

REPORT

TO

THE SECRETARY OF STATE FOR INDIA IN COUNCIL

ON

RAILWAYS IN INDIA,

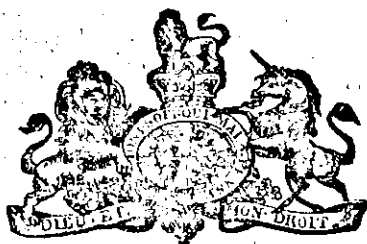
FOR THE YEAR

1869-70.



BY JULAND DANVERS, ESQ.,

GOVERNMENT DIRECTOR OF THE INDIAN RAILWAY COMPANIES.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1870.

CONTENTS.

	Paragraph.	Page.
Completion of railway between Bombay and Calcutta -	3	3
Additions to lines in 1869 -	4	3
General progress -	5	4
Length of lines opened and in course of construction -	6	4
Annual progress -	7	5
Modified terms of new contracts with companies -	8	5
State lines and managements connected therewith -	9-11	5, 6
Line from Goolburga to Hyderabad -	12	6
Branch to Indore -	12	6
Light railways -	13, 14	6, 7
Major Taylor's reports on foreign railways -	15	7
Floods in 1869 -	16	7
Bridge over Hooghly, &c. -	17	7
Proceedings in England, supply of materials, &c. -	18-20	7
Locomotive and rolling stock -	21	8
Shareholders in 1870 -	22	9
European staff -	23, 24	9, 10
Accidents, with tables -	25, 26	10-13
Capital, with tables -	27-31	14-16
Debentures loans -	—	17
Annual expenditure -	33	18
Revenue, with table -	34-38	19, 20
Guaranteed interest, with tables -	39-44	21, 22
Traffic and working, with tables -	45-48	22-31
" passenger -	49	23
" goods -	50	23
" interchange of, &c. -	51	23
Construction of vehicles -	52	23
Fares -	54, 55	24
Miscellaneous -	56	32
East India Railway -	58, 59	32
Great Indian Peninsula Railway -	60-63	32, 33
Madras Railway -	64-67	33
Bombay, Baroda, and Central India Railway -	68-71	33
Scinde, Punjab, and Delhi Railway -	72-76	33, 34
Eastern Bengal Railway -	77-79	34
Great Southern of India Railway -	80, 81	34
Oude and Rohilkund Railway -	82, 83	35
Carnatic Railway -	84	35
State lines -	85	35
Calcutta and Canning Railway -	86	35
Northern Punjab Railway -	87	35, 36
Jhellum and Khamgaon -	88, 89	36
Karwar and Hoohlee -	90	36
Summary and Conclusion -	91-101	36, 37



Kabul
AFGHANISTAN

BRITISH EMPIRE

Kobul

Lahore

Calcutta

Batavia

Bombay

Calcutta

Madras

ARABIAN SEA

THE RAILWAYS OF INDIA

Sixteen Miles

Railways & Stations
Proposed Railways

CEYLON

Andaman I.

REPORT.

To His Grace the DUKE OF ARGYLL, K.T., Secretary of State for India.

MY LORD DUKE,

20th May 1870.

I HAVE the honour to lay before your Grace my usual annual report on the progress made in the construction of, and on the results of working, the Railways in India.

2. For the last ten years these reports have contained accounts only of operations which have been conducted through the instrumentality of Companies acting under the control of Government; but now, I shall for the first time have to refer to lines which have been undertaken and executed through the direct agency of Government. The operations, however, under this head are at present very limited, the various projects which were mentioned in my last report as those which were to be retained in the hands of Government being with one or two exceptions still under investigation.

3. The most important event which has marked the history of Indian Railways during this year is the junction of the Great Indian Peninsula and the East Indian Railways at Jubbulpore, whereby the whole breadth of the Peninsula is spanned, and Bombay and Calcutta, as well as Bombay, Delhi, and Lahore, are brought into railway communication with each other. The East Indian Railway has been opened to Jubbulpore since 1867, but unforeseen delay occurred in the completion of the works of the Great Indian Peninsula Railway, and the long-desired junction of the two lines has been deferred in consequence. (The works have lately been pushed on with great vigour and rapidity, and although there is still much to be done before the line can be considered thoroughly completed, it was sufficiently advanced to admit of the ceremony of opening being performed by the Duke of Edinburgh and the Viceroy on the 7th March last. The occasion gave rise to proceedings of much interest, in which the Governor of Bombay; the Chief Commissioner of the Central Provinces; Sir Salar Jung, the Minister of His Highness the Nizam; Maharajah Holkar; the Maharajah of Rewah; the Rajah of Myhere; and other high functionaries, took part.) But as an account of them has reached your Grace through other channels it is unnecessary to give any details here. The line in question proceeds from Bombay up the Thull Ghât via Jubbulpore to Allahabad; thence it follows the valley of the Ganges to Calcutta. Before the end of the year a more direct route will be opened for the latter part of the line by the completion of the chord line of the East Indian Railway from Luckeseraï via Ranegungo to Calcutta. The distance from Bombay to Calcutta by the present route is 1,470 miles. It will then be 1,400 miles. The journey occupies about 70 hours. The fares, as near as I can ascertain them, are 1st class about 14*l.* 2nd class 7*l.*, and 3rd class, 2*l.* 13*s.* By means of this line a saving of three or four days in the journey between England and Calcutta has during the past year been effected. No greater time is now occupied in reaching Calcutta from London than it took twenty years ago to get from one end of India to the other.

Completion of transpeninsula line between Bombay and Calcutta.

4. I have been giving prominence, however, to a proceeding that took place after the close of 1869, to which period this report chiefly relates. During that year 261 miles were added to the 4,020 open at the beginning. An addition of thirty (30) miles was made to the North-west Madras line, and of two hundred and thirty-one (231) miles to the Delhi. Since the end of the year a short branch of 8 miles, which has been constructed by the Government, extending

Additions to lines in 1869.