879 .	55 00	...	-14
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1894 .	53-02	...	—
LVII	SEGOWLIE-BAKAUL	Bengal and North-Western Railway Company.	1st March 1899 .	18-00	...	—
LVIII	BENGAL-DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1898 .	157-95	...	-41
LIX	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882 .	77-50	...	...
LX	LEDO AND TIRAK-MARGHERITA COLLIERY	Assam Railways and Trading Company.	17th Feb. 1894 .	7-50	...	—
LXI	AHMEDABAD-PARANTEE	Bombay, Baroda and Central India Railway Company.	1st May 1897 .	54 59	...	...
LXII	NILGIRI	Madras Railway Company.	15th June 1899 .	16-81	...	+0
	TOTAL .	.....	.....	506 85	...	—
	Lines owned by native states and worked by companies					
LXIII	THE GANAKWAR'S MERSANA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1897 .	92 63	...	—
LXIV	HYDRABAD-GODAVARI VALLEY	Nizam's Guaranteed State Railways Company.	21st Oct. 1899 .	384-29	...	+
LXV	KOLHAPUR	Southern Mahratta Railway Company.	21st April 1891 .	29-07	...	...
LXVI	YESVANTPUR-MYSORE FRONTIER	Southern Mahratta Railway Company.	15th Dec. 1892 .	51-35	...	...
LXVII	MYSORE-NANJANGUD	Southern Mahratta Railway Company.	1st Dec. 1891 .	15 80	...	...
LXVIII	BIRUR-SHIMOGA	Southern Mahratta Railway Company.	1st Dec. 1899 .	37-97	...	...
LXIX	VIJAPUR-KALOL	Being constructed by the Bombay, Baroda and Central India Railway Company.	.....	...	29 60	...
LXX	SHORANUR COCHIN	Being constructed by the Madras Railway Company.	.....	65 00	...	...
LXXI	TINNEVELLY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTION). (e)	Being constructed by the South Indian Railway Company.	.....	...	50-86	...
	TOTAL .	.....	.....	676-10	86-46	...
	Carried over .	.....	.....	9,070 81	424 24	...

-contd.

res sanctioned and open for traffic on the 31st March 1900.

E.	OPEN MILEAGE.					Length remaining to be finished, (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1900.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
8,069 21	6,837 30	155 18	+8 87	7,051 15	1,018 08	13 14			
542 25	478 47	0 64	...	479 11	63 14	...	L		
85 92	85 92	...	...	85 92	...	...	LI	(a) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 3'66 miles, being utilized between Daliganj and Asabagh.
79 60	(b) 79 60	...	...	79 60	...	...	LII	(b) Including the length, Bara Banki to Burhwal, laid on a mixed gauge.
69 05	...	...	...	...	69 05	...	LII	(c) Under construction. The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.
776 82	643 99	0 64	...	644 63	132 19	...		(d) Under construction. Excluding 65 08 miles, Hyderabad-Shudipalli, standard gauge, railway, to be converted to the metre gauge.	
4 79	4 79	...	...	4 79	...	...	LIII	
59 50	...	24 50	...	24 50	35 00	...	LIV		
53 37	33 07	20 30	...	53 37	...	...	LV	
53 92	53 92	...	...	53 92	...	...	LVI	
18 09	18 09	...	...	18 09	...	...	LVII	
152 96	36 40	...	...	36 40	116 56	...	LVIII	
77 50	77 50	...	...	77 50	...	...	LIX	
7 50	7 50	...	...	7 50	...	...	LX	
54 59	54 59	...	...	54 59	...	...	LXI	
16 90	...	16 90	...	16 90	...	...	LXII	
499 12	285 86	61 70	...	347 56	151 56	...			
92 63	92 63	...	...	92 63	...	...	LXIII	
385 16	...	154 23	...	154 23	230 93	...	LXIV		
29 07	29 07	...	...	29 07	...	...	LXV	
51 35	51 35	...	...	51 35	...	...	LXVI	
15 80	15 25	0 55	...	15 80	...	...	LXVII	
38 50	...	37 97	+0 53	38 50	...	...	LXVIII	
29 60	...	...	...	...	29 60	...	LXIX	Under construction.
65 00	...	...	...	...	65 00	...	LXX	Under construction.
56 86	...	...	...	...	56 86	...	LXXI	(a) Under construction. The British section of this railway forms an integral part of the South Indian railway.
763 97	188 30	192 75	+0 53	381 58	382 39	...			
10,169 12	8,005 45	410 27	+9 20	8,424 92	1,684 20	13 14			

Statement showing the gauge and classification of railways and the lengths

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED		
				At the end of 1899 as shown in the last report.	Sanctioned during 1899-1900 (Appendix B).	Corrected of mileage
	Brought forward	.....	.....	Miles. 9,676.81	Miles. 424.24	Miles. +8
	METRE GAUGE—concl'd.					
	Lines owned and worked by native states.					
LXXIII	JODHPUR-BIKANER — JODHPUR SECTION	} Jodhpur State	24th June 1882 .	455.50	...	...
	BIKANER SECTION		8th April 1891 .	167.00	88.00	...
LXXIII	UDAIPUR-CHITOR	} Meywar State	1st Aug. 1895 .	67.80	...	...
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD PORBANDAR		Board of Control representing the proprietary states. Bhavnagar-Gondal-Junágad-Porbandar Railway.	25th Dec. 1890 .	(a) 333.84	...
LXXV	JETALGAR-BÁJKOT	Bhavnagar-Gondal-Junágad-Porbandar Railway.	12th April 1893 .	46.23	...	...
LXXVI	JÁMNAGAR	Bhavnagar-Gondal-Junágad-Porbandar Railway.	8th April 1897 .	(b) 54.28	...	...
LXXVII	DHRÁNGADRÁ	Bhavnagar-Gondal-Junágad-Porbandar Railway.	1st June 1898 .	20.88	...	...
LXXVIII	JAIPUR	Being constructed by the Jaipur state.	.....	72.85	...	...
	TOTAL . . . . .	.....	.....	1,217.83	88.00	...
	Foreign lines.					
LXXIX	WEST OF INDIA PORTUGUESE	West of India Portuguese Railway Company.	17th Jan 1887 .	51.00	—	—
LXXX	PONDICHERRY	South Indian Railway Company.	16th Dec. 1879 .	7.80	...	...
LXXXI	KÁRAIKKAL-PERALAM	South Indian Railway Company.	14th March 1898 .	14.45	...	...
	TOTAL . . . . .	.....	.....	73.25	...	...
	Total metre gauge . . . . .	.....	.....	10,867.39	512.24	+8
	SPECIAL GAUGES.					
	State line worked by company.					
LXXXII	BAIPUR-DHANTARI BRANCH (BENGAL-NÁGPUR (2' 6").	Being constructed by the Bengal-Nágpur Railway Company.	.....	56.68	...	-0
	TOTAL . . . . .	...	.....	56.68	...	-0
	State lines worked by the State.					
LXXXIII	JORHÁT (2' 0")	State agency	15th Dec. 1884 .	28.50	...	-0
LXXXIV	CHEBBA-COMPANYGANJ (2' 6") (c)	State agency	16th June 1886 .	...	8.00	...
LXXXV	NOWSHERA-DARGAI (2' 6")	Being constructed by the North Western State Railway	.....	...	41.90	...
	TOTAL . . . . .	...	.....	28.50	49.90	-0
	Assisted companies.					
LXXXVI	DARJEELING-HIMALAYAN (2' 0")	Darjeeling Himalayan Railway Company.	23rd Aug. 1880 .	51.00	...	...
LXXXVII	BÁRSI LIGHT (2' 6")	Bársi Light Railway Company.	1st March 1897 .	54.75	...	...
LXXXVIII	HOWRAH-AMTA (2' 0").	Bengal District Road Tramways Company.	1st July 1897 .	28.62	...	+
LXXXIX	HOWRAH-SHEAKHALLA (2' 0")	Bengal District Road Tramways Company.	2nd Aug. 1897 .	19.62	...	+
XC	RÁNAGHAT-KRISHNAGAR (2' 6")	Bengal District Road Tramways Company.	5th April 1899 .	20.20	...	+
XCI	TÁRAKESHWAR-MÁGRA (2' 6")	Bengal Provincial Railways Company.	7th Nov. 1894 .	31.12	...	...
XCII	TEZPORE-BÁLIPÁRÁ (2' 6")	Tezporé Bálipará Steam Tramways Company.	9th Aug. 1894 .	20.10	...	...
XCIII	KÁLKA-SIMLA (2' 0")	Delhi-Umballa Kalka Railway Company.	.....	68.00	...	...
	TOTAL . . . . .	.....	.....	203.41	...	...
	Carried over . . . . .	.....	.....	378.59	49.90	-

—contd.

Lines sanctioned and open for traffic on the 31st March 1900.

MILEAGE.	OPEN MILEAGE.						Classification No.	REMARKS.
	Total sanctioned length at the end of 1899-1900.	On the 31st March 1899 as shown in the last report.	Opened during 1899-1900 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1900.	Length remaining to be finished (Appendix E).			Length laid with two or more tracks.
Miles. 10,109·12	Miles. 8,005·45	Miles. 410·27	Miles. +9·20	Miles. 8,424·92	Miles. 1,684·20	Miles. 13·14		
455·50	320·50	60·00	...	380·50	75·00	...	LXXII	
255·00	85·50	8·50	...	95·00	160·00	...	LXXIII	
67·30	60·86	6·44	...	67·30	...	...	LXXIV	(a) Including 4·97 miles of Bhavnagar Dock estates and Junagad quarry line.
(a) 333·84	(a) 333·84	...	...	(a) 333·84	...	...	LXXV	
46·23	46·23	...	...	46·23	...	...	LXXVI	(b) Including 3·99 miles of Bedi Bandar Dock estate sidings.
(b) 54·28	(b) 54·28	...	...	(b) 54·28	...	...	LXXVII	
20·83	20·83	...	...	20·83	...	...	LXXVIII	Under construction.
72·85	...	...	...	...	72·85	...		
1,305·83	922·04	75·94	...	997·98	307·85	...		
51·00	51·00	...	...	51·00	...	...	LXXIX	
7·80	7·80	...	...	7·80	...	...	LXXX	
14·45	14·45	...	...	14·45	...	...	LXXXI	
73·25	73·25	...	...	73·25	...	...
11,488·20	9,000·74	486·21	+9·20	9,495·15	1,992·05	13·14		
55·73	...	...	...	...	55·73	...	LXXXII	Under construction.
55·73	...	...	...	...	55·73	...		
28·00	28·50	...	-0·50	28·00	...	...	LXXXIII	(a) Reconstituted a railway from the 7th July 1899.
8·00	...	8·00	...	8·00	...	...	LXXXIV	
41·90	...	...	...	...	41·90	...	LXXXV	Under construction.
77·90	28·50	8·00	-0·50	30·00	41·90	...		
51·00	51·00	...	...	51·00	...	...	LXXXVI	
54·75	21·75	...	-0·16	21·59	33·16	...	LXXXVII	
28·69	28·62	...	+0·07	28·69	...	...	LXXXVIII	
19·75	19·62	...	+0·13	19·75	...	...	LXXXIX	
20·25	...	20·25	...	20·25	...	...	XC	
31·12	31·12	...	...	31·12	...	...	XCI	
20·00	20·10	...	-0·10	20·00	...	...	XCI	
58·00	...	...	...	...	58·00	...	XCI	Under construction.
283·56	172·21	20·25	-0·06	192·40	91·16	...		
417·19	200·71	28·25	-0·56	228·40	188·79	...		

Statement showing the gauge and classification of railways and the lengths

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED M		
				At the end of 1899-00 as shown in the last report.	Sanctioned during 1899-1900 (Appendix b).	Corrective of miles
	Brought forward	.....	.....	Miles. 878.09	Miles. 49.90	Miles. -11.1
	SPECIAL GAUGES—concl'd. Lines owned by native states and worked by companies.					
XCV	GWALIOR-LIGHT (2' 0")—					
	GWALIOR-SIPRI SECTION	} Indian Midland Railway Company.	{ 2nd Dec. 1893 . 2nd Dec. 1899 .	...	...	+ 73.8
	GWALIOR-BHIND SECTION(s) . . . . .			...	...	+(s)52.1
XCV	THE GANAWAN'S DABHOI (2' 6")	Bombay, Baroda and Central India Railway Company.	8th April 1873 .	78.80	...	...
XCVI	RAJPIPLA (2' 6")	Bombay, Baroda and Central India Railway Company.	1st July 1897 .	87.52	...	+00.
XCVII	REWAH (2' 6")	Rewah State . . . . .	.....	81.81	...	...
	TOTAL . . . . .	.....	.....	147.93	...	+126.18
	Line owned by native state and worked by state railway agency.					
XCVIII	COOCH-BEHAR (2' 6")	Eastern Bengal State Railway.	15th Sept. 1893 .	84.22	...	-0.49
	TOTAL . . . . .	.....	.....	84.22	...	-0.49
	Lines owned and worked by native state.					
XCIX	MORVI (2' 6")	Morvi State	11th March 1886	94.36	...	-1.2
	GWALIOR LIGHT (2' 0") ^a					
	GWALIOR-SIPRI SECTION . . . . .	.....	.....	72.93	...	-7.2
	GWALIOR BHIND SECTION . . . . .	.....	.....	44.33	...	-4.2
	TOTAL . . . . .	.....	.....	211.65	...	-11.8
	Total special gauges . . . . .	.....	.....	772.39	49.90	-4.2
	Total of all railways . . . . .	.....	.....	26,059.24	732.78	-1.1
	Steam tramways working outside municipal limits.					
	POWAYAN (2' 6" gauge)	Powayan Steam Tramway Company.	17th June 1890 .	89.50	...	...
	DANDOT COLLIERY (2' 0" gauge)	North Western State Railway.	1st June 1859 .	6.18	...	...
	CHERRA COMPANYGANJ (2.0" gauge)	State agency	16th June 1886	8.00	...	...
	THATCH-DUYINZAIK (2' 6" gauge)	Manager, Thatch Duiyinzaiik Tramway.	11th Feb. 1885 .	7.76	...	...
	CALICUT . . . . .	.....	.....	11.28	...	...
	PARLAKIMEDI (2' 6")	Being constructed by the Rajah of Parlakimedi.	.....	...	25.00	...
	MADURA DISTRICT (2' 6")	Being constructed by Messrs. Wilson and Company of Madras.	.....	...	93.00	...
	TOTAL . . . . .	.....	.....	72.73	118.00	...

-contd.

Lines sanctioned and open for traffic on the 31st March 1900.

E.	OPEN MILEAGE.				Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1899-1900.	On the 31st March 1899, as shown in the last report.	Opened during 1899-1900 (Appendix C.)	Corrections of mileage.					Total open length on the 31st March 1900.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
417.10	200.71	28.25	-0.56	228.40	183.79	...		
73.81	...	73.81	...	73.81	...	...	XCV
(a) 52.33	...	(a) 52.33	...	(a) 52.33	...	...	XCV
78.80	78.80	...	...	78.80	...	...	XCV
37.37	23.93	13.39	...	37.37	...	...	XCVI
31.81	...	...	...	...	31.81	...	XCVII
274.12	102.78	139.53	...	242.31	21.81	...		
33.78	22.22	11.35	+0.05	33.62	0.11	...	XCVIII	
33.73	22.22	11.35	+0.05	33.62	0.11	...		
93.07	94.36	...	-1.29	93.07	...	...	XCLX
...		
...		
93.07	94.36	...	-1.29	93.07	...	...
818.11	420.07	179.13	-1.80	597.40	220.71	...		
26,790.08	22,491.05	1,266.10	+5.90	23,763.05	3,027.03	1,406.93		
39.50	39.50	...	...	39.50	...	...
6.18	6.18	...	...	6.18	...	1.83	
...	8.00	...	-8.00	...	...	...	Vide foot-note (c) on page IX.
7.76	7.76	...	...	7.76	...	...
...		
25.00	...	...	...	...	25.00	...	Under construction.
93.00	...	...	...	...	93.00	...	Under construction.
171.44	61.44	...	-8.00	63.44	118.00	1.83		

(a) Including 8.00 miles of His Highness the Maharaja Scindia's private line.

Commencement of work not yet authorized.

* Transferred to lines owned by native states and worked by companies.

Vide foot-note (c) on page IX.

Under construction.

Under construction.

APPENDIX A—conold.

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1900.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.				Length remaining to be finished (Appendix F).	Length of two track
	At the end of 1898-99.	Sanctioned during 1898-1900, (Appendix B).	Corrections of mileage.	Total sanctioned length at the end of 1899-1900.	On the 31st March 1900.	Opened during 1898-1900 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1900.		
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles	Miles.	Miles.	Miles.	Miles.	Miles.	Mi
State lines worked by companies	4,626-11	128-05	-10-09	4,744-07	4,100-83	131-23	-9-34	4,312-72	431-35	474
State lines worked by the State	5,168-34	21-00	+5-84	5,215-19	4,893-54	141-20	+8-46	5,043-20	171-80	282
Lines worked by guaranteed companies	2,721-31	0-34	-0-15	2,722-00	2,588-13	24-01	-0-01	2,612-13	109-87	635
Assisted companies	875-56	...	+0-07	875-63	643-55	230-74	+0-55	874-84	0-79	..
Lines owned by native states and worked by companies	703-06	20-75	-0-41	724-30	630-33	73-49	-0-27	703-55	20-76	..
Lines owned by native states and worked by state railway agency	204-18	...	-1-60	202-59	123-88	...	-0-80	122-07	79-61	..
TOTAL	14,319-46	170-64	-6-33	14,483-77	13,070-24	600-76	-1-50	13,669-50	814-27	1,398
METRE GAUGE.										
State lines worked by companies	7,756-36	293-05	+13-90	8,060-21	6,997-80	155-18	+9-07	7,051-15	1,018-06	13
State lines worked by the State	738-00	38-83	-0-01	776-82	643-99	0-64	...	644-63	132-19	..
Assisted companies	505-85	...	-0-73	499-12	285-86	61-70	...	347-56	151-56	..
Lines owned by native states and worked by companies	676-10	66-46	+1-41	763-97	168-30	192-75	+0-53	381-58	332-39	..
Lines owned and worked by native states	1,217-83	68-00	...	1,305-83	922-04	76-04	...	997-08	307-85	..
Foreign lines	73-25	...	...	73-25	73-25	...	...	73-25	...	..
TOTAL	10,967-39	512-24	+3-57	11,482-20	9,000-74	486-21	+9-20	9,496-15	1,992-06	13
SPECIAL GAUGES.										
State line worked by company	56-68	...	-0-05	55-73	...	...	...	...	55-73	..
State lines worked by the State	23-50	40-00	-0-50	77-00	23-50	8-00	-0-50	36-00	41-90	..
Assisted companies	253-41	...	-6-85	253-56	172-21	20-25	-0-06	192-40	91-16	..
Lines owned by native states and worked by companies	147-33	...	+126-14	274-12	102-78	139-53	...	242-31	31-81	..
Line owned by native states and worked by state railway agency	34-22	...	-0-49	33-73	21-23	11-35	+0-05	38-62	0-11	..
Lines owned and worked by native state	211-65	...	-118-55	93-07	91-36	...	-1-29	90-07	...	..
TOTAL	772-39	40-00	-4-18	818-11	420-07	179-13	-1-80	597-40	220-71	..
Total of all railways	28,059-24	732-78	-1-91	28,790-08	22,491-05	1,266-10	+5-90	23,793-05	3,027-03	1,411
Steam tramways working outside municipal limits	72-72	118-00	-10-13	171-44	61-44	...	-9-00	53-14	118-00	..

Made up as follows:

Length sanctioned at the end of 1898-99	20,070-24
Sanctioned during 1898-1900	732-78
Add--	20,702-02
Bakrighat branch, East Indian railway put in	2-02
South Indian railway sidings now treated as main line	8-16
	10-18
Deduct--	20,691-84
Maharajpur branch, East Indian railway, taken out	1-53
Bakrighat branch, East Indian railway, taken out	2-18
	3-71
Net decrease due to corrections of mileage	3-71
Net total length sanctioned at the end of 1899-1900	20,702-02
Length sanctioned at the end of 1898-99	20,070-24
Net increase in sanctioned mileage in 1899-1900	730-84

Railways or sections of railways sanctioned from the 1st April 1899 to the 31st March 1900.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
	STANDARD GAUGE.			
	State lines worked by companies.			
I	<i>East Indian—</i>			
	SITAMPUR TO DOWOHANI	6.99	13th June 1899.	
	PANDEA BRANCH OF THE JHERRIAH EXTENSION	8.24	4th August 1899.	
		10.23		
II	<i>Bengal Central—</i>			
	DUM-DUM CANTONMENT TO PATTIPOOKUR	2.68	24th April 1899.	
III	<i>Bengal-Nagpur—</i>			
	MIDNAPORE TO BUJUDIH	(a) 115.14	1st June 1899.	(a) Commencement of work not yet authorised.
	TOTAL	128.05		
	State line worked by the State.			
XI	<i>North Western—</i>			
	BARA-UDDIN TO BASUL	9.00	...	
	PESHAWAR TO JAMBOOD	12.00	30th August 1899.	
	TOTAL	21.00		
	Line worked by guaranteed Company.			
XIX	<i>Madras—</i>			
	MAYAPURAM TO BEACH	0.84	...	
	Line owned by native state and worked by company.			
XXXV	<i>Pelld-Cambay—</i>			
	PETLAD TO CAMBAY	(a) 20.75	4th July 1899.	
	TOTAL STANDARD GAUGE	170.64		
	METRE GAUGE.			
	State lines worked by companies.			
XXXIX	<i>Bengal and North-Western (Tirhoot section)—</i>			
	SAKRI TO JAINAGAR	(a) 30.47	1st June 1899.	
XLVI	<i>South Indian—</i>			
	MADURA TO TONI TORAI	94.00	} 21st April 1899.	
	MUNTANANDAL TO SIVAGANGA	9.00		
	TINNEVELLY-QUILON (TRAVANCORE) BRANCH (BRITISH SECTION)	46.47		
XLIX	<i>Burma—</i>			
	BASSIN via HENZADA TO THARRAWADDY	149.47		
		119.01	7th September 1899.	
	TOTAL	298.95		
	State line worked by the State.			
L	<i>Eastern Bengal—</i>			
	TELSTA TO DHUBRI	38.83	13th September 1899.	
	Lines owned by native states and worked by companies.			
LXIX	<i>Vijapur-Kalol—</i>			
	VIJAPUR TO KALOL	29.60	23rd May 1899.	
LXXI	<i>Tinnevelly-Quilon (Travancore) branch (Native state section)</i>	56.86	21st April 1899.	
	TOTAL	86.46		
	Line owned and worked by native state.			
LXXII	<i>Jodhpur-Bikaner (Bikaner section)—</i>			
	SURATGARH TO BHATINDA	88.00	15th July 1899.	
	TOTAL METRE GAUGE	512.24		
	SPECIAL GAUGES.			
	State lines worked by the State.			
LXXXIV	<i>Cherra-Companyganj (2' 6")</i>	8.00		
LXXXV	<i>Nowshera-Dargai (2' 6")—</i>			
	NOWSHERA TO DARGAI	41.90	15th May 1899.	
	TOTAL SPECIAL GAUGES	49.90		
	GRAND TOTAL			
		732.78		
	Steam tramways working outside Municipal limits.			
	PARLAKIMEDI (2' 6")	25.00	28th April 1899.	
	MADURA DISTRICT (3' 6")	93.00	3rd May 1899.	
	TOTAL	118.00		

Railways or sections of railways opened for traffic from the 1st April 1899 to the 31st March 1900

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
STANDARD GAUGE.				
State lines worked by companies.				
I	<i>East Indian—</i> MOGHAL SARAI TO GTA	125.48	1st March 1900.	
II	<i>Bengal Nappur—</i> KHAIRPUR TO THE RIGHT BANK OF THE COSSYB RIVER.	5.75	20th December 1899.	For goods traffic. For passenger traffic on 1st February 1900.
	TOTAL	131.23		
State lines worked by the State.				
XI	<i>North Western—</i> <i>Mari-Attock section—</i> DAUD KHIL (NEAR MARI) TO JAND BASAL (NEW PIND SULTAN) TO CAMPBELLPUR CANTONMENT LYALLPUR TO TOBA TEK SINGH HANA-UDDIN TO BASUL	56.81 18.80 49.00 9.00	1st April 1899. 22nd June 1899 4th January 1900.	For goods traffic. For passenger traffic on 10th January 1900.
	TOTAL	133.61		
XIV	<i>Eastern-Bengal—</i> SHIVARAMPUR TO FARIDPUR BANURA DIVERSION	7.43 0.25	1st April 1899. 5th March 1900.	
	TOTAL	7.68		
	TOTAL	141.29		
Lines worked by guaranteed companies.				
XVII	<i>Great Indian Peninsula—</i> JALGAON TO DHAMANGAON	19.00	20th February 1900.	For goods traffic.
XIX	<i>Madras—</i> WALAJAH ROAD TO RANIPET KATAPURAM TO BEACH	4.17 0.84	17th April 1899. 22nd January 1900.	
	TOTAL	5.01		
	TOTAL	34.01		
Assisted companies.				
XXII	<i>South Bihar (Lucknow section)—</i> LUCKNEWAR TO WAZIRGANJ WAZIRGANJ TO GTA	65.00 13.83	3rd July 1899. 10th July 1899.	
XXIV	<i>Hardwar-Dehra—</i> HARDWAR TO DEHRA	7.83 32.05	1st March 1900.	
XXV	<i>Tapti-Valley—</i> VYARA TO CHINCHPADA CHINCHPADA TO NANDURBAR NANDURBAR TO DONDAICHE DONDAICHE TO NARDANA NARDANA TO AMALNER	36.00 25.86 21.00 20.00 17.00	10th July 1899. 5th October 1899. 11th November 1899. 24th November 1899. 10th March 1900.	For goods traffic. For passenger traffic on 10th March 1900.
	TOTAL	119.86		
	TOTAL	230.74		
Line owned by native state and worked by company.				
XXVIII	<i>Bina-Goonn-Birdn—</i> GOONN TO BIRAN	73.49	10th May 1899.	
	TOTAL STANDARD GAUGE	60.76		
MEIRE GAUGE.				
State lines worked by companies.				
XXXIX	<i>Bengal and North-Western (Tirhoot section)—</i> BARAUNI JUNCTION TO THANAH BHEPUR SAHEBPUR KAMAL TO MONGHYR GHAT (MONGHYR GHAT BRANCH)	66.17 7.00	1st March 1900. 1st March 1900.	
	TOTAL	73.17		
XLVI	<i>South Indian—</i> NEGAPATAN TO NAGOSE	4.40	1st December 1899.	
XLVIII	<i>Assam-Bengal—</i> BADARPUR TO DAMCHARA LUMDING (TEMPORARY STATION) TO LUMDING	17.21 3.10	23rd April 1899 20th February 1900.	For goods traffic. For goods traffic.
	TOTAL	20.31		
XLIX	<i>Burma—</i> MEIKTILA TO NEW MEIKTILA STATION NEW MEIKTILA STATION TO MYINGYAN	1.21 56.00	1st November 1899. 15th November 1899.	
	TOTAL	57.21		
	TOTAL	155.18		
State line worked by the State.				
L	<i>Eastern-Bengal—</i> SANTABARI EXTENSION (BRITISH SECTION) 2' 6"— SOUTH BANK OF KALJANI RIVER TO ALIPUR DUAR	0.64	14th November 1899.	For goods traffic. For passenger traffic on 18th July 1900.
	Carried over	155.82		

Railways or sections of railways opened for traffic from the 1st April 1899 to the 31st March 1900.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
	Brought forward	155.82		
	METRE GAUGE—contd.			
	Assisted companies.			
LIV	Brahmaputra Sultaipur— SANTAHR TO BOGRA	24.50	1st April 1899.	
LV	Mymensingh-Jamálpur-Jagannathganj— SINGHJANI TO JAGANNATHGANJ	20.30	22nd October 1899.	For goods traffic. For passenger traffic on 1st December 1899.
LXII	Nitgiri— MÉTTUPÁLAYAM TO COONOR	16.90	15th June 1899.	
	TOTAL	61.70		
	Lines owned by native states and worked by companies.			
LXIV	Hyderabad-Gólvári Valley— MANMÁD TO JALNA JALNA TO SAILU	109.86 44.87	21st October 1899. 7th December 1899.	For goods traffic. For passenger traffic on 7th December 1899.
		154.23		
LXVII	Mysore-Nanjangúd— NANJANGÚD STATION TO A POINT NEARER NANJANGÚD TOWN	0.55	12th July 1899.	
LXVIII	Birur-Shimoga— BIRUR TO SHIMOGA	37.97	1st December 1899.	
	TOTAL	192.75		
	Lines owned and worked by native states.			
LXXII	Jodhpur-Bikaner— JODHPUR SECTION— BALOTRA TO BARMER BIKANER SECTION— GIGASAR TO PALANA	60.00 9.50	15th May 1899. 26th June 1899.	
		69.50		
LXXIII	Udaipur-Chitor— DEHARI TO UDAIPUR	6.44	25th August 1899.	
	TOTAL	75.94		
	TOTAL METRE GAUGE	486.21		
	SPECIAL GAUGES.			
LXXXIV	State line worked by the state. Cherra-Companyganj (2' 6")	8.00	...	Reconstituted a railway for administrative purposes from the 7th July 1899.
XC	Assisted company. Ránaghat-Krishnagar (2' 6")— AISTALA GHAT TO KRISHNAGAR	20.25	5th April 1899.	
	Lines owned by native states and worked by companies.			
XCIV	Gwalior Light (2' 0")— GWAÍOR-SÍPRI SECTION GWAÍOR-BHIND SECTION	73.81 (a) 52.33	2nd December 1899. 2nd December 1899.	(a) Including 8.00 miles of His Highness the Maharaja Scindia's private line.
		126.14		
XCVI	Rajpipla (2' 6")— UMALLA TO AMLETHA AMLETHA TO NÁNDOD	7.85 5.54	1st June 1899. 20th July 1899.	For Goods traffic. For passenger traffic on 13th November 1899.
		13.39		
	TOTAL	139.53		
XCVIII	Line owned by native state and worked by state railway agency. Cooch Behar (2' 6")— COUCH BEHAR TO ALIPUR DUAR (TEMPORARY STATION) ALIPUR DUAR (TEMPORARY STATION) TO SOUTH BANK OF KALJANI RIVER	10.91 0.44	15th April 1899. 14th November 1899.	For goods traffic. For passenger traffic on 18th January 1900.
		11.35		
	TOTAL SPECIAL GAUGES	179.13		
	GRAND TOTAL	1,266.10		

APPENDIX D.

APPENDIX

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	RAILWAY.	Mileage open at the end of 1894-95.	OPENED DURING					Mileage open at the end of 1899-1900.	Classification No.	REMARKS.
			1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.			
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	EAST INDIAN	1,672½	23½	4½	1½	5½	125½	1,836½	I	
II	BENGAL CENTRAL	—	—	(a) 125	—	—	—	125	II	(a) Transferred from "State lines worked by the State" on the 1st January 1897.
III	BENGAL-NAGPUR	860½	—	—	—	823½	5½	1,190½	III	
IV	INDIAN MIDLAND	677½	1½	—	47½	68½	—	796½	IV	
V	BHOPAL-ITANSI (BRITISH SECTION.)	13	—	—	—	—	—	13	V	
VI	GODHRA-RUTLAM-NAGDA	115½	—	25½	—	—	—	141	VI	(b) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railway Company.
VII	WARDHA COAL	45	—	—	—	—	—	45	VII	
VIII	DHOND-MANMAD	145½	—	—	—	—	—	145½	VIII	
IX	BEZWADA EXTENSION (EAST COAST STATE)	—	(b) 20½	—	—	—	—	20½	IX	(c) Including the Muskat Polan Railway, which was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section, owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
	MADRAS-ENNUR SECTION (BEZWADA-MADRAS)	—	9	—	—	—	—	—		
	TOTAL MILEAGE OPENED DURING EACH YEAR	—	54½	153½	49	897½	131½	—		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	3,529½	3,598½	3,740	3,791½	4,190½	—	4,312½		(d) Transferred to "State lines worked by companies" on the 1st January 1897.
	State lines worked by the State.									
XI	NORTH WESTERN	2,429½	103½	(c) 264	—	—	133	2,953½	XI	(e) Including the Bezwada-Godavari section transferred for working from "State lines worked by companies."
XII	HYDERABAD-SHADIPALLI	59	—	—	—	—	—	59	XII	
XIII	OUDE AND ROHILKHAND	796½	—	15½	—	136½	—	950½	XIII	
XIV	EASTERN BENGAL	248½	—	—	—	9½	7½	268	XIV	(f) The Bezwada extension of this line has been excluded, for reasons given in remarks (c) and shown under "State lines worked by companies." Excluded also the metre gauge link between Tadepal and Bezwada.
	BENGAL CENTRAL	125	—	(d) 125	—	—	—	—		
XV	CALCUTTA PORT COMMISSIONERS'	6½	—	—	—	—	—	6½	XV	
XVI	EAST COAST.	(e) 375	(f) 113½	47	—	2	—	(g) 903½	XVI	(g) Including 2.66 miles (laid on the metre gauge) and 0.33 miles (metre gauge.)
	ENNUR-BEZWADA SECTION (BEZWADA-MADRAS)	—	—	—	—	230½	—	—		
	TOTAL MILEAGE OPENED DURING EACH YEAR	—	217½	201½	—	380½	141½	—		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	4,039½	4,262½	4,468½	4,450½	4,893½	—	5,043½		

N.B. - The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

D.

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	RAILWAY.	Mileage open at the end of 1894-95.	OPENED DURING					Mileage open at the end of 1899-1900.	Classification No.	REMARKS.
			1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.			
	STANDARD GAUGE--concl'd.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVII	GREAT INDIAN PENINSULA	1,286½	...	1	..	...	19	1,307	XVII	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	460½	...	...	...	...	...	460½	XVIII	
XIX	MADRAS	839½	...	...	...	...	5	844½	XIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	1	...	...	24	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	2,586½	2,587	2,588	2,588	2,588	...	2,612		
	Assisted companies.									
XX	DELHI-UMBALLA-KALKA	161½	...	...	...	...	...	162½	XX	
XXI	TARKESSUR	22½	...	...	...	...	...	22½	XXI	
XXII	SOUTH BEHAR (LUCKNOW-SERAI-GYA) . . . . .	...	...	...	...	...	78½	78½	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAMASATA) . . . . .	...	...	..	399½	23½	...	423½	XXIII	
XXIV	HARDWAR-DEHRA . . . . .	...	...	...	...	...	32	32	XXIV	
XXV	TAPTI VALLEY . . . . .	...	...	...	...	36	120	155½	XXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	399½	59½	230½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	183½	183½	182½	584½	643½	...	874½		
	Lines owned by native states and worked by companies.									
XXVI	KHAMGAON	7½	...	...	...	...	...	7½	XXVI	
XXVII	AMRĀOTI	5½	...	...	...	...	...	5½	XXVII	
XXVIII	BINA-GOONA-BĀRĀN . . . . .	...	72½	...	...	...	73½	145½	XXVIII	
XXIX	BHOPAL-UJJAIN . . . . .	...	113½	...	...	...	...	113½	XXIX	
XXX	BHOPAL-ITĀRSI-(NATIVE STATE SECTION)	44	...	...	...	...	...	44½	XXX	
XXXI	THE NIZAM'S GUARANTEED STATE	(a) 332½	...	...	...	...	...	(b) 330½	XXXI	(a) Including the Trimulgherry troop siding.
XXXII	NĀGDĀ-UJJAIN . . . . .	...	...	34½	...	...	...	34½	XXXII	(b) Excluding the Trimulgherry troop siding.
XXXIII	THE GAEKWAR'S PETLĀD	13½	...	...	...	...	...	13½	XXXIII	
XXXIV	KOLAR GOLD-FIELDS	10	...	...	...	...	...	10	XXXIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	185½	34½	...	...	73½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	412½	598½	632½	632½	630½	...	703½		
	Lines owned by native states and worked by state railway agency									
XXXVI	RĀJPURA-BHĀTINDA	108	...	...	...	...	...	107	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	16	...	...	...	...	...	16	XXXVII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	124	124	124	124	124	...	123		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	457½	392½	448½	856½	600½	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,875½	11,344½	11,736	12,210	13,070½	...	13,669		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous Administration reports.

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	RAILWAY.	Mileage open at the end of 1894-95.	OPENED DURING					Mileage open at the end of 1899-1900.	Classification No.	REMARKS.
			1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.			
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN -								XXXIX	
	TIRHUT-SECTION	341½	...	...	...	...	73½	415		
	COMPANY'S SECTION	420½	...	63½	40	227½	...	743		
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	231½	...	...	...	...	...	231½	XL	
XLI	RAJPUTANA-MALWA	1,674	...	...	...	...	...	1,674	XLI	
XLII	PALANPUR-DEESA	17½	...	...	...	...	...	17½	XLII	
XLIII	SOUTHERN MAHRATTA	1,042	...	...	...	...	...	1,042	XLIII	
XLIV	GUNTAKAL-MYSORE FRONTIER	119½	...	...	...	...	...	119½	XLIV	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	(a) 296	...	...	...	...	...	296	XLV	(a) Excluding the Yeerapur-Dodballapur and Mysore-Nanjangud sections, shown as Nos. LXVI and LXVII, respectively.
XLVI	SOUTH INDIAN	(b) 1,041½	...	...	...	(c) 23½	4½	1,030½	XLVI	(b) 63 miles transferred to the Guntakal-Mysore frontier railway.
XLVII	MAYAVARAM-MUTUPET	54	...	...	...	...	...	54	XLVII	(c) Gudur Nellore section converted to the standard gauge and included with the mileage of the Washermenpet branch section of the Berwar Madras railway.
XLVIII	ASSAM-BENGAL . . . . .	...	150	201½	...	54	20½	435½	XLVIII	(d) Transferred from "State lines worked by the State."
XLIX	BURMA . . . . .	...	...	(d) 86½	50	...	57½	903½	XLIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	159	1,151½	90	257½	155½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	5,238	5,390½	6,543	6,630½	6,892	...	7,051½		
	State lines worked by the State.									
L	EASTERN BENGAL—NORTHERN AND BEHAR sections (including the Kusnia-Dharila, 2' 6" gauge, branch)	478½	...	...	...	...	...	479	L	
	DACCA SECTION	86	...	...	...	...	...	86		
LI	CAWNPORE-BURHWAL (METRE GAUGE LINE) . . . . .	...	...	(e) 34½	45	...	...	79½	LI	(e) Including 16½ miles from Burhwal to Be Banki, and half a mile on the Cawnpore bridge laid on a mixed gauge.
	BURMA	745½	141½	(f) 856½	...	...	...	...		(f) Transferred to "State lines worked by companies."
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	141½	852	45	...	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	1,310	1,451	590	644	644	...	644½		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

D—contd.

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	RAILWAY.	Mileage open at the end of 1894-95.	OPENED DURING					Mileage open at the end of 1899-1900.	Classification No.	REMARKS.
			1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.			
	METRE GAUGE—concl'd.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
	Assisted companies.									
LIII	DEOGHUR	4½	...	...	...	...	4½	LIII	
LIV	BRAHMAPUTRA-SULTANPUR . . . . .	...	...	...	...	2¼	2¼	LIV	
LV	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ . . . . .	...	...	...	33	20½	53½	LV	
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54	...	...	...	...	54	LVI	
LVII	SEGOWLIE-RAXAUL . . . . .	...	...	...	18	...	18	LVII	
LVIII	BENGAL-DOOARS	36½	...	...	...	...	36½	LVIII	
LIX	DIBRU-SADIYA	77½	...	...	...	...	77½	LIX	
LX	LADO AND TIKAK-MARGHERITA COLLIERY . . . . .	...	...	...	10	...	7½	LX	
LXI	AHMEDABAD-PARÁNTÍJ . . . . .	...	...	...	5¼	...	5¼	LXI	
LXII	NÍLGIRI . . . . .	...	...	...	...	16½	16½	LXII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	6¼	51	6¼	...	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	172½	286	172½	172½	137½	...	347½		
	Lines owned by native states and worked by companies.									
LXIII	THE GÁNKWAR'S MEHSÁNA	92½	...	...	...	...	92½	LXIII	
LXIV	HYDERABAD-GÓDÁVARI VALLEY . . . . .	...	...	...	...	15¼	15¼	LXIV	
LXV	KOLHÁPUR	29	...	...	...	...	29	LXV	
LXVI	YESVANTPUR-MYSORE FRONTIER	(a)51½	...	...	...	...	51½	LXVI	(a) Yesvantpur-Dodbalapur section previously included with the Mysore section (Southern Mahratta). (b) Previously included with the Mysore section (Southern Mahratta).
LXVII	MYSORE-NANJANGÚD	(b)15½	...	...	...	...	15½	LXVII	
LXVIII	BIBUR SHIMOGA . . . . .	...	...	...	...	38	38½	LXVIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	192½	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	188½	188½	188½	188½	188½	...	381½		
	Lines owned and worked by native states.									
LXXII	JODHPUR-BIKANER—JODHPUR SECTION	320½	...	...	...	60	380½	LXXII	
	BIKANER SECTION	43½	42	...	...	9½	95		
LXXIII	UDAIPUR-CHITOR . . . . .	...	...	60½	...	6½	67½	LXXIII	
LXXIV	BHÁVNAGAR-GONDAL-JUNÁGAD-POEBANDAR	334	...	...	...	...	333½	LXXIV	
LXXV	JETALSAR-RÁJKOT	46½	...	...	...	...	46½	LXXV	
LXXVI	JÁMNAGAR . . . . .	...	...	...	5¼	...	5¼	LXXVI	
LXXVII	DHRÁNGADRÁ . . . . .	...	20½	...	...	...	21	LXXVII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	62½	60½	...	5¼	76	...	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	744½	922	804	804	858½	...	998		
	Foreign lines.									
LXXIX	WEST OF INDIA PORTUGUESE	51	...	...	...	...	51	LXXIX	
LXXX	PONDICHERRY	7½	...	...	...	...	7½	LXXX	
LXXXI	KÁRAIKKAL-PERALAM . . . . .	...	...	...	14½	...	14½	LXXXI	
	TOTAL MILEAGE OPENED DURING THE YEAR . . . . .	...	...	...	14½	...	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	58½	73½	58½	58½	73½	...	73½		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	371½	360½	209½	268½	486½	...	
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	7,712	9,000½	8,065½	8,365½	8,631½	...	9,495½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

APPENDIX D—concl'd.

Length of railways open for traffic at the end of the official years 1894-95 and 1899-1900, and progress made in the opening of railways during the official years 1895-96 to 1899-1900.

Classification No.	RAILWAY.	Mileage open at the end of 1894-95.	OPENED DURING					Mileage open at the end of 1899-1900.	Classification No.	REMARKS.
			1895-96.	1896-97.	1897-98	1898-99.	1899-1900.			
	SPECIAL GAUGES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
LXXXIII	State lines worked by the State. JORNAT (2' 6")	26	...	...	...	...	...	28	LXXXIII	
LXXXIV	CHEEMA-COMPANYGANJ (2' 6") . . . . .	...	...	...	...	...	8	8	LXXXIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	8	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	...	24½	...	...	...	...	36		
	Assisted companies.									
LXXXVI	DARJEELING-HIMALAYAN (2' 0")	51	...	...	...	...	...	51	LXXXVI	
LXXXVII	BARSI LIGHT (2' 6") . . . . .	...	...	...	21½	...	...	21½	LXXXVII	
LXXXVIII	HOWRAH-AMTA (2' 0") (a) . . . . .	...	28½	...	...	...	...	28½	LXXXVIII	(a) The Indian Railway Act has been applied from the 7th October 1898.
LXXXIX	HOWRAH-SHEAKHALLA (2' 0") (a) . . . . .	...	(d) 19½	...	...	...	...	(a) 19½	LXXXIX	
XC	RANAGHAT-KRISHNAGAR (2' 6") . . . . .	...	...	...	...	...	20½	20½	XC	
XCI	TARAKESHWAR-MAURA (2' 6") (b) . . . . .	...	31½	...	...	...	...	31½	XCI	(b) The Indian Railway Act has been applied from the 19th May 1896.
XCVI	TEHPUR-BALIPARA (2' 6") (c) . . . . .	...	20½	...	...	...	...	20	XCVI	(c) The Indian Railway Act has been applied from the 3rd May 1898.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	90½	...	21½	...	20½	...		(d) The Howrah-Kadamtollah section of the Howrah-Amta railway is worked over.
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	51	172½	51	72½	72½	...	192½		
	Lines owned by native states and worked by Companies.									
XCIV	GWALIOR LIGHT (2' 0")— GWALIOR SIPRI SECTION . . . . .	...	...	...	...	...	74	74	XCIV	
	GWALIOR-BHIND SECTION . . . . .	...	...	...	...	...	52½	52½		
XCV	THE GARKWAR'S DABHOI (2' 6")	71½	...	...	...	7½	...	79	XCV	
XCVI	RAJPIPLA (2' 6") . . . . .	...	5	...	...	19	13½	37½	XCVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	5	...	...	26½	139½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	71½	102½	71½	71½	97½	...	212½		
	Line owned by native state and worked by state railway agency.									
XCVIII	COOCH BEHAR (2' 6")	22½	3½	...	...	...	11½	37½	XCVIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	11½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	...	...	...	...	...	...	33½		
	Line owned and worked by native state.									
XCIX	MORVI (2' 6")	94½	...	...	...	...	...	93	XCIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	...	...	...	...	...	...	93		
	TOTAL MILEAGE OF SPECIAL GAUGE RAILWAYS OPENED DURING EACH YEAR . . . . .	...	...	21½	26½	107½	179	...		
	TOTAL OPEN MILEAGE OF SPECIAL GAUGE RAILWAYS AT THE END OF EACH YEAR	267½	267½	288½	315½	420	...	507½		
	TOTAL MILEAGE OF ALL RAILWAYS OPENED DURING EACH YEAR . . . . .	...	818½	718½	743½	1,320½	1266	...		
	TOTAL OPEN MILEAGE OF ALL RAILWAYS AT THE END OF EACH YEAR	18,855½	10,677	20,390½	21,156½	22,491	...	23,763		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	RAILWAY.	Mileage open at the end of 1894.	OPENED DURING					Mileage open at the end of 1899.	Classification No.	REMARKS.
			1895.	1896.	1897.	1898.	1899.			
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
	State lines worked by companies.									
I	EAST INDIAN	1,664	36	4½	1½	5½	...	1,710½	I	
II	BENGAL CENTRAL (a) . . . . .	...	...	...	(e) 125	...	...	125	II	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
III	BENGAL-NÁGPUR	861	...	...	...	206½	122½	1,190½	III	
IV	INDIAN MIDLAND	677½	1½	...	...	47½	68½	796½	IV	
V	BHOPAL-ITÁRSI (BRITISH SECTION)	18	...	...	...	...	...	18	V	
VI	GODHRA-RUTLAM-NÁGDÁ	115½	...	25½	...	...	...	141½	VI	
VII	WARDHA COAL	45	...	...	...	...	...	45	VII	
VIII	DHOND-MANMÁD	145½	...	...	...	...	...	145½	VIII	
IX	BEZWADA EXTENSION (EAST COAST STATE)	(b) 20½	...	...	...	...	...	20½	IX	(b) Excluding the Bezwada-Gódvári section of the East Coast State railway retransferred from the 1st January 1894 to "State lines worked by the State."
	WÁSHERMENPET-ENNÚR SECTION (BEZWADA-MADRAS) . . . . .	...	...	8½	...	...	(g)-8½	...		
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	37½	39	126½	259½	190½	...		(c) Including the Bezwada-Gódvári section.
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	3,541½	3,579½	3,614½	3,743½	4,005½	...	4,187½		(d) The metre-gauge line from Tadépalli to Bezwada has been excluded from the mileage of this railway.
	State lines worked by the State.									
XI	NORTH WESTERN	2,429½	45½	236½	85½	...	124½	2,944½	XI	
XII	HYDERABAD-SHÁDIPALLI	59	...	...	...	...	...	59	XII	(e) Transferred on the 1st January 1897 from "State lines worked by the State."
XIII	OUDEH AND ROHILEHAND	796½	...	15½	...	138½	...	950½	XIII	
XIV	EASTERN BENGAL	248½	...	...	...	9½	7½	267½	XIV	(f) Transferred to "State lines worked by companies" on the 1st January 1897.
	BENGAL CENTRAL (a)	125	...	...	(f)-125	...	...	...
XV	CALCUTTA PORT COMMISSIONERS'	6½	...	...	...	...	...	8½	XV	(g) Incorporated with the East Coast State Railway.
XVI	EAST COAST	(c) 354½	(d) 72½	73½	38	1½	(h) 260	803½	XVI	
	ENNÚR-BEZWADA SECTION (BEZWADA-MADRAS) . . . . .	...	...	...	...	178½	(g)-178½	...		(h) Bezwada-Madras railway taken over during the year 75½ miles of which were opened during the year.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	118	325	-1½	327½	392	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	4,019½	4,143	4,472½	4,489½	4,817½	...	5,034		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

APPENDIX E—contd.

APPENDI

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	RAILWAY.	Mileage open at the end of 1894.	OPENED DURING					Mileage open at the end of 1899.	Classification No.	REMARKS.
			1895.	1896.	1897.	1898.	1899.			
	STANDARD GAUGE—conclud	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVII	GREAT INDIAN PENINSULA	1,237	...	1	...	...	...	1,268	XVII	
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	460½	...	...	...	...	...	460½	XVIII	
XIX	MADRAS	839½	...	...	...	...	4½	844½	XIX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	1	...	...	4½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	2,567	2,567	2,568	2,568	2,568	...	2,592½		
	Assisted Companies.									
XX	DELHI-UMBALLA-KALKA	161½	...	...	...	...	...	162½	XX	
XXI	TARKESSUR	22½	...	...	...	...	...	22½	XXI	
XXII	SOUTH BEHAR . . . . .	...	...	...	...	...	78½	78½	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAMARATA) . . . . .	...	...	...	390½	...	23½	423½	XXIII	
XXV	TAPTI VALLEY . . . . .	...	...	...	...	36	102½	138½	XXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	390½	36	204½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	183½	183½	182½	584½	620½	...	620½		
	Lines owned by native states and worked by companies.									
XXVI	KHANGAON	7½	...	...	...	...	...	7½	XXVI	
XXVII	AMBLOTI	5½	...	...	...	...	...	5½	XXVII	
XXVIII	BINA-GOOMA-BAMAM . . . . .	...	72½	...	...	...	73½	145½	XXVIII	
XXIX	BHOPAL-UJJAIN . . . . .	...	113½	...	...	...	...	113½	XXIX	
XXX	BHOPAL-ITARI (NATIVE STATE SECTION)	44	...	...	...	...	...	44½	XXX	
XXXI	THE NIZAM'S GUARANTEED STATE	332½	...	...	...	...	...	330	XXXI	
XXXII	NAGDA-UJJAIN . . . . .	...	...	34½	...	...	...	34½	XXXII	
XXXIII	THE GARHWAR'S PETLAD	13½	...	...	...	...	...	13½	XXXIII	
XXXIV	KOLAR GOLD-FIELDS	10	...	...	...	...	...	10	XXXIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	165½	34½	...	...	73½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	412½	598½	632½	632½	690½	...	703½		
	Lines owned by native states and worked by state railway agency.									
XXXVI	RAJFURA-BHATINDA	108	...	...	...	...	...	107	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	16	...	...	...	...	...	16	XXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	124	124	124	124	124	...	123		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	311½	399½	524½	623½	865½	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,868½	11,215½	11,614½	12,162	13,786	...	13,461		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

E—contd.

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years, 1895 to 1899.

Classification No.	RAILWAY.	Mileage open at the end of 1894.	OPENED DURING					Mileage open at the end of 1899.	Classification No.	REMARKS.
			1895.	1896.	1897.	1898.	1899.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
	METRE GAUGE.									
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN (a)—							XXXIX	(a) Although for convenience classed amongst state railways, the company's section of this railway is the property of the Bengal and North Western Railway Company.	
	TIRHOOT SECTION	341½	...	...	...	...	341½		
	COMPANY'S SECTION	414½	..	63½	12½	100½	157½	743		
XL	LUCKNOW-BAREILLY SECTION (ROKILKUND AND KUMAON)	231½	...	...	...	...	231½	XL	
XLI	RAJPUTANA-MALWA	1,674	...	...	...	...	1,674	XLI	
XLII	PALANPUR-DEESA	17½	...	...	...	...	17½	XLII	
XLIII	SOUTHERN MAHRATTA	1,042	...	...	...	...	1,042	XLIII	
XLIV	GUNTAKAL-MYSORE FRONTIER	119½	...	...	...	...	119½	XLIV	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	296	...	...	...	...	296	XLV	
XLVI	SOUTH INDIAN	1,041½	...	...	(f)—23½	4½	1,020½	XLVI	
XLVII	MAYAVARAM-MUTUPET	54	...	...	...	...	54	XLVII	
XLVIII	ASSAM-BENGAL . . . . .	...	129½	156½	74½	18½	35½	432½	XLVIII
XLIX	BURMA . . . . .	...	...	836½	1½	49½	56	993½	XLIX
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	129½	1,106½	88½	145	272	...	(b) Transferred from "State lines worked by the State." (c) Including 52½ miles opened during 1896. (d) Including 16½ miles from Burhwal to Bara Banki, and ½ a mile on the Cawnpore bridge laid on a mixed gauge.
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	5,231½	5,361½	6,468½	6,550½	6,695½	...	6,975	(e) Transferred to "State lines worked by companies." (f) Gudur-Nellore section converted to the standard gauge and included with the mileage of the Bezvada Madras section of the East Coast State railway.	
	'States lines worked by the State.									
L	EASTERN BENGAL—NORTHERN AND BEHAR sections (including the Kurnia Dharlia, 2 6" gauge, branch)	478½	...	...	...	...	½	479	L
	DACCA SECTION	86	...	...	...	...	...	86	
LI	CAWNPORE-BURHWAL (METRE GAUGE LINE) . . . . .	...	...	(d)34½	45	...	...	(d,79½	LI
	BURMA	745½	89	—834½	...	...	...	...
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	89	—799½	45	...	½	...	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	1,309½	1,398½	599	644	644	...	644½		

N. B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	RAILWAY.	Mileage open at the end of 1894.	OPENED DURING					Mileage open at the end of 1899.	Classification No.	REMARKS.
			1895	1896	1897	1898	1899.			
	METRE GAUGE—conclud.	Miles	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
LIII	Assisted companies. DEOCHUR	4½	...	...	...	...	...	4½	LIII	
LIV	BRAHMAPUTRA-SULTANPUR . . . . .	...	...	...	...	...	24½	24½	LIV	
LV	MYMENSINGH-JAMALPUR-JAGANNATHGANJ . . . . .	...	...	...	...	33	20½	53½	LV	
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54	...	...	...	...	...	54	LVI	
LVII	SEGOWLIE BAKAUL . . . . .	...	...	...	...	...	18	18	LVII	
LVIII	BENGAL DOOARS	86½	...	...	...	...	...	86½	LVIII	
LIX	DIBRU-SADIYA	77½	...	...	...	...	...	77½	LIX	
LX	LEDO AND TIKAR-MARGHERITA-COILLIERIE . . . . .	...	...	...	10	...	...	7½	LX	
LXI	AHMEDABAD PARANTIS . . . . .	...	...	...	54½	...	...	54½	LXI	
LXII	NILGIRI . . . . .	...	...	...	...	...	17	17	LXII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	64½	83	79½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	172½	172½	172½	237½	267½	...	347½		
	Lines owned by native states and worked by companies.									
LXIII	THE GALKWAR'S MEHSANA	92½	...	...	...	...	...	92½	LXIII	
LXIV	HYDERABAD GODAVARI VALLEY . . . . .	...	...	...	...	...	154½	154½	LXIV	
LXV	KOLHAPUR	29	...	...	...	...	...	29	LXV	
LXVI	YERVANTPUR-MYSORE FRONTIER	51½	...	...	...	...	...	51½	LXVI	
LXVII	MYSORE-NANJANGUD	15½	...	...	...	...	...	15½	LXVII	
LXVIII	BIRUR-SHIMOGA . . . . .	...	...	...	...	...	33	33½	LXVIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	192½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	188½	188½	188½	188	188½	...	381½		
	Lines owned and worked by native states.									
LXXII	JODHPUR-BIKANER—JODHPUR SECTION	364	...	...	...	42	69½	475½	LXXII	
	BIKANER SECTION . . . . .		...	...	...	...	...	...		...
LXXIII	UDAIPUR-CHITOR . . . . .	...	60½	...	...	...	6½	67½	LXXIII	
LXXIV	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR	334	...	...	...	...	...	(a) 334	LXXIV	(a) Including 4·87 miles Bhavnagar Dock estate and Junagad quarry line
LXXV	JETALSAR-RAJKOT	46½	...	...	...	...	...	46½	LXXV	
LXXVI	JAMNAGAR . . . . .	...	...	...	54½	...	...	(b) 54½	LXXVI	(b) Including 3·99 miles Bt Bandar Dock estate ing.
LXXVII	DHRANGADEA . . . . .	...	...	...	...	20½	...	20½	LXXVII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	64½	...	54½	62½	76	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	744½	804	804	858½	922½	...	998½		
	Foreign lines.									
LXXIX	WEST OF INDIA PORTUGUESE	51	...	...	...	...	...	51	LXXIX	
LXXX	PONDICHERRY	7½	...	...	...	...	...	7½	LXXX	
LXXXI	KARAIKAL-PEBALAM . . . . .	...	...	...	...	14½	...	14½	LXXXI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	14½	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	58½	58½	58½	58½	73½	...	73½		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	278½	306½	252½	253½	621	...		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	7,705½	7,983½	8,291	8,537	8,790½	...	9,419½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

E—concl'd.

Length of railways open for traffic at the end of the calendar years 1894 and 1899, and progress made in the opening of railways during the calendar years 1895 to 1899.

Classification No.	RAILWAY.	Mileage open at the end of 1894.	OPENED DURING					Mileage open at the end of 1899.	Classification No.	REMARKS.
			1895.	1896	1897.	1898.	1899			
	SPECIAL GAUGES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	States lines worked by the State.									
LXXXIII	JORHAT (2' 6")	28	...	...	...	...	...	28	LXXXIII	
LXXXV	CHEBBA-COMPANYGANJ (2' 6") . . . . .	...	...	...	...	...	(a) 8	8	LXXXV	(a) Constituted a railway for administrative purposes from 7th July 1899.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	8	...		
	TOTAL MILEAGE OPEN AT THE END OF EACH YEAR	28	28	28	28	28	...	36		
	Assisted companies.									
LXXXVI	DARJEELING-HIMALAYAN (2' 0")	51	...	...	...	...	...	51	LXXXVI	
LXXXVII	BARSU LIGH (2' 6") . . . . .	...	...	...	21½	...	...	21½	LXXXVII	
LXXXVIII	HOWRAH-AMTA (2' 0") . . . . .	...	...	...	...	(b) 28½	...	28½	LXXXVIII	(b) The Indian Railways Act has been applied from 7th October 1898.
LXXXIX	HOWRAH-SHEARHALLA (2' 0") . . . . .	...	...	...	...	(b) & (c) 19½	...	19½	LXXXIX	(c) The Howrah-Kadamtolla section of the Howrah-Amta railway is worked over.
XC	RANAGHAT-KRISHNAGAR (2' 6") . . . . .	...	...	...	...	...	20½	20½	XC	
XCI	TARAKESHWAR-MAGRA (2' 6") . . . . .	...	...	...	...	(d) 31	...	31½	XCI	(d) The Indian Railways Act has been applied from 19th May 1896.
XCVI	TEZPUR BALIPARA (2' 6") . . . . .	...	...	...	...	(e) 20	...	20	XCVI	(e) The Indian Railways Act has been applied from 3rd May 1895.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	21½	99	20½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	51	51	51	72½	171½	...	192½		
	Lines owned by native states and worked by companies.									
XCV	GWALIOR LIGHT (2' 0") . . . . .	...	...	...	...	...	126	126½	XCV	
XCVI	THE GUJARWAR'S DABHOI (2' 6")	71½	...	...	7½	...	...	78½	XCVI	
XCVI	RAJPIPLA (2' 6") . . . . .	...	...	...	19	...	18½	37½	XCVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	26½	...	144½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	71½	71½	71½	97½	97½	...	242½		
	Line owned by native state and worked by state railway agency.									
XCVIII	COOCH BEHAR (2' 6")	22½	...	...	...	3½	11½	33½	XCVIII	
	Line owned and worked by native state.									
XCIX	MORVI (2' 6")	94½	...	...	...	...	...	93	XCIX	
	TOTAL MILEAGE OF SPECIAL GAUGE RAILWAYS OPENED DURING EACH YEAR . . . . .	...	...	...	48	102½	184	...		
	TOTAL OPEN MILEAGE OF SPECIAL GAUGE RAILWAYS AT THE END OF EACH YEAR	267½	267½	267½	315½	414½	...	597½		
	TOTAL MILEAGE OF ALL RAILWAYS OPENED DURING EACH YEAR . . . . .	...	620½	706½	823½	981	1,670½	...		
	TOTAL OPEN MILEAGE OF ALL RAILWAYS AT THE END OF EACH YEAR	18,841	19,466½	20,172½	21,014½	21,991	...	23,478½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

APPENDIX F.

APPEND

Railways or sections of railways under construction or sanctioned on the 31st March 1900.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	STANDARD GAUGE.			
	State lines worked by companies.			
I	<i>East Indian—</i>			
	SITABDMORE TO DOMOHANI	6 99	•	
	MILE 148½ TO SINDRE, PROPERTY OF THE BARÁKAR COAL COMPANY	3 34		
	RÁBUN TO DALTOINGANGS, INCLUDING THE COLLIERY BRANCH	78 33		
	SHIKOHABAD TO FARUKHABAD	65 82		
			154 27	
II	<i>Bengal Central—</i>			
	DUM-DUM TO PATTIPOOKUR . . . . .	...	2 68	
III	<i>Bengal-Náápur—</i>			
	KOLA RIVER SIDE STATION TO HOWRAH	38 50		
	RIGHT BANK OF THE COSSTE RIVER TO BUJUDIE	11 04		
			153 14	
X	<i>Agra Delhi Chord—</i>			
	AGRA TO DELHI . . . . .	...	(a) 121 16	(a) Commencement of work yet authorised.
	TOTAL	..	431 35	
	State lines worked by the State.			
XI	<i>North Western—</i>			
	KOTRI TO HYDERABAD (SIND)	5 30	•	
	TORA TEK SINGH TO KHÁNEWAL	57 00		
	PESHÁWAR TO JUMBOOD	12 00		
XIII	<i>Oudh and Rohilkhand—</i>			
	GHÁKIARAD TO MORADABAD . . . . .	...	74 30	
			87 15	
XIV	<i>Eastern Bengal—</i>			
	PANCHOORIA TO THE GANGES . . . . .	...	6 00	
XVI	<i>East Coast—</i>			
	BAJAHMUNDRY TO KOVVEE . . . . .	...	4 55	
	TOTAL	...	171 90	
	Lines worked by guaranteed companies.			
XVII	<i>Great Indian Peninsula—</i>			
	CHÁLINGAON TO DHULLA	34 84		
	DHRANGAON TO AMALNER	15 28		
			50 12	
XIX	<i>Madras—</i>			
	CALICUT TO BALLAPATAM . . . . .	...	59 75	
	TOTAL	...	109 87	
	Assisted companies.			
XXIII	<i>Southern Punjab (Delhi-Samásta)—</i>			
	DELHI BREWERY TO DELHI . . . . .	...	0 79	
	Line owned by native state and worked by company.			
XXV	<i>The Gaskwar's Pehlád—</i>			
	PEHLÁD TO CAMBAY . . . . .	...	20 75	
	Line owned by native state and worked by state railway agency.			
XXXVIII	<i>Ludhiana-Dhuri-Jakkal—</i>			
	LUHLÁNA <i>oid</i> DHURI TO JAKHAL . . . . .	...	79 81	
	TOTAL STANDARD GAUGE	...	814 27	

Railways or sections of railways under construction or sanctioned on the 31st March 1900.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	METRE GAUGE.			
	State lines worked by companies.			
XXXIX	<i>Bengal and North-Western—</i>			
	<i>Tirhoot section—</i>			
	SAKRI TO JAINAGAR	30.47		
	HAJEPORE TO BAOHWARA	44.25		
	THANA BIHPUR TO KATIHAR	52.83		
		127.55		
	<i>Company's section—</i>			
	AZAMGARE TO SHANGAI	33.00		
		33.00	160.55	
XLVI	<i>South Indian—</i>			
	MADURA TO TONI TORAI	94.00		
	MUTANANDAL TO SIVAGANGA	9.00		
	<i>TINNEVELLY-QUILON (TRAVANCORE) BRANCH (British Section)—</i>			
	MILE 0.00 TO MILE 44.85	44.85		
	MILE 45.96 TO MILE 46.69	0.73		
	MILE 46.84 TO 47.11	0.27		
	MILE 47.15 TO MILE 47.77	0.62		
			149.47	
XLVIII	<i>Assam-Bengal—</i>			
	DAMCHARA TO MAKUM . . . . .	...	300.31	
XLIX	<i>Burma—</i>			
	MAYMYO TO THE RIGHT BANK OF THE SALWEEN RIVER	217.72		
	SAGAING <i>via</i> MONYWA TO ALON	71.00		
	LETPADAN <i>via</i> HENZADA TO BASSEIN	119.01		
			407.73	
	TOTAL . . . . .	...	1,018.06	
	State lines worked by the State.			
L	<i>Eastern Bengal—</i>			
	TEESTA TO DHUBRI	(a) 38.83		(a) The section of the Kaunia Dhubri line from Teesta to Moghbhat which is under conversion to the metre gauge will form part of this line.
	TEESTA BRIDGE AT KAUNIA AND APPROACHES	4.87		
	ALIPUR-DUAR TO JAINTI (COOCH BEHAR-SANTABARI EXTENSION, BRITISH SECTION, 2' 6" GAUGE)	19.44		
			63.14	
LII	<i>Shadipalli-Balotra (British section)—</i>			
	HYDERABAD (SIND) TO JODHPUR FRONTIER . . . . .	...	(b) 69.05	(b) Excluding 55.08 miles, Hyderabad-Shadipalli (standard gauge) railway to be converted to the metre gauge.
	TOTAL . . . . .	...	132.19	
	CARRIED OVER . . . . .	...	1,150.25	

APPENDIX F—concl'd.

Railways or sections of railways under construction or sanctioned on the 31st March 1900.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles. ...	Miles. 1150-25	
	BROUGHT FORWARD			
	METRE GAUGE—concl'd.			
	Assisted Companies.			
LIV	<i>Brahmaputra-Sultanpur—</i> BOGRA TO KAMARJANI NEAR KALIGANJ . . . . .	...	35-00	
LVIII	<i>Bengal Doars—</i> MAL TO HANTUPARA DAM DIM TO BAGRAKOTE BAENES GHAT TO LALMANIRHAT	44-00 6-78 65-80	116-56	
	TOTAL . . . . .	...	151-56	
	Lines owned by native states and worked by companies.			
LXIV	<i>Hyderabad-Gouavari Valley—</i> SAILU TO SECUNDERABAD . . . . .	...	230-93	
LXIX	<i>Vijapur-Kalol—</i> VIJAPUR TO KALOL . . . . .	...	29-00	
LXX	<i>Shoranur-Cochin—</i> SHORANUR TO ERNAKULAM . . . . .	...	65-00	
LXXI	<i>Tinnevely-Quilon (Travancore) Branch (Native state section)—</i> MILE 44-85 TO MILE 45-91 MILE 46-69 TO MILE 46-84 MILE 47-11 TO MILE 47-15 MILE 47-77 TO MILE 103-33	1-11 0-15 0-04 55-86	56-83	
	TOTAL . . . . .	...	382-89	
	Lines owned and worked by native states.			
LXXII	<i>Jodhpur-Bikaner—</i> <i>Jodhpur section—</i> BARMER TO THE JODHPUR FRONTIER <i>Bikaner section—</i> DELWERA TO BHATINDA	75-00 160-00	235-00	
LXXVIII	<i>Jaipur—</i> SANGANER TO SIWAI MADHOPUR . . . . .	...	72-85	
	TOTAL . . . . .	...	307-85	
	TOTAL METRE GAUGE	...	1,902-05	
	SPECIAL GAUGES.			
	State line worked by company.			
LXXXII	<i>Raipur-Dhantari branch (Bengal-Nagpur)(2' 6")—</i> RAIPUR TO DHANTARI ABHANPUR TO RAJIM	45-45 10-28	55-73	
	TOTAL . . . . .	...	55-73	
	State line worked by the State.			
LXXXIV	<i>Nowshera-Dargai (2' 6")—</i> NOWSHERA TO DARGAI . . . . .	...	41-90	
	TOTAL . . . . .	...	41-90	
	Assisted companies.			
LXXXVII	<i>Barsi Light (2' 6")—</i> BARSII ROAD TO PANDHARPUR . . . . .	...	33-16	
XCH	<i>Kalka-Simla—</i> KALKA TO SIMLA . . . . .	...	58-00	
	TOTAL . . . . .	...	91-16	
	Line owned by native state and worked by company.			
XCVII	<i>Rewah (2' 6")—</i> REWAH TO SUTNA . . . . .	...	31-81	
	TOTAL . . . . .	...	31-81	
	Line owned by native state and worked by state railway agency.			
XCVIII	<i>Cooch-Bihar (2' 6")—</i> TORSIA BRIDGE AND APPROACHES . . . . .	...	0-11	
	TOTAL . . . . .	...	0-11	
	TOTAL SPECIAL GAUGES	...	220-71	
	TOTAL ALL GAUGES	...	3,027-03	
	Steam tramways working outside municipal limits.			
	<i>Parlakimedi (2' 6" gauge)—</i> NAUPADA TO PARLAKIMEDI . . . . .	...	25-00	
	<i>Madra District (2' 6" gauge).—</i> AMAYANAYAKKANUR TO KOTAGUDI PERIYAKULAM TO KRISHNAMANAKEY TOPE THENE TO KARUVANATH	55-00 6-00 33-00	93-00	
	TOTAL TRAMWAYS . . . . .	...	118-00	

Statement showing the total approximate earnings from the 1st January to the 31st March 1900, as compared with the actuals of the corresponding periods of 1898 and 1899.

Classification No.	RAILWAY.	1st January to 31st March 1898.	1st January to 31st March 1899.	1st January to 31st March 1900.	REMARKS.
	STANDARD GAUGE.	Rs.	Rs.	Rs.	
	State lines worked by companies.				
I	EAST INDIAN	1,58,71,165	1,62,23,166	1,86,53,000	
II	BENGAL CENTRAL	2,82,314	2,79,172	3,00,000	
III	BENGAL-NAGPUR	19,87,495	25,30,311	39,16,000	
IV	INDIAN MIDLAND	15,33,842	16,98,503	26,03,000	
VI	GODHRA-RUTLAM-NAGDÁ	3,23,216	3,42,837	4,73,000	
IX	BEZWADA EXTENSION (EAST COAST STATE)	53,604	29,132	72,300	
	WASHERMENPET-ENNÚR SECTION (BEZ- WADA-MADRAS)	13,533	18,105	(a)	(a) See "State lines worked by the State."
	TOTAL	2,00,65,169	2,11,31,226	2,60,17,300	
	State lines worked by the State.				
XI	NORTH WESTERN (b)	1,01,31,336	85,26,595	81,49,000	(b) Including the Jammu and Kashmir railway (Native state section).
XII	HYDRABAD-SHADIPALLI	58,409	60,893	55,930	
XIII	ODDH AND ROHILKHAND (including the metre gauge link)	23,95,649	26,36,445	30,31,000	(c) Including the metre and special gauge sections.
XIV	EASTERN BENGAL (c)	37,76,504	31,81,325	37,65,000	(c) Including the metre and special gauge sections.
XVI	EAST COAST (d)	8,19,095	10,28,912	15,64,000	(d) Including the Ennúr Bezwada section (Bezwada-Madras) in 1898 and 1899 and also the Washermenpet-Ennúr section (Bezwada-Madras) in 1900.
	TOTAL	1,71,80,993	1,54,34,240	1,68,04,900	
	Lines worked by guaranteed companies.				
XVII	GREAT INDIAN PENINSULA (e)	93,76,085	1,13,64,590	95,73,000	(e) Including the Wardha Coal, Dhond-Manmád, Khamagon and Amráoti railways.
XVIII	BOMBAY, BARODA AND CENTRAL INDIA	33,72,618	41,48,917	50,09,000	
XIX	MADRAS	27,13,643	23,10,425	27,11,000	
	TOTAL	1,54,62,346	1,78,23,932	1,72,92,000	
	Assisted companies.				
XX	DELHI-UMBALLA-KALKA	5,01,423	3,46,571	3,38,000	
XXI	TAREESSUR	93,364	85,767	88,400	
XXII	SOUTH BEHAR (LUCKESESRAI-GYA) . . . . .	...	...	1,29,000	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	2,29,616	2,97,548	3,58,000	
XXIV	HARDWAR-DEHRA . . . . .	...	...	17,300	
XXV	TÁPTI VALLEY . . . . .	...	22,258	1,95,000	
	TOTAL	8,24,403	7,52,144	11,25,700	
	Lines owned by native states and worked by companies.				
XXVIII	BINA-GUONA-BÁBÁN	24,943	64,479	95,100	
XXIX	BHOPAL-UJJAIN	1,05,827	1,29,993	3,30,000	
XXX	BHOPAL-ITÁRSI (NATIVE STATE SECTION) (f)	1,27,808	1,54,142	1,84,000	(f) Including the Bhopal-Itársi (British section).
XXXI	THE NIZAM'S GUARANTEED STATE	9,57,583	9,93,065	13,49,000	
XXXII	NAGDÁ-UJJAIN	31,479	29,528	95,200	
XXXIII	THE GARHWAR'S PETLÁD	5,898	11,499	19,800	
XXXIV	KOLAR GOLD-FIELDS	52,120	41,063	39,500	
	TOTAL	13,95,658	14,23,769	21,12,600	
	Line owned by native state and worked by state railway agency.				
XXXVI	RÁJPUHA-BHÁTINDA	1,84,726	1,47,361	1,30,000	
	TOTAL STANDARD GAUGE	5,50,23,295	5,67,12,672	6,34,82,500	

Statement showing the total approximate earnings from the 1st January to the 31st March 1900, as compared with the actuals of the corresponding periods of 1898 and 1899.

Classification No.	RAILWAY.	1st January to 31st March 1899.	1st January to 31st March 1899.	1st January to 31st March 1900.	REMARKS.
	METRE GAUGE.	Rs.	Rs.	Rs.	
XXXIX	State lines worked by companies.				
	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	17,28,812	18,74,262	21,30,000	
	COMPANY'S SECTION				
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	2,80,252	3,13,403	3,35,000	
XLI	RAJPUTANA-MALWA	60,51,821	60,67,777	70,83,000	
XLII	PĀLANPUR-DERSA	7,227	9,300	13,800	
XLIII	SOUTHERN MAHRATTA	12,63,501	13,00,410	16,91,000	
XLIV	GUNTAKAL MYSORE FRONTIER	1,19,990	82,116	1,04,000	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA).	4,08,650	2,26,029	2,96,000	
XLVI	SOUTH INDIAN	19,87,775	19,65,063	20,96,000	
XLVII	MĀTAVARAM-MUTUPET	54,559	54,013	50,600	
XLVIII	ASSAM-BENGAL	3,34,120	4,46,766	4,10,000	
XLIX	BURMA	29,31,930	26,02,423	32,60,000	
	TOTAL	1,41,68,667	1,49,41,936	1,83,99,400	
	Assisted companies.				
LIV	BRĀHMAPUTRA-SULTANPUR . . . . .	...	...	24,300	
LV	MYMENSINGH-JAMĀLPUR-JAGANNATHGANJ . . . . .	...	16,658	41,300	
LVI	ROHILKUND AND KUMAON (COMPANY'S SECTION)	91,023	1,14,379	1,04,000	
LVII	SEGOOWLIE-BAKAUL . . . . .	...	(a) 2,302	7,500	(a) From 1st to 31st March 1899.
LVIII	BENGAL DOOARS	45,266	39,320	57,300	
LIX	DIBRU-SADIYA	1,99,459	2,10,599	2,30,000	
LXI	AHMEDABAD-PANĀNĪS	22,748	43,770	74,000	
LXII	NĪLGIRI . . . . .	...	...	42,000	
	TOTAL	3,67,496	4,26,337	5,81,000	
	Lines owned by native states and worked by companies.				
LXIII	THE GARHWĀR'S MEHSĀNA	79,156	87,598	1,13,000	
LXIV	HYDERABAD-GŪDĀVARI VALLEY . . . . .	...	...	1,50,000	
LXV	KOLHĀPUR	17,900	27,826	23,500	
LXVI	YESVANTPUR-MYSORE FRONTIER	47,267	32,294	47,000	
LXVII	MYSORE-NANJANGŪD	8,676	3,162	4,800	
LXVIII	BIBUR-SHIMOGA . . . . .	...	...	17,800	
	TOTAL	1,53,001	1,50,590	3,56,100	
	Lines owned and worked by native states.				
LXXII	JODHPUR-BIKANER—				
	JODHPUR SECTION	2,76,289	4,45,335	4,80,000	
	BIKANER SECTION	22,103	45,392	48,000	
LXXIII	UDAIPUR-CHITOR	26,276	41,685	1,12,000	
LXXIV	BHĀVNĀGAR-GONDAL-JUNĀGAD-POBBANDAR	4,10,745	5,18,568	5,99,000	
LXXV	JETALSAR-RĀJKOT	42,528	51,223	52,100	
LXXVI	JĀMNĀGAR	21,271	27,867	37,600	
LXXVII	DHRĀNGADRĀ . . . . .	...	18,105	18,400	
	TOTAL	7,99,301	11,48,175	13,66,100	
	TOTAL METRE GAUGE	1,54,88,865	1,66,67,058	2,06,92,600	

g—concl'd.

Statement showing the total approximate earnings from the 1st January to the 31st March 1900, as compared with the actuals of the corresponding periods of 1898 and 1899.

Classification No.	RAILWAY.	1st January to 31st March 1898.	1st January to 31st March 1899.	1st January to 31st March 1900.	REMARKS.
	SPECIAL GAUGES.	Rs.	Rs.	Rs.	
	State lines worked by the State.				
LXXXIII	JORHAT (2' 0")	25,484	23,104	19,900	
LXXXIV	CHERBA-COMPANYGANJ (2' 6").	(a)424	(b)6,430	(c)4,400	(a) From the 9th to 31st March 1898. (b) From 1st January to 27th March 1899, after which the line was closed. (c) From 3rd January to 24th March 1900, after which the line was closed.
	Assisted companies.				
LXXXVI	DARJEELING-HIMALAYAN (2' 0")	1,41,769	1,60,339	1,74,000	
LXXXVII	BÁRSI LIGHT (2' 6")	43,632	53,837	43,800	
	Lines owned by native states and worked by companies.				
XCXV	THE GARHWAR'S DABHOI (2' 6")	44,499	50,673	55,600	
XCXVI	RAJPIPLA (2' 6")	2,239	9,125	14,400	
	Line owned by native state and worked by state railway agency.				
XCXVIII	COOCH BEHAR (2' 6")	19,740	15,865	24,300	
	Line owned and worked by native state.				
XCXIX	MORVI (2' 6")	72,837	1,02,823	1,07,000	
	TOTAL SPECIAL GAUGES	3,50,623	4,22,196	4,43,400	
	Total of all railways	7,03,62,783	7,38,01,926	8,46,18,500	

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gressive No.	DESCRIPTION OF COMMODITY.	STANDARD							
		STATE LINES WORKS							
		XI - North Western (a).				XII. - Hyderabad-Shadipalli.			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1899	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	41,078	33,644	1,57,314	98,701	2	1	1	—
2	Cotton, raw	50,902	53,324	7,96,523	7,10,294	9,906	7,550	19,608	13,67
3	Cotton, manufactured	47,596	46,956	11,69,509	11,06,523	1,809	1,739	8,758	2,18
4	Drugs and chemicals	10,694	11,407	1,72,785	1,75,253	1,594	2,119	2,659	3,36
5	Dyes and tans	11,589	12,540	1,84,275	2,05,546	421	229	606	41
6	Grain and pulse	972,309	801,354	95,37,047	78,48,056	85,913	39,509	87,032	34,454
7	Hides and skins	17,525	28,790	2,08,061	3,48,276	794	3,665	1,948	10,271
8	Horns	476	548	4,676	5,052	—	3	—	6
9	Jute	31,319	26,631	2,17,921	1,74,816	1,205	1,283	2,034	1,62
10	Lac	345	350	2,928	2,160	15	84	38	119
11	Leather, manufactured	1,968	1,962	45,360	41,665	96	96	206	199
12	Liquors	14,157	11,146	2,19,959	1,74,415	144	151	312	44
13	Metals	43,453	40,265	6,60,336	6,13,761	981	2,193	1,413	2,74
14	Oils	19,449	19,250	3,08,641	2,80,995	742	761	1,987	1,69
15	Oil-seeds	169,234	142,992	13,10,566	12,24,192	13,232	10,725	13,792	9,72
16	Opium	103	100	832	781	4	4	24	29
17	Paper and paste-board	2,595	2,422	41,217	41,238	27	14	85	18
18	Provisions	90,296	87,632	9,88,279	9,79,785	3,495	4,589	7,741	8,82
19	Railway plant and rolling-stock carried for the public and foreign railways.	48,606	112,676	3,11,922	5,03,425	754	10,534	1,008	9,04
20	Salt	102,479	98,966	6,86,501	6,52,006	1,535	1,484	941	88
21	Saltpetre, &c.	7,974	7,915	72,066	68,255	265	275	446	40
22	Silk, raw	329	315	5,151	5,376	28	26	68	7
23	Silk, piece-goods	141	161	3,581	3,812	6	12	7	1
24	Spices	10,765	13,312	1,27,348	1,50,266	359	403	419	62
25	Stone and lime	164,883	170,222	2,35,024	2,44,581	2,316	3,584	1,812	3,57
26	Sugar	193,461	184,468	20,34,432	18,47,957	3,881	3,968	3,201	3,06
27	Tea	3,379	3,272	61,981	53,862	6	9	5	7
28	Timber	59,752	64,595	1,90,567	2,05,207	642	296	972	34
29	Tobacco	13,249	14,632	1,55,700	1,74,741	453	387	509	4
30	Wool, raw	16,418	16,139	4,73,075	4,17,252	531	333	1,744	1,11
31	Wool, manufactured	3,172	3,627	60,449	77,438	18	11	22	—
32	All other articles of merchandise	298,148	316,113	24,97,653	21,44,526	3,461	11,908	5,388	15,7
	TOTAL	2,447,864	2,417,746	2,28,88,543	2,05,80,316	84,635	1,07,945	1,08,426	1,24,5

(a) Including the Jammu and Kashmir railway (Native state section)

H—contd.

on the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

BY THE STATE.

XIII.—Oudh and Rohilkhand (b).				XIV.—Eastern Bengal (c).				XV.—Calcutta Port Commissioners'.				Pro- gressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
24,173	29,771	74,600	99,954	230,786	218,052	2,18,459	1,77,948	15,569	20,944	5,616	7,815	1
6,700	6,250	52,666	45,997	4,376	4,790	13,639	18,176	2,766	3,317	1,950	2,431	2
25,350	23,486	1,90,051	1,72,485	40,392	35,183	4,16,194	3,65,767	18,022	19,250	19,501	20,691	3
1,965	1,701	19,834	17,116	1,085	1,285	16,723	18,960	633	909	626	939	4
5,450	6,169	30,785	45,431	6,051	5,045	36,061	31,017	3,899	2,990	3,013	2,343	5
342,830	465,078	15,00,375	21,56,428	199,458	330,169	6,55,864	11,06,886	84,608	212,233	51,960	1,11,741	6
6,719	7,582	38,680	46,290	17,845	13,289	89,289	75,057	68	208	67	81	7
908	967	4,106	4,303	130	135	556	624	3	8	3	11	8
12,110	14,201	62,952	78,427	491,391	463,511	38,12,209	37,81,245	340,451	329,838	1,72,284	1,21,831	9
439	266	1,867	1,115	855	576	5,820	3,391	1,261	1,572	2,999	3,761	10
534	469	5,968	5,704	509	591	5,216	5,206	7	46	45	67	11
4,077	3,389	42,156	32,960	1,668	1,570	22,552	19,864	118	94	193	169	12
17,558	13,704	1,01,241	78,278	25,776	21,394	2,13,675	1,87,774	25,505	24,391	14,154	13,008	13
10,190	11,068	61,620	64,343	107,385	111,670	2,27,031	2,45,821	1,048	1,375	1,411	1,432	14
96,256	86,292	3,99,189	3,63,034	33,986	40,916	1,21,929	1,42,508	82,666	80,748	30,666	31,421	15
1,362	2,124	39,657	34,167	14	10	230	128	5,850	6,571	5,366	6,019	16
3,035	3,017	16,389	17,059	4,568	5,575	12,896	9,725	4,919	5,529	4,229	4,345	17
19,289	18,770	1,06,243	99,397	20,717	19,659	1,47,500	1,31,682	4,554	4,454	4,704	4,646	18
18,237	31,583	41,835	1,17,676	11,305	22,912	18,584	90,128	17,673	14,801	102	198	19
83,983	72,309	3,47,667	3,09,927	63,442	57,845	2,83,737	2,98,135	130	3	83	2	20
1,477	2,151	6,494	7,346	66	90	454	587	2,557	3,785	1,301	1,989	21
...	1	...	12	164	180	1,558	1,787	17	60	58	76	22
5	5	82	84	5	...	77	...	8	3	29	10	23
5,563	5,460	54,720	59,455	24,218	18,372	1,59,079	1,38,194	10,355	7,298	8,839	6,646	24
31,126	38,110	41,916	48,085	24,287	27,733	46,347	46,563	3,486	6,359	1,717	2,558	25
163,891	175,727	6,95,766	7,00,575	33,019	31,987	1,58,064	1,63,459	20,710	20,582	9,843	12,065	23
309	324	3,408	3,640	36,187	32,921	7,90,254	7,55,301	43,517	53,196	6,419	7,123	27
25,125	23,214	80,480	82,999	5,893	4,376	27,999	20,956	3,233	3,528	2,606	2,660	28
7,919	5,989	48,447	36,332	23,419	26,362	2,14,801	2,58,929	1,153	1,610	1,023	1,415	29
301	320	1,363	1,283	1,376	1,369	16,795	16,991	2,212	2,277	2,445	2,503	30
274	184	2,689	3,051	97	77	888	707	14	32	12	46	31
129,336	153,415	5,19,132	5,86,635	114,768	112,625	5,13,242	5,65,198	14,686	16,121	15,742	16,828	32
1,046,491	1,203,066	46,01,278	53,18,588	1,525,228	1,610,269	82,47,732	86,73,714	711,698	844,126	3,69,005	3,86,870	

(a) Including the Cawnpore-Burhwal railway (metre gauge link).

(b) Including the metre and special gauge sections of the undertaking.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gressive No.	DESCRIPTION OF COMMODITY.	STANDA							
		STATE LINES WORKED BY THE STATE - conold.				LINES WORKED			
		XVI. - East Coast.				XVII. - Great Indian Peninsula (b).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year. (a)	1899.	Previous year. (a)	1899.	Previous year.	1899.	Previous year.	1899.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	6,404	97,719	17,240	312,161	229,807	178,150	8,66,220	3,24,1
2	Cotton, raw	3,947	5,815	13,604	21,516	248,258	242,680	60,62,125	57,17,5
3	Cotton, manufactured	4,993	8,509	21,045	50,704	43,330	43,295	11,39,557	9,58,8
4	Drugs and chemicals	337	690	3,284	8,099	21,904	33,647	2,80,968	4,14,6
5	Dyes and tans	4,661	11,300	22,019	57,259	50,429	61,179	5,05,789	5,43,5
6	Grain and pulse	66,336	140,370	1,97,675	3,91,006	553,052	711,238	59,91,924	62,81,2
7	Hides and skins	1,140	3,375	6,915	38,019	10,671	15,723	2,31,933	2,76,3
8	Horns	83	202	491	1,778	829	1,237	16,619	22,5
9	Jute	4,197	5,880	22,066	28,233	25,965	24,220	3,36,297	2,82,8
10	Lac	22	57	188	429	182	246	2,651	3,7
11	Leather, manufactured	60	113	425	1,668	2,136	1,739	40,314	45,9
12	Liquors	336	1,019	2,971	8,524	9,169	9,632	1,46,913	1,49,5
13	Metals	70,495	101,902	1,68,047	1,53,018	39,626	36,889	6,33,629	5,8,6
14	Oils	5,601	9,194	26,772	35,231	54,502	52,710	7,62,466	7,52,3
15	Oil, seeds	28,269	27,766	74,469	92,639	388,439	340,989	40,08,637	33,73,9
16	Opium	11	17	182	499	950	586	41,219	25,8
17	Paper and paste-board	149	223	1,767	4,590	4,094	4,258	89,142	91,4
18	Provisions	10,497	18,593	37,522	74,349	72,819	76,181	9,93,518	9,66,4
19	Railway plant and rolling-stock carried for the public and foreign railways.	62,419	17,756	2,16,073	75,825	36,814	46,520	2,82,292	4,05,4
20	Salt	20,463	38,762	48,500	80,984	150,687	156,432	15,73,733	14,61,1
21	Saltpetre, &c.	15	38	96	266	2,634	3,697	40,529	48,1
22	Silk, raw	5	1	38	12	163	220	2,143	4,1
23	Silk, piece-goods	2	8	55	125	175	66	3,563	2,1
24	Spices	3,665	10,021	18,796	46,833	21,506	25,306	3,51,557	4,06,1
25	Stone and lime	34,568	72,563	34,940	86,513	25,115	23,140	1,01,075	1,10,1
26	Sugar	16,950	20,921	40,032	38,679	65,217	79,233	10,26,915	7,55,1
27	Tea	5	10	70	201	639	909	14,196	21,1
28	Timber	1,359	1,917	2,634	9,305	95,663	117,006	3,51,151	3,54,1
29	Tobacco	1,559	4,160	6,363	15,787	6,252	6,838	92,786	1,02,1
30	Wool, raw	14	3	114	33	336	870	8,541	1,1
31	Wool, manufactured	111	146	1,349	2,052	1,196	1,217	26,635	2,1
32	All other articles of merchandise	13,281	25,492	59,987	1,16,371	104,454	170,244	11,41,579	14,1,1
	Total	261,938	624,416	9,83,719	17,52,811	2,293,634	2,425,597	2,62,86,659	2,59,3

(a) Including the East
(b) Including the Ward
(c) Including the Kolar Gold-fields

H—contd.

the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

GUARANTEED COMPANIES.

ASSISTED COMPANIES.

XVIII.—Bombay, Baroda and Central India				XIX.—Madras (c).				XX.—Delhi-Umballa-Kalka.				Pro- gressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
48,718	63,918	2,35,896	2,88,248	170,543	189,183	7,58,565	7,17,810	4,642	6,854	9,788	12,554	1
122,462	133,991	12,76,707	14,53,680	18,097	25,801	2,36,067	3,18,079	2,137	3,892	10,224	23,146	2
89,838	38,509	7,41,803	7,12,382	17,549	21,252	2,37,610	2,63,554	3,604	3,095	32,233	26,857	3
2,169	2,418	40,406	43,133	3,956	4,994	41,384	46,213	909	605	6,696	5,202	4
7,389	5,735	1,32,483	1,11,261	20,378	23,628	1,89,602	1,68,579	618	727	4,863	5,566	5
357,722	371,992	24,19,289	28,24,687	186,380	237,153	12,51,791	14,39,290	28,020	35,434	95,470	1,21,962	6
3,108	10,655	43,137	1,54,821	25,699	31,106	2,94,754	3,19,160	454	551	2,530	3,120	7
110	458	1,883	8,260	184	318	1,516	2,117	19	26	111	225	8
10,194	9,824	1,04,661	91,809	5,282	7,214	49,448	60,346	7,218	4,737	35,648	20,655	9
31	45	325	431	121	124	1,188	1,248	19	23	106	129	10
754	898	13,002	15,263	252	343	5,786	8,385	395	290	4,071	3,301	11
3,994	4,435	48,210	56,155	8,187	7,601	85,866	67,897	4,251	3,485	18,615	15,493	12
38,980	33,257	5,16,120	3,95,103	13,718	12,203	1,60,577	1,33,613	4,537	4,852	21,891	25,215	13
14,443	14,542	1,59,339	1,66,121	19,455	21,634	2,01,117	1,81,339	1,758	1,516	11,971	10,645	14
128,023	111,244	11,30,415	9,60,204	38,565	38,514	2,65,182	2,45,987	1,118	455	4,132	1,740	15
1,589	2,240	60,306	80,535	...	...	...	...	48	36	397	336	16
1,391	1,953	21,040	28,720	464	465	8,175	8,060	688	818	4,818	5,318	17
46,853	59,044	4,18,972	4,67,249	67,876	66,275	5,44,715	5,16,634	9,740	8,831	49,875	49,791	18
62,181	45,814	2,00,532	2,01,991	4,012	2,845	14,204	20,680	63	1,323	321	1,487	19
151,651	150,560	4,38,825	4,32,269	57,659	61,623	3,12,163	3,67,798	2,578	1,899	6,349	4,708	20
1,232	1,450	12,429	12,902	134	344	1,133	1,951	408	317	1,676	1,354	21
436	451	11,048	11,256	111	83	2,197	1,694	35	31	260	276	22
96	139	2,801	4,070	78	85	2,423	2,215	1	2	20	28	23
11,043	11,056	1,33,228	1,33,723	18,716	22,175	1,99,373	2,18,444	1,694	1,425	9,417	7,820	24
29,664	17,307	93,193	59,860	36,770	41,359	83,120	94,229	5,525	5,348	15,361	13,191	25
53,831	49,209	6,48,068	5,66,864	44,658	29,829	2,25,956	1,91,605	19,773	12,723	52,832	36,415	26
763	607	10,274	8,742	467	703	11,447	12,093	94	73	718	614	27
34,618	27,517	2,36,551	1,83,596	115,873	111,223	4,44,788	4,51,574	533	2,492	1,793	7,918	28
18,305	16,466	1,40,899	1,23,914	13,622	14,399	1,25,236	1,24,329	1,283	1,147	9,497	8,825	29
5,196	5,493	1,16,202	1,29,896	543	655	6,428	6,872	301	*562	2,555	*3,933	30
554	726	12,329	16,780	966	726	15,187	10,755	215	...	1,885	...	31
263,545	338,683	14,51,824	16,71,037	68,212	68,930	6,59,554	6,53,079	36,254	30,624	1,82,719	1,35,919	32
1,480,876	1,530,611	1,08,72,197	1,14,14,942	958,557	1,042,842	64,36,552	66,55,629	138,132	133,693	5,98,862	5,53,739	

* Including wool, manufactured.

wada section (Bezwada-Madras).
 Dhond-Manmad, Khamgaon and Amravati railways.
 and the Madras-Ennur section (Bezwada-Madras) in the previous year only.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No	DESCRIPTION OF COMMODITY.	STANDARD											
		ASSISTED COMPANIES											
		XXI.—Tarkoosur.				XXII.—South Bihar (Lucknow-Gaya).				XXIII.—Southern Punjab (Delhi-Sandaula).			
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	2,600	3,233	1,153	1,477	2,351	2,406	5,939	1,473	7,496	...	...
2	Cotton, raw	1	1	2	3	26	40	5,292	1,968	25,429	11,128	...	
3	Cotton, manufactured	129	160	239	302	715	3,629	1,136	774	5,889	4,532	...	
4	Drugs and chemicals	25	25	67	61	22	117	223	311	1,193	1,571	...	
5	Dyes and tans	15	32	26	52	131	534	1,069	622	4,738	3,279	...	
6	Grain and pulse	5,558	5,922	7,279	7,705	10,327	17,567	85,252	92,959	4,02,337	4,06,400	...	
7	Hides and skins	25	24	37	40	138	524	335	2,317	1,733	10,228	...	
8	Horns	1	2	1	4	5	25	5	32	29	...	...
9	Jute	3,167	1,584	3,000	2,017	185	530	2,149	2,188	9,993	10,308	...	
10	Leo . . . . .	...	...	...	...	764	4,902	9	38	39	...	...
11	Leather, manufactured . . . . .	...	1	...	1	83	189	157	206	765	1,000	...
12	Liquors	1	13	3	4	13	110	101	93	473	...	...
13	Metals	202	116	210	199	237	799	2,512	2,960	13,323	15,000	...	
14	Oils	892	876	1,227	1,080	406	1,444	364	512	1,783	1,300	...	
15	Oil-seeds	1,311	1,201	1,216	1,199	1,357	3,784	50,466	38,222	2,39,190	1,71,400	...	
16	Opium . . . . .	...	...	...	...	...	...	8	9	41	...	...
17	Paper and paste-board	4	6	6	9	2	7	86	79	191	...	...
18	Provisions	8,145	3,932	4,108	5,178	334	993	5,249	5,932	25,087	27,000	...	
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	16	...	12	...	...	204	51,483	948	13,000	...
20	Salt	1,602	1,052	1,062	1,118	2,940	7,278	1,608	4,714	7,159	21,500	...	
21	Saltpetre, &c.	125	97	140	113	94	292	1,794	3,165	9,124	14,850	...	
22	Silk, raw . . . . .	...	...	...	...	6	24	1	17	5	...	...
23	Silk, piece-goods . . . . .	...	...	...	...	...	...	...	...	...	...	...
24	Spices	114	89	194	149	76	333	363	667	1,990	4,100	...	
25	Stone and lime	899	879	263	315	817	214	2,181	13,000	8,183	13,200	...	
26	Sugar	528	509	507	570	2,993	5,976	12,298	15,957	57,534	75,800	...	
27	Tea . . . . .	...	...	...	...	...	...	6	12	31	...	...
28	Timber	171	125	155	114	65	126	3,320	1,794	14,873	7,000	...	
29	Tobacco	41	59	85	109	410	2,000	501	693	2,262	3,000	...	
30	Wool, raw	3	2	5	7	18	121	1,078	1,177	5,174	5,600	...	
31	Wool, manufactured	4	...	6	...	...	...	102	167	508	...	...
32	All other articles of merchandise.	4,732	4,327	5,616	6,324	2,722	7,841	17,298	21,591	77,574	92,400	...	
	TOTAL	23,805	24,972	28,731	28,372	...	26,832	...	61,805	201,320	265,261	9,25,099	

* Including wool, manufactured.

H—contd.

on the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.				LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES								Progressive No.
—concld.				XXXI.—The Nizam's Guaranteed State(a)				XXXII.—Nágdá Ujjoín.				
XXV.—Tápti Valley.				Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	16	...	42	842,956	325,665	13,90,052	12,18,834	468	4,410	266	1,879	1
...	1,069	...	5,028	484	1,107	4,463	11,007	3,936	5,590	10,717	13,682	2
20	171	45	933	4,918	5,507	71,672	81,875	1,818	1,892	5,348	5,580	3
1	129	2	454	1,003	811	9,560	9,433	18	9	57	29	4
2	79	6	304	2,790	4,293	22,147	31,136	87	49	257	106	5
60	15,057	113	37,744	61,763	108,398	4,92,752	7,12,553	14,616	22,523	23,167	35,892	6
...	44	...	305	2,583	2,483	22,660	24,130	172	2,210	454	4,212	7
...	2	...	9	213	295	2,200	2,839	...	7	...	16	8
4	302	10	907	2,350	2,276	18,751	18,706	233	163	548	358	9
...	...	...	1	15	14	229	210	13	24	80	53	10
...	4	2	21	111	139	1,427	1,821	8	...	27	3	11
...	207	2	612	2,654	2,987	19,399	24,068	1	1	5	7	12
2	303	8	1,232	4,661	4,213	45,530	44,175	434	497	931	965	13
5	309	11	1,903	4,210	4,738	32,456	39,215	374	416	816	809	14
63	1,707	92	4,518	59,984	55,037	3,13,153	3,14,362	1,065	2,350	1,611	3,413	15
...	...	...	...	10	25	431	906	471	444	2,056	1,920	16
...	4	...	20	560	539	6,356	6,159	22	2	67	3	17
17	1,215	35	4,454	9,725	12,555	93,210	1,11,785	802	472	759	1,066	18
...	...	...	...	2,814	443	8,995	4,398	1,605	656	919	389	19
...	961	...	2,424	29,413	28,149	1,45,930	1,38,716	13,937	15,645	24,271	25,859	20
...	2	...	3	672	808	5,215	6,020	2	2	5	4	21
...	...	...	...	...	...	1	15	...	...	...	...	22
...	...	...	...	1	...	22	15	...	...	...	...	23
7	94	13	397	4,195	7,579	33,366	79,375	198	219	402	427	24
6	841	20	1,459	7,383	10,426	34,422	44,554	32	72	65	131	25
29	469	45	1,548	5,303	5,629	39,374	43,663	2,929	3,413	6,342	6,966	26
...	...	...	1	52	87	720	1,224	...	1	1	4	27
1	189	1	533	25,607	16,234	96,340	69,466	88	236	183	529	28
1	128	2	461	1,536	1,999	21,939	29,994	493	592	1,773	1,691	29
...	...	...	1	59	94	649	1,016	1	2	2	9	30
...	...	...	...	25	221	2,856	2,860	1	...	9	3	31
640	22,511	1,460	59,759	14,833	20,742	1,04,335	1,54,612	2,324	4,115	17,723	9,962	32
858	45,843	1,868	1,25,133	612,537	623,151	30,39,867	32,31,593	45,723	66,092	93,822	1,15,976	

(a) Including the Bezvada extension (East Coast State).

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Pro- gressive No.	DESCRIPTION OF COMMODITY.	STANDARD GAUGE—concl'd.							
		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concl'd.				LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.			
		XXXIII.—The Gaekwar's Petlad.				XXXVI.—Rajpura-Bhatinda.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
	Tons.	Tons.	Ra.	Ra.	Tons.	Tons.	Ra.	Ra.	
1	Coal and coke carried for the public and foreign railways.	2	...	4	...	2,747	97	4,518	242
2	Cotton, raw	653	1,130	1,152	1,732	725	752	4,360	2,913
3	Cotton, manufactured	835	749	1,113	1,165	659	452	2,094	1,657
4	Drugs and chemicals	51	116	57	133	209	279	1,080	1,381
5	Dyes and tans	54	72	61	66	324	341	1,521	1,514
6	Grain and pulse	2,067	9,941	2,589	7,872	56,708	66,052	1,35,499	1,20,213
7	Hides and skins	49	292	59	212	270	312	645	928
8	Horns . . . . .	...	7	...	6	1	9	8	19
9	Jute	136	144	141	145	1,609	1,050	6,168	3,516
10	Lac . . . . .	...	1	1	1	31	10	186	33
11	Leather, manufactured	10	8	11	10	80	65	554	562
12	Liquors	37	23	58	37	131	303	1,234	1,656
13	Metals	174	199	178	207	2,900	3,812	13,467	21,067
14	Oils	144	164	145	180	568	992	2,582	14,139
15	Oil-seeds	115	420	96	389	10,017	9,028	19,507	18,467
16	Opium . . . . .	...	...	...	...	34	30	392	321
17	Paper and paste-board . . . . .	...	8	...	8	48	102	165	599
18	Provisions	431	651	430	525	3,932	4,000	11,287	12,920
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	...	...	...	1,887	2,733	2,157	4,517
20	Salt	908	879	1,214	747	2,118	2,538	3,461	4,786
21	Saltpetre, &c.	7	7	7	6	318	469	1,650	2,002
22	Silk, raw . . . . .	...	...	1	...	11	7	103	42
23	Silk, piece-goods . . . . .	...	...	...	...	4	9	9	24
24	Spices	381	258	356	230	1,411	2,508	2,297	2,078
25	Stone and lime	1,052	418	750	325	7,658	7,100	4,469	4,693
26	Sugar	618	797	598	860	17,567	17,178	42,687	27,514
27	Tea	2	...	2	...	10	29	50	172
28	Timber	931	695	793	620	4,102	2,893	11,199	4,731
29	Tobacco	7,744	7,274	9,225	7,625	285	275	595	680
30	Wool, raw	15	19	28	37	36	93	164	668
31	Wool, manufactured	8	1	12	1	169	142	529	484
32	All other articles of merchandise	2,607	2,507	7,533	10,299	11,504	21,564	32,987	60,346
	TOTAL	19,081	26,620	25,694	33,162	1,28,113	1,45,254	3,08,827	3,16,146

H—contd.

the standard and metre gauge railways during the year 1899, as compared with the previous year.

METRE GAUGE.													Pro- gressive No.
STATE LINES WORKED BY COMPANIES.													
XXXIX.—Bengal and North-Western— Tirhoot section. Company's section.				XLI.—Rajputana-Malwa.				XLII.—Pálanpur-Deesa.					
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.			
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
34,861	44,436	52,526	73,316	20,264	15,267	65,448	72,119	4	...	1	...	1	
880	808	9,064	8,150	53,149	72,141	7,66,882	10,68,141	5	4	8	6	2	
23,094	22,584	1,81,556	1,75,736	43,136	36,049	10,84,831	9,67,515	488	235	805	500	3	
1,861	1,181	14,239	11,855	1,909	1,825	39,582	37,241	12	10	23	15	4	
5,519	5,277	45,718	41,715	8,111	6,604	1,46,262	1,40,446	186	80	220	94	5	
280,200	448,266	10,53,030	15,62,232	571,238	791,855	42,45,284	67,43,616	4,084	6,382	4,262	5,579	6	
7,692	9,366	42,933	47,242	5,735	16,972	70,946	4,01,180	103	909	96	1,257	7	
88	107	486	705	78	253	837	2,017	2	5	1	4	8	
11,952	14,804	64,422	78,523	20,700	18,932	1,69,316	1,75,163	199	105	226	122	9	
1,066	1,071	4,021	3,832	399	327	4,468	3,615	...	1	2	2	10	
334	384	2,704	3,039	1,137	906	14,414	14,501	14	10	23	25	11	
454	422	5,846	3,109	3,457	4,141	43,411	43,813	220	174	214	167	12	
9,577	9,474	47,422	52,592	28,864	23,952	3,00,977	3,07,567	334	230	422	241	13	
9,709	11,151	30,374	38,270	8,592	9,377	72,544	83,050	106	102	92	93	14	
161,485	1,67,504	5,73,534	5,78,086	139,946	117,044	7,76,082	6,99,505	5,778	1,627	5,274	1,458	15	
560	2,738	8,297	48,737	3,184	3,542	33,865	42,011	...	...	...	...	16
160	175	948	1,264	1,990	1,337	27,434	22,267	2	2	5	3	17	
15,714	16,416	70,430	70,726	53,631	55,047	4,20,904	4,52,049	1,956	1,121	1,800	1,085	18	
341	830	806	1,870	16,219	30,304	72,395	1,12,653	5	...	1	...	19	
72,421	77,111	1,94,759	2,16,527	209,173	202,752	19,50,765	18,99,079	401	510	509	571	20	
12,391	10,943	36,688	33,691	9,611	10,750	63,273	73,267	3	5	4	7	21	
22	13	135	115	247	279	13,956	15,068	...	...	...	...	22
...	...	...	...	65	100	3,652	5,731	...	...	...	...	23
6,046	6,403	43,320	46,944	15,736	13,901	1,75,545	1,55,162	200	224	263	325	24	
8,284	7,964	14,855	16,552	24,149	27,777	92,490	1,00,096	126	255	156	244	25	
47,213	51,617	2,07,190	2,27,915	152,500	141,629	15,96,860	15,62,807	2,017	2,152	3,133	3,976	26	
13	38	110	268	761	592	17,706	15,151	5	4	10	9	27	
6,034	12,551	18,162	21,960	22,344	19,679	91,616	83,987	319	286	299	270	28	
17,721	17,345	1,25,203	1,24,307	15,477	13,545	1,59,777	1,32,933	359	269	508	376	29	
59	91	647	861	6,639	5,845	1,03,909	98,728	130	104	226	228	30	
173	136	1,249	1,309	896	1,155	29,009	37,960	4	4	12	6	31	
54,470	79,347	1,91,478	2,59,408	133,944	101,069	11,92,582	16,20,558	1,304	3,567	4,981	7,108	32	
790,393	1,020,664	30,42,132	37,50,696	1,578,421	1,835,448	1,39,06,922	1,71,88,968	18,366	18,436	23,626	23,771		

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Pre- cedence No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKS							
		XLIII.—Southern Mahratta (a).				XLVI.—South Indian (b).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	4,072	3,067	18,445	11,351	18,145	26,746	17,596	39,410
2	Cotton, raw	55,368	96,664	2,86,085	3,10,216	16,532	21,309	98,022	1,48,555
3	Cotton, manufactured	19,547	18,810	2,27,646	2,07,005	18,604	19,180	2,08,694	2,19,565
4	Drugs and chemicals	1,950	2,577	19,472	24,151	2,379	2,829	23,747	29,017
5	Dyes and tans	24,173	37,284	1,41,163	1,51,199	12,053	13,482	1,01,235	1,15,592
6	Grain and pulse	231,684	308,560	12,05,395	18,13,470	206,544	218,184	7,68,699	8,52,912
7	Hides and skins	6,808	7,358	51,526	51,126	10,080	9,674	95,157	89,430
8	Horns	303	5,108	3,416	32,813	153	159	1,047	1,636
9	Jute	10,629	9,825	61,706	58,088	6,318	9,007	40,115	68,719
10	Lac	25	12	232	89	148	191	1,003	1,256
11	Leather, manufactured	445	407	4,584	5,797	84	94	1,022	1,411
12	Liquors	9,409	5,826	60,870	43,113	3,226	3,349	25,684	27,731
13	Metals	17,680	10,576	1,52,544	87,832	13,427	15,285	1,27,540	1,28,965
14	Oils	30,002	27,524	2,02,457	1,62,375	19,290	22,592	1,34,820	1,31,780
15	Oil-seeds	47,121	48,011	2,77,855	2,57,487	24,075	28,607	1,11,018	1,26,600
16	Opium	4	5	202	121	—	—	—	—
17	Paper and paste-board	557	553	8,085	7,257	925	960	15,431	16,672
18	Provisions	48,137	48,629	8,23,820	2,99,275	26,803	34,643	1,48,682	2,33,455
19	Railway plant and rolling-stock carried for the public and foreign railways.	3,830	176	20,249	1,414	8,721	2,594	19,608	4,118
20	Salt	46,726	42,826	3,64,332	3,18,520	61,400	62,366	2,23,700	2,30,578
21	Saltpetre, &c.	446	360	3,152	2,260	302	403	1,852	2,119
22	Silk, raw	253	259	3,200	3,616	32	36	621	756
23	Silk, piece-goods	—	—	15	4	27	19	227	290
24	Spices	31,538	35,430	2,43,059	2,73,091	17,141	18,972	1,41,360	1,59,444
25	Stone and lime	31,816	42,000	46,793	57,053	108,363	89,431	1,23,592	1,19,654
26	Sugar	48,542	51,219	2,53,124	2,75,832	60,567	67,540	3,57,635	3,58,224
27	Tea	62	49	1,135	938	748	928	3,881	4,176
28	Timber	48,262	61,401	1,07,232	1,23,887	63,603	69,257	97,997	1,08,068
29	Tobacco	9,196	10,909	63,528	69,525	7,426	8,286	43,311	50,311
30	Wool, raw	201	228	2,556	2,268	100	135	2,372	1,680
31	Wool, manufactured	704	686	8,529	8,687	264	301	4,374	5,600
32	All other articles of merchandise	57,355	68,824	3,07,731	3,63,252	114,613	109,395	7,11,107	6,86,600
	TOTAL	799,275	945,403	45,37,797	50,22,912	817,942	855,644	36,52,339	39,84,511

(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta)
(b) Including the Pondicherry section

H—contd.

the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

BY COMPANIES—concl'd.

XLVII.—Májavaram Mutupet.				XLVIII.—Assam-Bengal.				XLIX.—Burma.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
111	160	48	48	5,695	8,693	13,139	20,422	316	355	398	345	1
6	8	12	12	340	934	2,407	5,135	751	1,143	5,756	13,796	2
663	655	1,712	1,366	1,641	2,020	11,463	15,515	8,361	7,968	1,10,632	1,18,786	3
154	156	352	352	111	75	1,336	1,116	289	328	6,151	6,729	4
163	189	268	313	86	75	461	300	1,361	3,302	11,656	27,868	5
20,416	17,158	21,553	16,800	22,193	44,024	90,731	1,05,185	444,082	366,201	21,42,828	17,47,690	6
118	221	271	502	196	281	1,435	1,833	1,533	1,686	14,531	15,196	7
3	3	10	8	1	5	9	28	26	25	334	521	8
598	781	1,036	1,134	4,019	3,767	11,406	11,394	6,041	5,208	28,270	27,188	9
14	45	16	47	1	338	5	1,036	497	261	4,134	3,449	10
2	1	4	2	35	49	343	449	128	79	2,960	2,171	11
31	50	95	163	213	237	2,650	2,855	2,275	2,266	23,517	24,519	12
594	502	1,250	908	1,796	2,379	15,992	18,879	9,771	7,889	59,915	65,633	13
1,546	1,536	3,077	2,391	1,337	3,913	5,045	15,231	10,362	11,147	75,202	91,282	14
1,194	970	1,242	961	250	2,022	1,131	7,059	4,621	5,795	21,012	25,047	15
...	...	...	...	...	5	2	119	9	9	293	292	16
127	111	322	212	32	32	231	165	342	437	5,742	7,905	17
1,292	1,388	1,556	2,134	4,671	7,327	28,660	43,461	54,418	55,221	4,31,754	4,69,916	18
32	85	32	55	...	...	...	...	427	942	1,598	1,168	19
1,082	1,309	800	1,123	4,334	3,013	11,104	7,821	14,475	14,597	82,716	1,08,969	20
4	5	6	9	13	28	84	138	5	12	64	202	21
1	...	2	1	...	1	...	4	201	150	5,808	3,927	22
10	12	7	9	...	17	2	102	18	7	430	241	23
2,496	3,016	5,320	6,440	1,141	1,773	7,431	13,561	10,216	9,353	1,47,249	1,39,056	24
13,942	4,662	9,059	2,704	419	452	1,383	1,651	22,722	28,665	36,360	40,039	25
968	1,221	1,251	1,718	3,019	3,515	12,277	15,387	13,343	11,927	87,803	88,929	26
1	...	2	2	6,380	9,933	72,471	93,677	123	138	2,107	2,284	27
545	1,214	522	782	306	424	1,489	1,820	92,932	96,050	3,62,363	3,54,966	28
55	48	75	80	294	393	1,822	2,389	3,422	2,808	26,298	21,627	29
...	...	...	...	...	...	...	...	8	4	137	83	30
...	1	2	3	26	24	354	296	229	164	4,146	3,080	31
7,307	8,455	11,923	12,873	6,977	8,058	42,709	53,610	195,352	140,186	3,91,173	4,15,427	32
53,565	43,992	61,825	53,147	65,726	103,807	3,37,572	4,40,659	838,646	774,323	40,39,257	38,28,535	

Kothápur, Yeavantpur-Mysore frontier and Mysore-Nanjangúd railways.
railway.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gressive No.	DESCRIPTION OF COMMODITY.	METRA							
		ASSISTED COMPARTMENT							
		LIV.—Brahmaputra-Sultanpur.				LV.—Mymensingh-Jamálpur-Jagannathganj.			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.		162		158	...	180	...	136
2	Cotton, raw		14		34	...	...	...	...
3	Cotton, manufactured		525		1,100	74	406	222	1,271
4	Drugs and chemicals . . . . .		...		...	...	...	...	...
5	Dyes and tans		7		16	...	10	...	21
6	Grain and pulse		4,607		5,607	76	204	128	306
7	Hides and skins		53		96	5	97	9	36
8	Horns . . . . .		...		...	...	...	...	...
9	Jute		815		1,519	1,940	6,128	1,893	6,301
10	Lac . . . . .		...		...	...	...	...	...
11	Leather, manufactured . . . . .		...		...	...	...	...	...
12	Liquors . . . . .		...		...	3	16	11	5
13	Metals		500		966	25	192	42	33
14	Oils		163		246	5	76	7	71
15	Oil-seeds		8		10	36	266	56	26
16	Opium . . . . .		...		...	...	...	...	...
17	Paper and paste-board		8		16	...	...	...	...
18	Provisions		91		163	51	79	73	141
19	Railway plant and rolling-stock carried for the public and foreign railways.		...		...	...	...	...	...
20	Salt		991		1,362	19	223	21	29
21	Saltpetre, &c. . . . .		...		...	...	...	...	...
22	Silk, raw . . . . .		...		...	...	...	...	...
23	Silk, piece-goods . . . . .		...		...	...	...	...	...
24	Spices		116		212	23	252	63	65
25	Stone and lime		412		470	15	95	22	129
26	Sugar		330		469	25	213	51	88
27	Tea . . . . .		...		...	...	...	...	...
28	Timber		9		14	...	...	...	...
29	Tobacco		257		458	...	36	...	95
30	Wool, raw . . . . .		...		...	...	...	...	...
31	Wool, manufactured		817		1,520	100	623	257	1,360
32	All other articles of merchandise		...		...	...	...	...	...
	TOTAL		9,945		14,730	2,400	9,218	2,855	12,690

Opened for traffic on the 1st April 1899.

Opened for traffic on the 1st April 1899.

(a) Including the

I—contd.

in the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE.												Pro- gressive No.
METERS.												
LVI.—Rohilkund and Kumaon (Company's section) (a).				LVII.—Segowlie-Raxaul.				LVIII.—Bengal-Dooars.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
122	455	171	1,151		682		501	720	2,213	2,781	7,730	1
36	28	219	126		22		57	...	...	...	...	2
3,421	3,710	18,792	20,516		471		679	78	126	481	759	3
274	216	2,488	1,760		18		33	20	6	136	38	4
1,604	1,306	7,914	6,690		29		37	...	3	...	20	5
90,305	122,324	1,92,434	3,01,847		1,340		706	3,813	5,772	16,667	19,945	6
902	811	3,393	3,685		33		33	69	89	308	430	7
53	70	312	409		...		...	...	...	...	...	8
2,576	3,365	9,909	14,794		79		82	61	45	254	213	9
120	132	539	615		...		...	...	...	...	...	10
99	80	663	637		2		6	...	...	...	...	11
1,180	1,163	7,870	6,951		...		...	41	19	315	175	12
2,216	2,266	13,224	13,452		327		393	1,426	1,379	10,552	10,584	13
1,445	1,665	5,112	5,898		308		267	240	306	1,573	2,048	14
19,250	17,426	51,427	49,294		2,889		1,672	36	54	158	188	15
108	173	716	1,774		...		...	...	...	...	...	16
27	45	210	327		...		...	3	...	18	...	17
5,639	5,512	42,793	44,244		63		82	304	374	2,016	2,106	18
8,304	9,468	32,938	36,024		1		1	...	...	...	...	19
11,512	11,268	29,640	29,476		1,237		683	307	571	1,370	1,993	20
115	153	352	402		1		2	...	...	...	...	21
...	...	...	...		...		...	...	...	...	...	22
...	...	...	...		...		...	...	...	...	...	23
754	735	4,294	3,582		119		176	10	17	44	111	24
7,648	5,957	8,916	11,231		188		117	241	435	1,150	1,723	25
24,303	31,045	75,653	99,279		85		57	116	257	759	1,782	26
258	260	3,347	3,626		...		...	12,963	12,599	1,18,884	1,16,009	27
18,071	17,881	52,508	60,774		648		273	291	246	1,198	1,084	28
1,454	1,232	8,049	6,998		142		172	69	61	180	161	29
115	238	791	1,673		...		...	...	...	...	...	30
57	64	385	362		5		9	...	...	...	...	31
48,329	77,231	1,24,319	1,39,858		623		662	4,414	3,774	28,038	24,247	32
250,297	316,359	6,90,478	8,67,505		9,312		6,700	* 25,262	28,345	1,86,882	1,91,346	

unknown-Baroilly section.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gres- sive No.	DESCRIPTION OF COMMODITY.	METER							
		ASSISTED COMPANIES							
		LIX.—DIBRU-SADIYA.				LXI.—AHMEDABAD-PARANTIS.			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	190,607	219,321	2,32,880	2,81,798	...	16	...	26
2	Cotton, raw . . . . .	...	306	...	3,102	508	213	2,691	1,420
3	Cotton, manufactured	164	...	2,769	...	577	502	2,201	1,830
4	Drugs and chemicals	35	131	631	1,349	27	7	100	29
5	Dyes and tans . . . . .	...	...	...	...	234	222	903	796
6	Grain and pulse	16,104	16,834	1,10,638	1,16,532	8,055	15,024	16,660	20,080
7	Hides and skins . . . . .	...	...	...	...	60	964	199	4,009
8	Horns . . . . .	...	...	...	...	3	48	10	100
9	Jute . . . . .	...	...	...	...	227	273	694	779
10	Lea . . . . .	...	...	...	...	2	1	10	2
11	Leather, manufactured . . . . .	...	...	...	...	42	52	131	153
12	Liquors	176	169	1,572	1,627	10	16	37	46
13	Metals	2,108	2,156	19,963	21,003	454	2,057	1,463	2,768
14	Oils	2,895	2,273	10,596	12,223	167	227	432	335
15	Oil-seeds . . . . .	...	...	...	...	2,903	4,342	6,350	2,671
16	Opium . . . . .	...	...	...	...	3	1	30	1
17	Paper and paste-board . . . . .	...	...	...	...	7	5	35	21
18	Provisions	652	594	6,615	5,434	543	1,781	1,675	2,134
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	...	...	...	46	47	155	1
20	Salt	401	474	3,384	3,867	2,707	2,028	7,035	7,680
21	Saltpetre, etc. . . . .	...	...	...	...	6	5	17	15
22	Silk, raw . . . . .	...	...	...	...	...	...	...	...
23	Silk, piece-goods . . . . .	...	...	...	...	...	...	1	...
24	Spices . . . . .	...	...	...	...	477	603	1,073	1,351
25	Stone and lime	1,321	2,325	4,096	6,441	1,666	2,856	3,669	6,398
26	Sugar	356	275	2,960	2,268	1,062	1,164	2,336	2,657
27	Tea	7,526	7,674	61,691	66,525	5	...	6	...
28	Timber	2,586	4,039	17,532	16,419	536	692	1,039	1,323
29	Tobacco . . . . .	...	...	...	...	363	343	1,074	645
30	Wool, raw . . . . .	...	...	...	...	39	109	179	431
31	Wool, manufactured . . . . .	...	...	...	...	...	1	...	7
32	All other articles of merchandise.	7,123	6,578	33,625	35,893	10,680	36,658	17,594	34,669
	TOTAL	233,049	264,049	6,01,952	6,74,471	31,418	72,237	68,795	1,10,788

H—contd.

on the standard and metre gauge railways during the year 1899, as compared with the previous year.

GAUGE—contd.

—concl'd.				LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								Pro- gressive No.
LXII.—NILGIRI.				LXIII.—THE GARHWAR'S MESHRANA.				LXIV.—HYDERABAD-GÓDÁVARI VALLEY				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	5	2	8	5	...	242	...	481	1
...	...	...	...	729	1,058	1,551	2,769	...	292	...	2,636	2
29	430	2,016	2,010	4,506	5,180	100	1,123	...	13	...	127	3
23	123	36	24	70	62	25	380	...	14	...	95	4
26	141	274	174	539	338	...	4	...	1	...	13	5
1,701	16,679	39,915	38,924	66,477	49,179	5,186	22,266	...	6	...	2,991	6
2	20	136	1,639	253	4,048	316	2,991	...	6	...	49	7
...	1	6	47	9	68	14	95	...	1	...	390	8
9	72	840	798	1,322	1,236	81	534	...	1	...	2	9
...	...	1	...	1	...	...	4	...	...	...	...	10
2	22	50	78	110	143	1	13	...	...	...	...	11
409	1,802	5	9	10	19	6	49	...	...	...	...	12
91	983	1,106	1,002	1,715	1,544	247	1,900	...	...	...	...	13
59	593	947	1,318	1,998	2,222	237	1,628	...	...	...	...	14
29	192	22,716	24,940	30,193	29,007	300	1,336	...	...	...	...	15
...	...	8	...	40	1	...	2	...	...	...	...	16
1	15	43	19	62	32	15	128	...	...	...	...	17
227	1,487	2,900	3,445	5,273	5,964	421	3,364	...	...	...	...	18
...	...	1,580	528	1,243	374	7	49	...	...	...	...	19
...	...	25,657	26,697	38,886	41,611	964	5,320	...	...	...	...	20
...	...	138	44	180	66	58	390	...	...	...	...	21
...	...	6	3	18	11	...	2	...	...	...	...	22
...	...	...	5	2	15	1	11	...	...	...	...	23
2	10	498	571	1,149	1,434	122	1,016	...	...	...	...	24
27	852	2,215	2,771	4,507	4,873	2	11	...	...	...	...	25
27	959	8,030	8,852	14,713	16,845	295	1,991	...	...	...	...	26
36	453	10	9	29	23	...	7	...	...	...	...	27
80	689	6,238	4,508	9,072	6,864	70	347	...	...	...	...	28
3	29	361	359	722	793	22	194	...	...	...	...	29
...	...	57	73	175	216	...	...	...	...	...	...	30
3	52	1	11	4	20	1	8	...	...	...	...	31
746	8,616	7,650	19,818	19,456	30,933	375	2,303	...	...	...	...	32
...	8,532	...	38,120	124,174	139,936	2,04,292	2,05,395	...	9,413	...	50,798	

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gressive No.	DESCRIPTION OF COMMODITY.	METRE											
		LINES OWNED AND WORKED BY											
		LXXII—JODHPUR BIKANER.											
		Jodhpur section.				Bikaner section.				LXXIII.—Udaipur-Chitor.			
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
Pre- vious year.	1899.	Pre- vious year.	1899.	Pre- vious year.	1899.	Pre- vious year.	1899.	Pre- vious year.	1899.	Pre- vious year.	1899.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
1	Coal and coke carried for the public and foreign railways.	206	98	739	157	188	2,780	855	2,450	...	...	...	...
2	Cotton, raw	183	50	1,652	501	18	7	149	68	743	644	4,201	3,513
3	Cotton, manufactured.	2,596	1,593	21,939	14,257	305	237	1,559	1,255	712	475	4,950	3,696
4	Drugs and chemicals	86	77	916	1,091	10	15	72	89	44	48	310	362
5	Dyes and tans	515	345	4,100	2,965	44	35	218	189	143	139	911	1,012
6	Grain and pulse	53,483	128,629	2,78,921	6,75,795	19,110	27,985	36,706	53,160	2,194	18,066	6,152	46,592
7	Hides and skins	423	2,213	2,954	21,717	46	103	203	462	137	263	558	1,209
8	Horns . . . . .	...	7	2	45	...	...	...	...	1	...	6	...
9	Jute	1,047	1,901	7,764	14,603	213	304	750	998	120	130	899	619
10	Lac	44	19	359	179	8	3	40	10	21	9	100	49
11	Leather, manufactured	244	59	1,561	519	6	3	31	22	5	11	26	25
12	Liquors	18	9	272	137	4	2	36	22	9	10	96	113
13	Metals	3,119	3,659	13,432	12,478	193	233	976	890	282	245	2,051	1,904
14	Oils	417	407	3,606	3,118	151	78	519	255	123	198	599	1,094
15	Oil-seeds	1,161	3,254	5,721	15,487	315	378	794	1,064	313	124	1,895	475
16	Opium	76	84	930	417	16	6	119	58	56	131	476	1,029
17	Paper and paste-board	89	105	654	819	28	17	81	60	37	34	232	262
18	Provisions	3,122	3,310	24,022	24,707	751	846	2,691	2,898	616	1,198	2,929	6,359
19	Railway plant and rolling-stock carried for the public and foreign railways.	552	20,552	3,549	49,757	...	13	...	8	92	634	78	73
20	Salt	17,799	38,375	97,695	2,20,779	182	135	397	313	917	1,563	3,592	6,356
21	Saltpetre, &c.	805	234	2,045	1,617	116	60	310	186	79	115	270	641
22	Silk, raw . . . . .	...	1	...	3	...	...	...	...	...	...	...	...
23	Silk, piece-goods . . . . .	...	...	2	1	1	...	4	...	...	...	5	...
24	Spices	1,151	1,118	10,557	9,665	314	304	1,435	1,371	183	154	742	890
25	Stone and lime	7,125	7,839	18,323	19,728	6,601	12,633	15,496	24,527	505	662	1,468	1,163
26	Sugar	18,955	12,261	1,07,953	95,993	2,026	1,733	6,239	5,623	1,465	1,694	6,082	7,969
27	Tea	3	69	23	507	...	...	1	...	...	...	4	6
28	Timber	1,057	1,190	7,478	8,195	298	405	954	1,133	64	96	324	373
29	Tobacco	1,277	864	9,663	6,040	146	136	611	497	477	431	2,083	1,911
30	Wool, raw	2,268	2,401	16,644	20,645	98	77	555	472	63	80	333	533
31	Wool, manufactured	123	133	1,655	1,881	45	62	269	352	1	6	9	36
32	All other articles of merchandise.	6,764	14,709	40,662	88,030	2,738	669	6,473	2,442	1,051	3,099	7,728	15,083
	TOTAL	119,163	245,515	6,85,798	13,11,623	34,027	49,268	80,098	1,00,869	11,054	25,459	50,356	1,06,113

H—concl'd.

on the standard and metre gauge railways during the year 1899; as compared with the previous year.

GAUGE—concl'd.

NATIVE STATES—concl'd.				FOREIGN LINES.								Progressive No.
LXXIV—Bhavnagar-Gondal-Junágnad-Porbandar (a).				LXXIX—West of India Portuguese.				LXXX—Káráikkal-Peralam.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	Previous year.	1899.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
2,594	3,895	7,506	11,283	...	1	...	2	...	...	1	1	1
35,724	35,168	2,46,764	2,03,970	806	21,665	3,126	82,384	...	...	...	...	2
3,091	2,889	22,879	20,984	351	2,425	1,482	12,135	21	25	62	61	3
158	153	2,277	1,845	26	123	139	739	4	20	11	68	4
850	626	5,273	3,741	2	376	7	1,261	4	11	9	21	5
57,585	97,606	2,03,514	3,52,077	8,612	35,000	21,136	92,158	824	1,414	438	1,108	6
478	1,780	3,455	12,996	47	65	197	235	40	70	41	158	7
17	71	83	323	...	...	...	...	...	1	1	2	8
1,587	1,423	8,101	6,886	16	41	68	212	49	73	42	103	9
13	17	93	131	...	...	...	...	1	5	2	6	10
59	45	588	403	...	...	...	...	...	...	1	...	11
147	133	1,411	1,223	75	460	304	1,667	6	3	12	6	12
5,452	3,386	28,531	19,299	3,474	1,075	7,195	4,263	25	20	56	33	13
4,775	4,517	21,649	20,541	8,896	7,741	23,477	22,922	91	128	120	146	14
13,032	13,589	48,290	42,220	1,319	15,488	3,328	36,095	69	35	94	42	15
18	12	301	161	...	...	...	...	...	...	...	...	16
187	180	1,455	1,167	...	...	...	...	3	3	6	6	17
11,451	16,149	62,335	83,631	38	204	150	780	471	254	464	311	18
2,525	288	8,595	1,253	...	...	...	...	10	3	10	4	19
5,114	5,212	8,367	8,227	9,865	7,180	21,325	16,171	83	5	34	6	20
35	62	213	370	...	...	...	...	1	2	2	3	21
5	10	56	79	...	1	1	10	...	...	1	1	22
5	...	72	3	...	...	...	...	...	...	...	...	23
1,637	1,888	9,617	11,271	459	597	1,612	2,444	203	524	178	781	24
61,865	62,819	40,692	48,823	20	43	61	133	453	627	424	441	25
11,325	10,451	52,972	45,756	149	939	948	2,874	76	238	103	377	26
18	18	211	162	5	235	22	740	...	...	...	...	27
21,076	18,041	1,07,626	91,999	354	578	669	1,113	143	573	83	222	28
1,058	1,624	5,224	6,729	326	326	1,220	1,251	16	8	20	15	29
416	510	3,552	4,008	2	43	9	239	...	...	...	...	30
20	14	116	71	17	30	62	134	...	...	...	...	31
19,638	18,882	70,434	85,431	8,987	19,464	23,105	60,232	455	559	545	574	32
255,955	301,458	9,72,252	10,87,063	43,646	114,100	1,09,043	3,40,199	3,048	4,601	2,760	4,496	

(a) Including the Jetalsar-Bájkot, Jámnagar and Dhrángadrá railways. Dhrángadrá from 1st June 1898.

EAST INDIA (INDIAN RAILWAY MATERIALS).

RETURN to an Address of the Honourable The House of Commons,
dated 13 August 1901;—for,

RETURN, in TONS and VALUE, of all ROLLING STOCK, RAILWAY MATERIAL, and STORES supplied for INDIAN STATE and GUARANTEED RAILWAYS during the YEARS 1896 to 1900 inclusive, distinguishing those SUPPLIED by BRITISH and FOREIGN FIRMS or PERSONS, and distinguishing whether SHIPPED to INDIA by FOREIGN or BRITISH VESSELS," in the following Form:—

Year.	Supplied by British Firms or Persons.		Supplied by Foreign Firms or Persons.		Shipped in British Vessels.		Shipped in Foreign Vessels.	
	Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.
1896 - -								
1897 - -								
1898 - -								
1899 - -								
1900 - -								
Totals -								

3

India Office,
16 August 1901. }

A. GODLEY,
Under Secretary of State.

(Sir Charles Cayzer.)

Ordered, by The House of Commons, to be Printed,
16 August 1901.

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RETURN, in Tons and Value, of all Rolling Stock, Railway Material, and Stores supplied for Indian State and Guaranteed Railways during the Years 1896 to 1900 inclusive, distinguishing those supplied by British and Foreign Firms or Persons, and distinguishing whether shipped to India by Foreign or British Vessels, in the following form:—

Year.		Supplied by British Firms or Persons.		Supplied by Foreign Firms or Persons.		Shipped in British Vessels.		Shipped in Foreign Vessels.		Notes.
		Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.	
	State Railways¹	110,220	1,106,110	—	—	110,220	1,106,110	—	—	¹ See remark under "Burma Railways Company," below, note ² . ² Purchases for the Rajputana-Malwa and other railways are included. 11,963 tons of Welsh steam coal contracted for, to be delivered in India, are not included. ³ All purchases and shipments for this year under management of India Office and included in "State Railways Total." ⁴ The values given include cost of freight and insurance. ⁵ The "foreign vessels" are all "Hansa Line" (British built and German owned). ⁶ Total not accurate in so far as Bombay, Baroda, and Central India Railway figures for 1896 are not included. ⁷ Purchases for the Rajputana-Malwa and other railways are included. ⁸ British steamers.
	Guaranteed Railways:—									
	Assam-Bengal	11,501	81,170	—	—	11,501	81,170	—	—	
	Bengal and North-Western	8,145	74,062	—	—	4,856	42,960	3,289	31,102	
	Bengal Central	1,762	23,313	—	—	1,762	23,313	—	—	
	Bengal-Nagpur	54,090	287,455	—	—	54,090	287,455	—	—	
	Bombay, Baroda, and Central India ²	Figures not available.	295,702	—	—	Figures not available.	295,702	—	—	
	Burma ³	—	—	—	—	—	—	—	—	
	East Indian ⁴	36,916	321,943	—	—	30,507	290,250	6,409	31,693	
	Great Indian Peninsula	20,456	153,094	—	—	20,456	153,094	—	—	
	Indian Midland	34,752	154,660	—	—	34,752	154,660	—	—	
	Madras	5,323	46,655	—	—	2,331	24,586	2,992 ⁵	22,069	
	Rohilkund and Kumaon	140	2,949	—	—	104	2,395	36	554	
	South Indian	2,132	27,969	—	—	1,377	25,740	755	2,189	
	Southern Mahratta	1,669	25,965	—	—	1,669	25,965	—	—	
	Total Guaranteed Railways	176,888⁶	1,504,957			163,405⁶	1,417,350	13,481	87,607	
1897	State Railways	116,982	650,251	—	—	116,982	650,251	—	—	
	Guaranteed Railways:—									
	Assam-Bengal	8,568	76,144	—	—	8,027	74,757	541	3,387	
	Bengal and North-Western	41,051	352,305	—	—	38,007	314,646	3,044	37,659	
	Bengal Central	2,034	31,980	—	—	2,034	31,980	—	—	
	Bengal-Nagpur	71,237	419,612	—	—	71,237	419,612	—	—	
	Bombay, Baroda, and Central India ⁷	56,922	313,860	—	—	56,922	313,860	—	—	
	Burma	10,933	76,142	—	—	10,933	76,142	—	—	
	East Indian ⁸	61,387	537,109	4,696	22,966	55,567	517,439	10,516	42,636	
	Great Indian Peninsula	38,402	331,496	—	—	38,402	331,496	—	—	
	Indian Midland	16,876	137,171	—	—	16,876	137,171	—	—	
	Madras	7,224	60,656	—	—	3,011	35,345	4,213 ⁸	25,311	
	Rohilkund and Kumaon	623	15,313	—	—	623	15,313	—	—	
	South Indian	8,516	61,088	—	—	7,590	55,327	926	5,861	
	Southern Mahratta	2,136	27,972	—	—	2,136	27,972	—	—	
	Total Guaranteed Railways	325,908	2,442,848	4,696	22,966	311,364	2,350,960	19,240		
1898	State Railways	92,988	745,997	—	—	92,988	745,997	—	—	
	Guaranteed Railways:—									
	Assam-Bengal	3,970	45,678	—	—	3,640	43,130	330	2,748	
	Bengal and North-Western	16,542	214,639	—	—	15,021	204,616	1,521	10,024	

	Bengal Central	151	2,448	—	—	151	2,448	—	—	* German liners from Middlesbrough.
	Bengal-Nagpur	36,036	288,579	2,511 ⁸	11,927	37,079	286,179	1,468 ⁹	14,327	
	Bombay, Baroda, and Central India ⁷	68,647	448,408	3,851	18,729	68,647	448,408	3,851	18,729	
	Burma	8,648	67,638	—	—	8,648	67,638	—	—	
	East Indian ⁴	41,667	629,306	3,347	19,976	44,498	641,979	516	7,303	
	Great Indian Peninsula	44,499	457,695	—	—	44,499	457,695	—	—	
	Indian Midland	861	21,027	—	—	861	21,027	—	—	
	Madras	10,248	66,419	—	—	2,061	29,142	8,187 ⁵	37,277	
	Rohilkund and Kumaon	557	8,473	—	—	557	8,473	—	—	
	South Indian	2,221	30,467	—	—	1,676	27,159	545	3,308	
	Southern Mahratta	3,689	56,299	—	—	3,689	56,299	—	—	
	Total Guaranteed Railways	232,736	2,337,276	9,709	50,632	226,027	2,294,192	16,418	93,716	¹⁰ American locomotive engines and duplicate parts.
1899	State Railways	79,515	764,961	1,265	55,381	80,780	820,342	—	—	¹¹ Includes 2,771 tons of rails and fastenings purchased in America and shipped by the contractor on a British vessel.
	Guaranteed Railways :—									¹² Purchases for the Rajputana-Malwa and other railways are included. 39,760 tons of Welsh steam coal contracted for, to be delivered in India, are not included.
	Assam-Bengal	18,035	103,748	—	—	11,700	92,946	1,335	10,802	¹³ Total not accurate in so far as State Railways figures for 1900 are not included.
	Bengal and North-Western	5,882	95,852	—	—	5,727	93,319	155	2,533	
	Bengal Central	391	6,789	324 ¹⁰	11,645	391	6,789	324	11,645	
	Bengal-Nagpur	34,279	449,124	—	—	34,135	447,549	144 ⁹	1,575	
	Bombay, Baroda, and Central India ¹²	36,938	382,713	610	27,070	36,938	382,713	610	27,070	
	Burma	7,600	200,383	8,583	116,130	16,133	316,513	—	—	
	East Indian ⁴	50,983	1,030,164	2,247	39,349	50,650	1,035,516	2,580	33,997	
	Great Indian Peninsula	32,526	319,710	—	—	32,526	319,710	—	—	
	Indian Midland	7,041	84,628	—	—	7,041	84,628	—	—	
	Madras	6,749	25,992	—	—	2,706	36,750	4,043 ⁵	49,242	
	Rohilkund and Kumaon	73	2,412	—	—	73	2,412	—	—	
	South Indian	4,239	44,636	—	—	3,687	43,138	552	1,498	
	Southern Mahratta	1,075	17,132	—	—	1,075	17,132	—	—	
	Total Guaranteed Railways	200,811	2,823,283	11,764	194,194	202,832	2,879,115	9,743	138,362	¹⁴ Total not accurate in so far as (1) Bombay, Baroda, and Central India Railway figures for 1896 are not included; and (2) State Railways figures for 1900 are not included.
1900	State Railways	Figures not available.	Figures not available.	3,498	52,081	Figures not available.	Figures not available.	—	—	
	Guaranteed Railways :—									
	Assam-Bengal	1,760	30,271	2,815 ¹¹	20,653	4,533	50,172	42	752	
	Bengal and North-Western	7,799	148,400	—	—	7,799	148,400	—	—	
	Bengal Central	140	8,423	—	—	140	8,423	—	—	
	Bengal-Nagpur	4,001	109,497	—	—	4,001	109,497	—	—	
	Bombay, Baroda, and Central India ⁷	35,835	319,426	2,622	23,313	35,840	319,675	2,617	23,064	
	Burma	17,435	244,762	1,908	35,732	19,338	280,494	—	—	
	East Indian ⁴	45,978	793,293	6,977	57,353	52,178	835,044	777	15,602	
	Great Indian Peninsula	14,708	222,064	—	—	14,708	222,064	—	—	
	Indian Midland	8,281	103,905	—	—	8,281	103,905	—	—	
	Madras	18,069	181,100	—	—	14,579	148,485	3,490 ⁹	32,615	
	Rohilkund and Kumaon	886	21,201	—	—	886	21,201	—	—	
	South Indian	3,596	44,820	—	—	3,165	43,557	431	1,263	
	Southern Mahratta	2,362	33,705	—	—	2,362	33,705	—	—	
	Total Guaranteed Railways	160,850	2,255,867	14,317	137,051	167,810	3,319,622	7,357	73,296	

SUMMARY of Foregoing, stating Totals for each Year and for the Five Years together.

Year.		Supplied by British Firms or Persons.		Supplied by Foreign Firms or Persons.		Shipped in British Vessels.		Shipped in Foreign Vessels.		Notes.
		Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.	
1896	State Railways - - - - -	110,320	£ 1,106,110	—	—	110,320	£ 1,106,110	—	—	<p>¹ Total not accurate in so far as Bombay, Baroda, and Central India Railway figures for 1896 are not included.</p> <p>² Total not accurate in so far as State Railways figures for 1900 are not included.</p> <p>³ Total not accurate in so far as (1) Bombay, Baroda, and Central India Railway figures for 1896 are not included; and (2) State Railways figures for 1900 are not included.</p>
	Guaranteed Railways - - - - -	176,886 ¹	1,504,957	—	—	168,405 ¹	1,417,350	18,481	87,607	
State and Guaranteed Railways Total.		287,106¹	2,611,067	—	—	273,825²	2,523,460	13,481	87,607	
1897	State Railways - - - - -	116,982	£ 650,251	—	—	116,982	£ 650,251	—	—	
	Guaranteed Railways - - - - -	325,908	2,442,848	4,696	22,966	311,364	2,350,960	19,240	114,854	
State and Guaranteed Railways Total.		442,890	3,093,099	4,696	22,966	428,346	3,001,211	19,240	114,854	
1898	State Railways - - - - -	92,988	£ 745,997	—	—	92,988	£ 745,997	—	—	
	Guaranteed Railways - - - - -	232,736	2,337,276	9,709	50,632	226,027	2,294,192	16,418	93,716	
State and Guaranteed Railways Total.		325,724	3,083,273	9,709	50,632	319,015	3,040,189	16,418	93,716	
1899	State Railways - - - - -	79,515	£ 764,961	1,265	52,381	80,780	£ 820,342	—	—	
	Guaranteed Railways - - - - -	200,811	2,823,283	11,764	194,194	302,832	2,879,115	9,748	138,362	
State and Guaranteed Railways Total.		280,326	3,588,244	13,029	249,575	283,612	3,699,457	9,743	138,362	
1900	State Railways - - - - -	Figures not available.	Figures not available.	5,498	52,081	Figures not available.	Figures not available.	—	—	
	Guaranteed Railways - - - - -	160,850	2,255,867	14,317	137,051	167,810	2,319,622	7,357	73,296	
State and Guaranteed Railways Total.		160,850³	2,255,867³	17,815	189,132	167,810³	2,319,622³	7,357	73,296	
1896-1900	State Railways Grand Total - - -	399,705 ³	£ 3,267,319 ³	4,763	107,462	400,970 ³	£ 3,322,700 ³	—	—	
	Guaranteed Railways Grand Total - - -	1,097,191 ¹	11,364,231	40,486	404,843	1,071,438 ¹	11,361,239	66,239	507,835	
	State and Guaranteed Railways Grand Total.	1,496,896³	14,631,550³	45,249	512,305	1,472,408³	14,583,939³	66,239	507,835	

EAST INDIA (INDIAN RAILWAY MATERIALS).

**EAST INDIA (INDIAN RAILWAY
MATERIALS).**

RETURN, in TONS and VALUE, of all ROLLING STOCK, RAILWAY MATERIAL, and STORES supplied for INDIAN STATE and GUARANTEED RAILWAYS during the YEARS 1896 to 1900 inclusive, distinguishing those supplied by BRITISH and FOREIGN FIRMS or PERSONS, and distinguishing whether SHIPPED to INDIA by FOREIGN or BRITISH VESSELS.

(Sir Charles Cayser.)

*Ordered, by The House of Commons, to be Printed,
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