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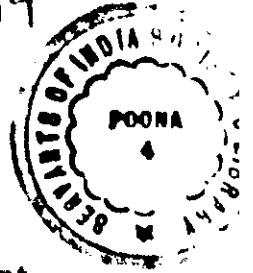
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No. 85, Statistical.

DIRECTOR GENERAL OF RAILWAYS.

STATISTICAL.



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

SIR,

Simla, May 29, 1888.

I HAVE the honour to submit herewith Part I. of the Annual Report relating to the Administration of Railways in India during the year 1887-88, prepared in India for presentation to the Houses of Parliament.

The net receipts for the year 1887 show a decrease as compared with those for 1886 of Rs. 38,78,758, and the percentage on the capital expended on open lines, excluding, as is usually done in these reports, the expenditure on steamboat services, suspense items, and other indirect charges, amounts to 5.33 against 5.90 of the previous year.

These figures include the transactions of lines belonging to Native States and of lines belonging to Companies which receive little or no assistance from the State. The results affecting the finances of the Indian Government are somewhat different, owing to the liabilities connected with Guaranteed Companies having been incurred principally in sterling. The true effect of the Indian Railways upon the finances of the Government was in 1886-87, as nearly as may be calculated, as follows:—

Guaranteed Companies.

	Rs.
Amount required to meet the guarantee of interest	- 3,72,18,640
Less.—Received from Companies, i.e., the net receipts less the Companies' share of surplus profits	- 3,11,25,181
Loss	- <u>60,93,459</u>

State Lines.

	Rs.
Interest on Capital Account	- 2,42,34,490
Interest on debentures of Companies whose lines were purchased	- 71,29,040
Annuities issued in cancellation of Companies' Capital	- 7,56,490
	<u>3,21,20,020</u>
Less.—Net traffic receipts	- 2,55,74,599
Loss	- <u>65,45,421</u>

State Lines leased to Companies.

	Rs.
Interest on Capital	- 47,15,900
Less.—Net receipts of the Lines	- 6,62,381
Loss	- <u>40,53,519</u>

East Indian Railway.

	Rs.
Charges for annuities and interest on deferred annuities and Capital Account	- 2,29,89,930
Less.—Net traffic receipts, deducting Company's share of surplus profits	- 2,98,54,402
Profit	- <u>68,64,472</u>

(It will thus be seen that there was a net loss to Government on account of railways of Rs. 98,27,927 in 1886-87 ; but it should be borne in mind that all the capital sunk on unopened sections is still unproductive, and that a great deal of the capital shown under State Railways has been expended on military lines which were politically necessary apart from any question of their commercial value. Also that under the head "annuities" there is included a contribution for a sinking fund which is really meant to reproduce the capital at the expiry of the period for which the annuity is to run.)

The decrease in the traffic and in the net receipts during 1887 was most marked on the North-Western, the Bombay, Baroda, and Central India, and the Rajputana-Malwa Railways, and is principally attributable to the depressed state of the grain trade. On the North-Western Railway there was also a considerable falling off in the carriage of railway material ; but, on the other hand, there was a satisfactory development of traffic on the Eastern Bengal and the Southern Mahratta Railways.

The summary of merchandise carried shows that the total tonnage has increased by 1,110,345 tons, and that on 21 out of the 33 items tabulated the weight carried increased.

A comparison of the earnings for the corresponding periods of 1886 and 1887 with the approximate returns for 1888 shows some improvement :—

		Receipts.		
		Rs.		
1886	- - -	5,06,34,504	1st	3rd April
1887	- - -	5,00,95,679	" "	" 2nd "
1888	- - -	5,18,78,623	" "	" 31st March.

No new lengths have been added to the open mileage since the 31st March 1888.

A graphic diagram is published with this Report showing the increases in the open mileage, capital outlay,* gross receipts, gross expenses, and net receipts, from the commencement of railway construction in India to the end of 1887.

I have the honour to be,

Sir,

Your most obedient Servant,

L. CONWAY-GORDON, Lieut.-Col., R.E.,
Director-General of Railways.

* In the diagram the capital outlay includes the expenditure on sections under construction of lines partly opened for traffic.

STATEMENT showing the TOTAL RECEIPTS from 1st January to 31st March 1888, as compared with the corresponding periods of 1886 and 1887.

Railway.	1st January to 3rd April 1886.	1st January to 2nd April 1887.*	1st January to 31st March 1888.
STATE IMPERIAL.			
	Rs.	Rs.	Rs.
East Indian - - - - -	1,28,25,742	1,30,03,818	1,30,26,153
Rajputana-Malwa (a) - - - - -	48,66,014	47,05,925	50,01,959
Sindia - - - - -	1,10,299	1,24,128	1,06,608
Patna-Gya - - - - -	1,40,517	1,52,029	1,11,131
Bengal-Nágpur - - - - -	5,64,485	4,50,874	4,21,819
Dildárnagar-Gházipur - - - - -	12,735	13,071	12,545
Mysore - - - - -	1,07,836	1,29,477	1,28,408
Southern Mahratta (b) - - - - -	3,19,714	5,81,899	8,35,124
Indian Midland - - - - -	(g) 670	57,691	1,73,080
Cuddapah-Nellore - - - - -	—	—	49,778
North-western (c) - - - - -	74,01,312	53,22,810	62,37,794
Wardhá Coal (d) - - - - -	2,36,967	2,62,038	2,57,613
Bengal Central - - - - -	1,39,247	1,46,661	1,72,014
Katni-Umaria - - - - -	—	21,592	25,460
Total - - - - -	2,67,25,598	2,49,72,682	2,65,92,186
STATE PROVINCIAL.			
Bareilly-Pilibheet - - - - -	27,338	28,238	21,558
Lucknow-Sitapur-Sihrámau - - - - -	—	44,202	67,514
Eastern Bengal Railways (e) - - - - -	20,26,048	21,21,246	22,72,594
Nalháti - - - - -	22,287	26,058	29,081
Tirhoot - - - - -	8,56,309	4,51,732	5,55,621
Burma - - - - -	9,62,367	12,14,537	11,50,836
Jorhát - - - - -	7,568	8,410	8,165
Cherra-Companyganj - - - - -	—	695	1,817
Total - - - - -	34,01,917	38,95,113	41,10,219
GUARANTEED COMPANIES.			
Madras - - - - -	19,89,950	20,79,032	21,11,875
South Indian - - - - -	11,48,463	12,85,696	12,22,231
Great Indian Peninsula (f) - - - - -	1,09,20,292	1,12,68,757	1,06,72,059
Bombay, Baroda, and Central India - - - - -	35,32,792	33,51,454	34,42,193
Oudh and Rohilkhand - - - - -	16,87,548	18,00,948	19,97,030
Total - - - - -	1,92,79,045	1,97,85,887	1,94,45,388
ASSISTED COMPANIES.			
Bengal and North-Western - - - - -	4,28,052	4,61,359	5,35,293
Tárakeshwar - - - - -	77,261	71,972	75,692
Rohilkhand-Kumaun - - - - -	63,081	66,606	62,731
Dibru-Sadiya - - - - -	87,918	95,708	97,811
Total - - - - -	6,56,312	6,95,645	7,71,557
NATIVE STATES.			
The Nizam's (Guaranteed Company) - - - - -	2,76,614	3,59,998	4,31,824
The Gaekwar's - - - - -	— (h)	39,510	41,826
The Gaekwar's Mehsána-Vadnagar - - - - -	—	(i) 651	12,059
Bhávnagar-Gondal - - - - -	2,39,111	2,56,745	3,35,138
Morvi - - - - -	1,622	25,654	35,330
Jodhpore - - - - -	54,285	63,794	1,02,787
Total - - - - -	5,71,632	7,46,352	9,58,973
Grand Total - - - - -	5,06,34,504	5,00,95,679	5,18,78,623

* Corrected by audited figures.

(a) Includes Rewari-Ferozepore and Cawnpore-Achnera State Railways.

(b) Includes Bellary-Kistna State Railway.

(c) Includes Amritsar-Pathámkot and Rájputana-Patná State Railways.

(d) Includes colliery.

(e) Includes Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Bihar State Railways.

(f) Includes Dhond-Maumád, Khámgaon, Amráoti, and Bhopal-Itánsi.

(g) Receipts for first three days of April 1886.

(h) Information not available.

(i) Receipts for 13 days from 21st March to 2nd April 1887.

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RAILWAYS IN INDIA.

ADMINISTRATION REPORT.

PART I.

1887-88.

CHAPTER I.

LINES OPEN AND UNDER CONSTRUCTION.

During 1887-88, 988½ miles of railway were completed and opened for traffic, making, on the 31st March 1888, a total of 14,383 miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,870 miles, or an increase over the corresponding figures in 1886 of 274 miles * The more important additions to the open mileage have been 167½ miles of the Southern Mahratta system, 95 miles of the Indian Midland, 90 miles of the Bellary-Kistna, 83 miles of the Cuddapah-Nellore, 118½ miles of the Sind-Pishin section and 203½ miles of the Sind-Sagar section of the North-Western Railway, 50½ miles of the Lucknow-Sitapur-Sihramau Railway, 69½ miles of the Assam-Bihar section of the Eastern Bengal State Railway system, and 70 miles of the Nizam's Guaranteed Railway.

2. During the year sanction has been given for the construction of additional mileage to the extent of 355 miles, of which the more important sections are 161 miles between Bilaspur and Umaria, 27 miles on the Khojak extension of the Sind-Pishin section of the North-Western Railway, 69 miles in Kathiawar from Dhoraji to Porbandar, 28½ miles in the Kolhapur State from Kolhapur to Miraj, and 24½ miles from Sialkot to Jammu in Kashmir.

3. The tables on the following pages give a complete list of the additions to open mileage in 1887-88, and show in detail the lengths of line sanctioned and open for traffic at the end of March 1888 :—

ADDITIONS to open MILEAGE from 1st April 1887 to 31st March 1888.

Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
<i>State Imperial.</i>			
<i>Southern Mahratta :—</i>			
Deuli to Castle Rock (South Deccan section) -	8	15th June 1887 - -	} Passenger and goods traffic.
Castle Rock to Portuguese Frontier (South Deccan section).	8½	8rd February 1888 - -	
Koregaon to Miraj (West Deccan section) -	76½	2nd May 1887 - -	
Miraj to Belgaum (West Deccan section) -	84½	22nd December 1887 - -	
Indian Midland :—			
Chaunrah to Jhansi - - - -	95	1st February 1888 - -	
<i>Bellary-Kistna :—</i>			
Guntakal to Nandyál - - - -	90	11th July 1887 - -	
<i>Cuddapah-Nellore :—</i>			
Nellore to Tirupati - - - -	83	15th September 1887 - -	
Carried forward - - - -	485½		

* See foot-note on page 15.

ADDITIONS to open MILEAGE from 1st April 1887 to 31st March 1888—*continued.*

Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
Brought forward -	435½		
North-Western :— Meerut City to Meerut City Mandi - -	1½	17th May 1887 - -	Goods traffic only.
<i>Sind-Sagar Section.</i>			
Malakwál to Bhakkar - - - -	174½	15th August 1887 - -	} Passenger and goods traffic.
Haranpur to Khewra - - - -	9½		
Mahmúd Kot to Gházi Ghat - - - -	10½	1st April 1887 - -	
Darya Khan to Dera Ismail Khan - - - -	5½		
Ghází Ghat to Dera Ghází Khan Ferry - - - -	8½	10th February 1888 - -	
<i>Sind-Pishin Section.</i>			
Shárig to Bostan - - - -	60½	28th August 1887 - -	} Goods traffic. Passenger traffic.
Quetta to Bostan - - - -	21	Ditto - - - -	
Bostan to Killa Abdulla - - - -	36½	23rd January 1888 - - 5th February 1888 - -	
Total - - - -	758½		
<i>State Provincial.</i>			
Lucknow-Sitapur-Sihrámau :— Sitapur to Lakhimpur - - - -	28½	15th April 1887 - -	} Passenger and goods traffic.
Lakhimpur to Gola Gokaran Náth - - - -	22	4th December 1887 - -	
Eastern Bengal :— <i>Assam Behar Section.</i>			
Manihári to Kusba - - - -	37½	1st April 1887 - -	} Passenger and goods traffic.
Dinagopore to Raiganj - - - -	31½	15th February 1888 - -	
Tirhoot :—			
Nirmala to Baptialhi - - - -	10	15th November 1887 - - 1st January 1888 - -	} Goods traffic. Passenger traffic.
Anwarpur to Sonopore - - - -	8½	1st April 1887 - - 25th April 1887 - -	
Jorhát :— Dhali to Titábar - - - -	1½	26th February 1888 - -	Passenger and goods traffic.
Total - - - -	185		
GUARANTEED COMPANIES.			
Madras :— Beyypore to Calicut - - - -	9(a)	2nd January 1888 - -	} Passenger and goods traffic.
Olavakód Junction to Pálghat (Pálghat branch) - - - -	2½	Ditto - - - -	
Oudh and Rohilkhand :— Benares Bridge - - - -	2½	1st October 1887 - -	} Passenger and goods traffic.
Passenger approach to East Indian Railway at Cawnpore. - - - -	½	21st March 1888 - -	
Total - - - -	14½		
FOREIGN STATES.			
West of India Portuguese :— Sonauli to Portuguese Frontier - - - -	10	3rd February 1888 - -	Passenger and goods traffic.
NATIVE STATES.			
The Nizam's Guaranteed Company :— Warangal to Dornakal Junction - - - -	53½	1st January 1888 - -	} Passenger and goods traffic.
Dornakal Junction to Yellingtalapad - - - -	16½		
Total - - - -	70		
GRAND TOTAL - - - -	988½		

(a) On the opening of this extension 2½ miles of the old line have been closed.

STATEMENT showing LENGTHS of LINES sanctioned and open for Traffic on the 31st March 1888.

Railway.	Date of First Opening for Traffic.	Gauge.	Length of Line sanctioned at the end of 1886-7.	Sanctioned during the Year 1887-8.	Length of Line sanctioned at the end of 1887-8.	Length opened during 1887-8.	Total Length open on 31st March 1888.	Length laid with Double Line.	Length remaining to be finished.
		Ft. In.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State Imperial.									
East Indian	15th Aug. 1854	5 6	1,513½	—	(a) 1,513½	—	(a) 1,513½	474½	—
Benares Branch	22nd Dec. 1862	5 6	—	—	6	—	6	—	—
Rajputana-Malwa (c)	14th Feb. 1873	3 3½	1,667	—	(a) 1,667	—	(a) 1,667	1½	—
Pátri	12th May 1873	5 6	22	—	22	—	22	—	—
Sindia	10th Jan. 1878	5 6	74	—	74	—	74	—	—
Dhond-Manmád	15th Mar. 1878	5 6	145	—	(a) 145	—	(a) 145	—	—
Patna-Gya	21st April 1879	5 6	57	—	(a) 57	—	(a) 57	—	—
Bengal-Nágpur (d)	6th April 1880	5 6	628½	161	(a) 792	—	(e) 149	—	648
Dildárnagar-Gházipur	5th Oct. 1880	5 6	12	—	12	—	12	—	—
Mysore	1st Feb. 1881	3 3½	297	—	(a) 296½	—	(a) 139	—	156½
Southern Mahratta	24th Mar. 1884	3 3½	764	—	(a) 763	167½	(a) 763	—	—
Indian Midland	1st Apr. 1886	5 6	606	—	(a) 604½	95	137	—	467½
Bellary-Kistna	11th July 1887	3 3½	278	—	278	90	90	—	188
Cuddapah-Nellore	15th Sept. 1887	3 3½	83	—	83	83	83	—	—
Total worked by Companies	—	—	6,154½	161	6,315½	435½	6,860½	475½	1,458
State Provincial.									
North-Western	18th May 1861	{ 5 6 3 3½ }	2,410	19½	(g) 2,410	323	(a) 2,386	2½	34½
Sind-Pishin, Killa Abdulla to Chaman	—	5 6	—	27	27	—	—	—	27
Wardha Coal	1st Feb. 1874	5 6	46	—	46	—	(h) 46	—	—
Bengal Central	16th Oct. 1882	5 6	125	—	(a) 125	—	(a) 125	—	—
Katni-Umaria	2nd Nov. 1886	5 6	37	—	37	—	37	—	—
Toungoo-Mandalay Extension, Burma	—	3 3½	225	—	(a) 222	—	—	—	222½
Total	—	—	2,843	46½	2,868	323	2,894	2½	274
State Provincial.									
North-Western Provinces and Oudh:—									
Bareilly-Pilibheet	12th Oct. 1884	3 3½	36	—	36	—	36	—	—
Lucknow-Sitapur-Sihrámau	16th Nov. 1886	3 3½	124	—	(a) 122	50	(a) 104	—	18
Total worked by Companies	—	—	160	—	158	50	140	—	18
Bengal:—									
Eastern Bengal	2nd Jan. 1862	{ 5 6 3 3½ }	762	—	(a) 764	69	(a) 676	23	84
Nalháti	21st Dec. 1863	4 0	27	—	27	—	27	—	—
Tirhoot	1st Nov. 1875	3 3½	273	—	(a) 273	18	259	—	14
Punjab:—									
Amritsar-Pathánkot	1st Jan. 1884	5 6	65	—	(a) 64	—	(a) 64	—	—
Burma:—									
Burma	2nd May 1877	3 3½	369	—	(i) 333	—	(j) 333	—	—
Assam:—									
Jorhát	15th Dec. 1884	2 0	31	—	(a) 30	1	(a) 30	—	—
Cherra-Companyganj	16th June 1886	2 6	15	—	15	—	7	—	8
Total	—	—	1,544	—	1,508	64	1,398	23	110
GUARANTEED COMPANIES.									
Madras:—									
Madras	1st July 1856	5 6	640	—	(k) 639	11	(k) 639	42	—
South Indian	15th July 1861	3 3½	654	—	(a) 654	—	(a) 654	—	—
Bombay:—									
Great Indian Peninsula	18th Apr. 1853	5 6	1,288	—	(a) 1,288	—	(a) 1,288	(a) 323	—
Bombay, Baroda, and Central India	10th Feb. 1860	5 6	438	—	(a) 438	—	(a) 438	60	—
North-Western Provinces and Oudh:—									
Oudh and Rohilkhand	23rd Apr. 1867	5 6	735	—	(a) 738	8	(a) 691	—	(l) 47
Total	—	—	3,956	—	3,958	14	3,911	426	47

(a) Correction of mileage.

(b) Benares Branch shown separately.

(c) Includes Cawnpore-Achnera line.

(d) Includes Nágpur-Chhattisgarh Railway.

(e) This section (late Nágpur-Chhattisgarh Railway) is being converted from metre to broad gauge.

(f) Ghát Section, Hirokh to Kotal, 10 miles.

(g) Includes the mileages of the Sind-Sagar, Sind-Pishin, and Bolan Railways. Reduction of mileage due to correction, supersession of the temporary line by the opening of the Ferozepore Bridge and approaches (2½ miles), and abandonment of the section, Misawali to Loh Kbel ferry (9 miles) of the Sind-Sagar line, and the Gulistan Branch (3½ miles) of the Sind-Pishin line.

(h) Includes 1½ miles to Pit's mouth.

(i) Reduction of mileage due to abandonment of the project for a line from Prome to Allanmyo (48 miles) and inclusion of the suburban mileage (6 miles).

(j) Increase due to the inclusion of suburban mileage (6 miles).

(k) Reduction due to correction of mileage and closing 2½ miles of line on the opening of the Calcut extension.

(l) In abeyance.

STATEMENT showing LENGTHS of LINES sanctioned and open for Traffic on the 31st March 1888—continued.

Railway.	Date of First Opening for Traffic.	Gauge.	Length of Line sanctioned at the end of 1886-7.	Sanctioned during the Year 1887-8.	Length of Line sanctioned at the end of 1887-8.	Length opened during 1887-8.	Total Length open on 31st March 1888.	Length laid with Double Line.	Length remaining to be finished.
ASSISTED COMPANIES.									
Bengal:—		Ft. In.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Darjeeling-Himalayan	23rd Aug. 1880	2 0	51½	—	(a) 51	—	(a) 51	—	—
Deoghur	23rd Dec. 1882	3 3½	4	—	(a) 4½	—	(a) 4½	—	—
Bengal and North-Western	2nd Apr. 1884	3 3½	510½	—	(a) 510	—	(a) 376	—	(b) 134
Tarakeshwar	1st Jan. 1885	5 6	22½	—	22½	—	22½	—	—
North-Western Provinces and Oudh:—									
Rohilkhand-Kumaun	12th Oct. 1884	3 3½	54½	—	(a) 55	—	(a) 55	—	—
Burma:—									
Thaton-Duyinzak	11th Feb. 1885	2 6	8	—	8	—	8	—	—
Assam:—									
Dibru-Sadiya	Oct. 1882	3 3½	77½	—	(a) 78	—	(a) 78	—	—
Total			(c) 727½	—	729	—	595	—	134
Foreign States.									
Madras:—									
Pondicherry	16th Dec. 1879	3 3½	7½	—	7½	—	7½	—	—
Bombay:—									
West of India Portuguese	17th Jan. 1887	3 3½	51	—	51	10	51	—	—
Total			58½	—	58½	10	58½	—	—
Native States.									
The Nizam's (Guaranteed Company) (d)	9th Oct. 1874	5 6	491	—	(e) 509½	70	(f) 274½	—	(g) 235
Khamgaon	4th Mar. 1870	5 6	8	—	(a) 7½	—	(a) 7½	—	—
Amrótí	16th Feb. 1871	5 6	6	—	(a) 5	—	(a) 5	—	—
The Gaekwar's	8th Apr. 1873	2 6	58½	—	58½	—	58½	—	—
The Gaekwar's Mehsána Vadnagar	21st Mar. 1887	3 3½	21	25	(a) 45½	—	20½	—	25
Bhopal-Itárái (h)	1st June 1882	5 6	57	—	57	—	57	—	—
Total worked by Companies			641½	25	684	70	424	—	260
Bhávngar-Gondal	20th Dec. 1880	3 3½	193½	—	193½	—	193½	—	—
Morvi	11th Mar. 1886	2 6	67½	—	(a) 68	—	(a) 68	—	—
Junagarh-Veraval	—	3 3½	67	—	(a) 66½	—	—	—	66½
Dhoraji-Forbandar	—	3 3½	—	69	69	—	—	—	69
Jodhpore	24th June 1882	3 3½	123½	—	123½	—	123½	—	—
Rájpura-Patáála	1st Nov. 1884	5 6	16	—	(a) 15	—	(a) 15	—	—
Kolhapur-Miraj	—	3 3½	—	28½	28½	—	—	—	28½
Jammu-Kashmir (i)	—	5 6	—	24½	24½	—	—	—	24½
Total			467½	122½	588½	—	400	—	188½

SUMMARY.

State Imperial:—									
Worked by Companies	—	—	5,154½	161	6,315½	435½	4,860½	475½	1,455
Under State Management	—	—	2,843½	46½	2,868½	323½	2,594½	2½	274
State Provincial:—									
Worked by Companies	—	—	160	—	158½	50½	140½	—	18
Under State Management	—	—	1,524½	—	1,508½	84½	1,398½	23½	110½
Guaranteed Companies	—	—	3,956½	—	3,958½	14½	3,911½	426	47
Assisted Companies	—	—	727½	—	729	—	595	—	134
Foreign States	—	—	58½	—	58½	10	58½	—	—
Native States:—									
Worked by Companies	—	—	641½	25	684	70	424	—	260
Under State Management	—	—	467½	122½	588½	—	400	—	188½
Total			16,556	355	(j) 16,870	988½	14,383	927	2,487

(a) Correction of mileage.

(b) In abeyance

(c) Excludes Burdwan-Kutwa Railway (40 miles), the construction of which is in abeyance.

(d) Of the total length, 21½ miles in British territory is the property of the Imperial Government.

(e) Increase due to correction of mileage and omission from the report for 1886-87 of the Section from frontier to Beavada (21½ miles) in British territory

(f) Of this length, 3 miles are worked over twice by every train.

(g) Of the total length, 18 miles in British territory is the property of the Imperial Government.

(h) Of the total length, 8½ miles in British territory is the property of the Imperial Government.

(i) See next page.

	Miles.	Miles.
Length sanctioned at end of 1886-87	16,596	
Deduct Burdwan-Kutwa Railway, the mileage of which has now been excluded, the project being in abeyance	40	
	<u> </u>	16,556
Add—		
Nizam's Railway, frontier to Bezvada (in British territory), not shown in statement for 1886-87	21½	
Mileage sanctioned during 1887-88	355	
Burma Railway, suburban mileage not shown previously	6	
	<u> </u>	382½
		<u>16,938½</u>
Deduct—		
North-Western Railway, Sind-Sagar Section, length from Miánwáli to Isa Khel Ferry, project abandoned	9	
North-Western Railway, Sind-Pishin Section, Gulistan Branch, not now worked	3½	
North-Western Railway, temporary 2-ft. tramway, Ganda Singh Bandar to Ferozepore, taken up on the construction of the standard 5 ft. 6 in. gauge line	6½	
Burma Railway, Prome to Allanmyo, project abandoned	42	
Madras Railway, portion of line closed on the opening of the Calicut extension	2½	
Difference due to small corrections in mileage	5½	
	<u> </u>	68½
Net total length sanctioned at end of 1887-88	-	16,870
Net total length sanctioned at end of 1886-87	-	16,596
		<u> </u>
More mileage at 31st March 1888	-	274
		<u> </u>

CHAPTER II.

WORKS IN PROGRESS.

The leading events in the history of railways in India during the year under review may be briefly said to comprise the opening of the system of Military railways on the frontier and the commencement of a tunnel through the Khojak-Amran Range, the opening of the Southern Mahratta Railway through to the sea coast at Mormugão, the progress made in railway extension in Burma and in famine protective lines in the Madras Presidency, the opening of the "Dufferin" and "Balawali" bridges over the Ganges, of the Ferozepur bridge over the Sutlej, and of the bridge at Kalpi over the Jumna, and the formation of the Bengal-Nagpur Railway Company.

2. The following paragraphs describe the chief works on the several railways during the year:—

EAST INDIAN.

Cawnpore
Junction.

3. The junction arrangements with the Oudh and Rohilkhand Railway at Cawnpore have been completed, with the exception of some final arrangements for signals; and the direct approach for Oudh and Rohilkhand trains was opened for passenger traffic on the 21st March 1888. The junction arrangements with the Indian Midland Railway at Cawnpore are in hand.

Moghal
Sarai Junction.

The revised estimate for the re-arrangement of the Moghal Sarai Junction, amounting to Rs. 3,22,707 has been reconsidered, and it has been decided to carry out only a portion of the junction works for the immediate requirements of the traffic.

Manikpur
Junction.

The arrangements at Manikpur for a junction with the Indian Midland Railway as far as they will lie inside the East Indian Railway boundary are still under consideration.

Hooghly
Junction
arrange-
ments.

Estimates aggregating Rs. 2,96,153 for the proposed additional works at the junction with the branch line from Hooghly to Naihati, including the cost of a loop line and a station on the Jubilee Bridge Viaduct, with a flag station at Garifa on the Naihati side, have been prepared. Some of the works included in this estimate, which were required to effect the junction before the branch line to the bridge could be opened, have already been sanctioned at an estimated cost of Rs. 34,029, and are completed.

Bonares
Branch.

The Benares branch, extending from the north distant signal of Moghal Sarai Junction to the right bank of the River Ganges opposite Benares, a length of about six miles, was, under the provisions of Clause 8 of the East Indian Railway Company's contract, retransferred to Government on the 1st October 1887.

Barákar
Extension.

The Barákar branch at present ends close to the east bank of the Barákar river. Alternative estimates have been submitted amounting to Rs. 9,59,479, and Rs. 11,08,193, for extending it by about six miles beyond the present terminus to the east bank of the Parsai Nullah near its junction with the Khudia Nullah. These proposals, which are intended to facilitate the traffic from the coal fields lying on the west bank of the Barákar river, are now under consideration.

Branch line
from Bel-
gurriah to
Chitpore.

A survey for a separate branch line for giving better access to the riverside depôt at Chitpore has been made. The cost of constructing the line is estimated at Rs. 5,01,288.

Additional
water-way
between
Mananpur
and Luckee
Serai.

A serious break having occurred on the 5th September 1885 on the Chord line at mile 255½, caused by the flooding of the Keul river after unusually heavy rain, a sum of Rs. 51,204 has been sanctioned for the construction of a girder bridge of four 28-foot openings to increase the water-way between Mananpur and Luckee Serai, and for the diversion of the line during its construction. The work was completed and the bridge opened for traffic on the 1st June 1887.

A sum of Rs. 85,078 was sanctioned for the purpose of obtaining a constant supply of water for the station and shops at Jamálpur from the hills adjacent to the town, by the erection of a dam to form a reservoir with a storage capacity of 87,500,000 gallons. The work has been completed, and was formally opened by his Honour the Lieutenant-Governor of Bengal on the 11th August 1887. Jamálpur
water-
supply.

DILDARNAGAR-GHAZIPUR.

4. This line was worked throughout the year by the East Indian Railway. The present contract with the East Indian Railway has been terminated by the Secretary of State and a new working agreement is now under consideration.

SINDIA.

5. The agreement under which the East Indian Railway Company works this line will terminate on 31st December 1888. Arrangements are under consideration for transferring the line to the Indian Midland Railway.

RAJPUTANA-MALWA.

6. The iron girders of Choral Bridge No. 3 have been replaced by new ones of steel. The new Railway School at Mount Abu, constructed at a cost of Rs. 1,10,000, was publicly opened on 1st July 1887.

The following works, among others, were completed during the year:—

Protestant Church at Bándikui.

Ditto do. at Ajmere.

Bridge at mileage 37 near Játaoli.

Additional quarters for locomotive and traffic staff at Phalera.

Quarters for traffic staff at Gurgaon and Fatehabad.

Extension of new carriage and waggon shops at Ajmere.

New engine pits at Ajmere.

Goods shed at Barnagar.

Additional sidings at Bándikui.

Engine sheds at Ferozepore, Kot Kapúra, and Fázilka.

Passenger stations at Kot Kapúra and Farídkot.

BENGAL-NÁGPUR.

7. The Bengal-Nágpur Railway Company was constituted in March 1887, and on May 9th formally took over charge of the existing Nágpur-Chhattisgarh metre gauge line. Generally speaking, construction work has now been commenced over the whole system with the exception of one district on the branch line.

One condition of the Company's contract is that the open line section should be converted to the 5 feet 6 inches gauge. The arrangements for putting this in hand were begun immediately after the transfer, and the present condition of the conversion work is about 120 miles of new permanent-way laid, most of the earth-work finished, a good supply of ballast collected, and the masonry of all the bridges to be rebuilt well in hand. All the broad-gauge girders have been delivered and are being put together and erected as the masonry of the bridges is completed. The line from Nágpur to Ráj-Nándgaon is still running as a narrow-gauge railway; the broad-gauge steel sleepers admitting of four rails being laid at the same time, the old metre gauge rails are used to run the metre gauge traffic on, and the broad-gauge rails are laid ready for broad-gauge vehicles when the time for changing arrives. The actual changing of the gauge will not take place till after next rains (October 1888), when it is anticipated the conversion will be done in one day. Conversion
from metre
gauge.

In addition to the work on conversion, construction work between Ráj-Nándgaon and Ásansol was begun on the following dates:— Construction
of broad
gauge.

	Miles.	
Ráj-Nándgaon to Raipur	- 42	June 1887.
Raipur to Bilaspur	- 67	September 1887.
Bilaspur to Raigarh	- 76	November „
Raigarh to Chakardarpur	- 171½	{ November 1887—Survey. March 1888—Construction.
Chakardarpur to Raghonathpur	95½	October 1887.
Raghonathpur to Ásansol	- 24	March 1888.

- Ráj-Nándgaon to Raipur. Most of the work has been done on this section, and bridges and culverts are well advanced. The only obstacle to opening this section by July 1888 will be the bridge over the Seonath, 7 spans of 150 feet. Owing to floods work on the foundations could not be begun before the middle of November; some of the piers are finished and the iron work is mostly in hand now. Up to date rails have been laid 25 miles from Ráj-Nándgaon towards Raipur.
- Raipur to Bilaspur. Earthwork nearly complete and masonry works well in hand; all the bridges and culverts will be finished by next rains. The largest bridge is the second Seonath, 14 spans of 150 feet. All the foundations are in, and the masonry of the whole bridge will be three-fourths completed this season. An endeavour will be made to lay the rails to Bilaspur this season.
- Bilaspur to Raigarh. Work generally in progress all along this section.
- Raigarh to Chakardarpur. This season's work, previous to March, has been chiefly in re-survey. This is now finished, and instructions have been issued to commence work on those sections where no important alterations have been made on the original alignment.
- Chakardarpur to Raghonathpur. Work in progress throughout the length.
- Raghonathpur to Ásansol. Towards the end of 1887 the question of the point of junction between the Bengal-Nágpur Railway and the East Indian was again considered. Sitarampur was originally decided upon as the point of junction with the East Indian Railway, but the inconvenience of railway working, and the possibility of complications arising with the colliery owners, over whose land the old alignment ran, made it advisable to examine a different route, and, after an exhaustive discussion, it was eventually decided that Ásansol was the most suitable junction. The necessary land is in course of being acquired and other work commenced which had been deferred pending a settlement of this question.
- Katni-Bilaspur. The two sections on which works have been commenced on the branch line are:—
1. Umaria to Sohagpur, in November 1887.
2. Pendra Ghat to Bilaspur—Construction commenced in February 1888.
- Umaria to Sohagpur. A good deal of earthwork has been done, and stone collected at bridge sites.
- Pendra to Bilaspur. Work on this section has been chiefly in survey to endeavour to improve the alignment of the Pendra Ghat. Actual construction work was commenced in February, and is now in progress.

SOUTHERN MAHRATTA.

8. The following sections of line were opened during the year:—

	Miles.	
Koregaon to Miraj	-	76 on 2nd May 1887.
Miraj to Belgaum,	-	85 on 22nd December 1887.
Deuli to Castle Rock	-	3 on 15th June 1887.
Castle Rock to Portuguese Frontier	4	on 3rd February 1888.

The first engine ran through to the Portuguese Frontier on the 25th January 1888, and on the 31st of the same month, the official ceremony of connecting the Southern Mahratta and West of India Portuguese Guaranteed Railways was performed by their Excellencies the Governor of Bombay and the Governor General of Portuguese India, thus completing the originally projected Southern Mahratta Railway system throughout to Mormugáo.

Bellary-Guntakal. The Bellary-Guntakal Section of $30\frac{1}{2}$ miles was taken over by the Southern Mahratta Railway Company as a broad-gauge line from the Madras Railway on the 1st February 1887, and was converted to metre gauge on the 17th May 1887.

Bellary-Kistna. During the year the working of the first section of the Bellary-Kistna State Railway was made over to the Southern Mahratta Railway Company, and the length from Guntakal to Nandyál, 90 miles, was opened for traffic on the 11th July 1887. On the 1st January 1888 the entire line from Guntakal to Bezvada, $278\frac{3}{4}$ miles, was taken over by the Company, and now forms part of the Southern Mahratta Railway system.

Mysore Extension. On the Mysore line the following was the state of the works on the 31st March 1888:—

On the Tunghabudra Bridge the north and south abutments were completed and also Piers Nos. 1 to 8, 14 and 15. Cofferdams for the remaining piers are in progress.

16 spans of girders have been delivered, of which 6 have been erected. The earthwork on the whole extension is approaching completion, and 2½ miles of permanent-way have been laid.

INDIAN MIDLAND.

9. The length of line sanctioned is 606 miles, no addition having been made during the year. The section from Chaunrah to Jhānsi, 95 miles, was opened to traffic on 1st February 1888, the bridge over the Jumna at Kalpi having been finished in November 1887. The station works and ballasting are approaching completion.

Main line,
Chaunrah to
Jhānsi
Section.

The earthwork in cuttings and embankments is finished. The masonry of the Betwa Bridge, 9 spans of 150 feet girders, was commenced at the end of 1885, and is completed; and the erection of the girders is in hand. The masonry of all other bridges is completed and all girders have been erected, and the rails laid from Jhānsi to the Betwa, 25½ miles. All the bottom ballast has been collected, and it has been spread on the line from Jhānsi to Tal Behat.

Main line,
Jhānsi to
Lalitpur.

The earthwork in cuttings and embankments is finished, except in the rock cutting north of the Narain river and the approaches to the Narain bridge. The Keotan bridge, 5 spans of 100 feet girders, is finished. The masonry of the Beena and Narain bridges, each of 4 spans of 150 feet girders, is nearly finished, as well as that of all remaining bridges. About 22 miles of bottom ballast is collected, but little of it is yet spread. The rails are laid to the 80th mile from Bhopal. Work has been commenced at some of the stations.

Main line,
Lalitpur to
Basoda.

The earthwork in cuttings and embankments is practically finished. The Betwa bridge, 4 spans of 100 feet and 5 of 75 feet girders, is finished. The masonry of the Newan bridge, 8 spans of 60 feet girders, is three-fourths finished, and 4 spans of the girders are ready for lifting. All other bridges except five are completed. All ballast from Bhopal to Bhilsa is collected and partly spread. The ballast from Bhilsa to Basoda is being brought in. The permanent way has been laid throughout the Division. All the works, including the fencing, are practically complete from Bhopal to Bhilsa. The station buildings at Golabgunj and Basoda are well advanced.

Main line,
Basoda to
Bhopal.

About 85 per cent. of the total quantity of earthwork in banks and cuttings has been finished, and it is probable that the heavy rock cutting in the Antri pass will be completed before the rains. The minor bridges are mostly finished or ready for their girders, which are at site. Of the major bridges, the Sind river bridge, 9 spans of 100 feet, is the least advanced; pier No. 4 being only just founded, and No. 3 not yet commenced. The other piers and abutments are, however, either in progress or finished. The girders are in position at the Pahooj river, 7 spans of 40 feet, and at the Angori river, 6 spans of 40 feet. At most of the other major bridges the masonry is completed. Three-quarters of the ballast required has been collected. The stations and buildings are in hand, and will probably be ready before the rails can be laid through.

Jhānsi to
Gwalior
Branch.

The earthwork is finished. The masonry of the Betwa bridge, 13 spans 150 feet girders, and 1 span 60 feet, is complete, and 7 spans of girders are erected. The masonry of the Dassan bridge, 13 spans of 100 feet, is nearly ready for the girders. The other bridges are practically finished. 83 per cent. of the ballast is collected. The bottom ballast has been spread, and from Jhānsi to the Betwa, 8 miles, the rails have been laid. The stations and buildings are in hand.

Jhānsi-
Manikpur
Branch, Mau
Division.

The earthwork is practically finished. The masonry of the Ken bridge (12 spans of 100 feet and 1 of 250 feet girders) is complete. Of minor bridges, 28 are finished, 30 nearly finished, and 18 are in progress. Four-fifths of the ballast is collected, and the stations have been commenced.

Jhānsi-
Manikpur
Branch,
Banda
Division.

The earthwork is completed. The large bridges between Manikpur and Karwi are completed with girders and the rails are laid through. Between Karwi and Banda the Paisani, the Barwa and the Thothi bridges are completed. On the Bagain bridge, 8 spans of 100 feet, 3 spans are erected. Of the minor bridges, 15 are in progress and all the others finished. 96 per cent. of the ballast is collected and some is spread. The rails are laid for 60 miles from Manikpur, passing the Bagain river on a diversion. The stations have been commenced.

Jhānsi-
Manikpur
Branch,
Karwi
Division.

Branch to
Saugor.

A provisional sanction of Rs. 40,00,000 for this branch was accorded, by the Government of India in 1887. The works on this Division were let on contract to Messrs. Glover and Company on the 18th August 1887. About 280 lakhs cubic feet of earthwork are executed, nearly all the bridges and culverts have been commenced, and masonry in most of them is well advanced. The masonry of the Dassan bridge, 4 spans of 100 feet girders, is about three-fourths done. Ballast is being collected. Saugor station and the two miles of line approaching it still await the decision as to the site for the station, this question having hitherto presented considerable difficulties.

Jhānsi
Station
Division.

The up and down passenger platforms are finished. The rails are laid except on the Gwalior branch. As a temporary arrangement a block of staff quarters is used as booking and telegraph offices, and another furnishes waiting-rooms for upper class passengers. A temporary waiting shed is in progress. Of staff quarters, five blocks for officers are finished, and three in hand, six blocks for guards and 12 for drivers are finished, and six others are so far advanced as to be habitable. The Pahooj reservoir works are in a very forward state. The engine, pumps and pipes have been received. Sufficient temporary watering arrangements are in use.

Lines under
survey or
projected.

The examination of the original alignment of the branch from Etawa to Saugor has resulted in considerable improvement being effected, especially at the Bunhat incline. The detailed estimates are now almost complete.

CUDDAPAH-NELLORE.

10. The Cuddapah-Nellore line is a famine protective work, which will extend from Nellore to Dharmavaram, 248½ miles, and from Pakal to Villupuram, 133½ miles. Of this the Nellore-Tirupati section, 83 miles in length, has been constructed by the State, and was opened for traffic on the 15th September 1887; the remainder of the project has been permanently located, surveyed, and estimated.

The open line is being worked by the South Indian Railway Company, which will also construct and work the Pakal-Dharmavaram and Pakal-Villupuram extensions of the project as soon as the necessary Parliamentary legislation, which will enable the Company to raise the required capital and to undertake the construction of these lines, has been completed.

NORTH-WESTERN.

11. From the 6th March 1887, the North-Western Railway was, for administrative purposes, divided into the Punjab and Sind Sections; the former extending from Delhi to Peshawar, and from Lahore to Khanpur, including the Sind-Sagar Branch; the Sind Section extending from Khanpur to Kurrachee, and comprising the frontier railways.

The following are the most important of the works completed, or in progress during the year:—

Works com-
pleted.

- Branch line from Meerut City station to Grain Mandi in the Sudder Bazar.
- Extension of Sher Shah Branch from Ramuwala to Chenab East Bank.
- Conversion of line between Malakwal and Bhera.
- Ferry Branches from Kuraisi to Dera Ghazi Khan, and from Darya Khan to Dera Ismail Khan.
- Surface line between Mian Mir East and Mian Mir West.
- Institute at Saharanpur.
- Repair of damage, caused by the floods of 1887, to the line in the Saharanpur District and the Rajpura-Patiala Branch, including eight new waterways between Umballa Cantonment and Jagadhri.
- Line along the mole at Kurrachee to Kiamari practically completed as a single line.
- Engine shed at Khanpur.

Works in
progress.

Complete estimates were submitted in June 1887, showing that a total expenditure of Rs. 49½ lakhs would be required for reducing to 1 in 100 the gradients between Jhelum and Rawalpindi. All construction works in this project between Jhelum and Dina, between Dina and Domeli, and between Gujur Khan and Mandra have been completed. A branch line from Ferozepore Station to Ferozepore City (to be worked as a siding) is in course of completion.

On the "Kaisar-i-Hind" bridge large quantities of stone have been expended. The main bund was severely tested, and preserved with great difficulty. The interval

between the spurs appears to be too great, and it may be necessary to throw out some intermediate minor spurs.

Owing to the late receipt of material, the renewals of the road with new 75 lbs. flat-footed rails were not carried out on any extensive scale. Of 119 miles of material assigned to the Punjab section, only eight miles were laid in the road before the 31st March 1888.

A hospital building, quarters for deputy overman, and huts for the accommodation of the miners are in course of construction at the Dandot colliery.

Orders have been issued for the construction over the River Chenab at Sher Shah of a bridge consisting of 17 spans of 200 feet girders. Arrangements were made in November 1887 for collecting materials, and by October next it is expected there will be sufficient material ready to allow of the bridgework being vigorously prosecuted.

A new station was commenced at Kotri and is now in progress.

On the Sukkur bridge the year commenced with the anchors fixed, but further progress was practically suspended, pending the arrival of ironwork. The bed-plate for the Bhakkar cantilever arrived at the end of May, but for want of certain pieces the erection of No. 3 strut could not be begun until October. By the end of the official year the horizontal tie on the Bhakkar side had been fixed, and the triangle completed.

On the Rohri side no ironwork was received until November. The bed-plates, guys, and large pillars have been riveted, and No. 3 strut is well in hand. It is expected that the bridge will be completed early in 1890.

Two alternative routes have been investigated for an extension of the line from Peshawar to Jamrud close to the mouth of the Khyber Pass, and a third, since proposed by the Quartermaster-General, is about to be surveyed. Lines under survey or projected.

A detailed survey of the ground in the vicinity of Madeji station was necessitated by the encroachment of the Indus, and a diversion, about five miles in length, which it is hoped may not be needed, was marked out.

Estimates are under preparation for increased watering arrangements and sidings wherever necessary for a heavy troop traffic.

The chief events of the year on the North-Western Railway were the following:—

The "Kaisar-i-Hind" bridge over the Sutlej, at Ferozepore, was opened for traffic on the 8th May 1887, and cart and passenger traffic has been passed over it since the 22nd August 1887. This completes the connexion between the North-Western Railway and Rajputana-Malwa Railway *via* Ferozepore. The abutment block-houses have also been completed. "Kaisar-i-Hind" bridge.

The conversion of the line between Malakwal and Bhera from metre to broad gauge has been practically completed. Conversion of the metre-gauge Salt Branch line.

The "Victoria" bridge over the Jhelum at Chak Nizam was opened on the 16th May 1887. "Victoria" bridge.

The Sind-Sagar Railway, western section, was included in the North-Western Railway system on the 15th August 1887. Sind-Sagar Railway.

The branch line from Mahmúd Kot to Kuraishi (Ghazi Ghát) was opened for traffic on the 1st April 1887.

The main line between Malakwal and Bhakkar was opened for traffic on the 15th August 1887.

The ferry branches Kuraishi (Ghazi Ghát) to Dera Ghazi Khan, 3½ miles, and Darya Khan to Dera Ismail Khan, 5½ miles, were opened for traffic on the 10th February 1888.

A loop line has been made for military purposes between Mian Mir East and Mian Mir West, but has not yet been used for general traffic, and a spare pontoon has been supplied at Sukkur in connexion with the ferry arrangements.

A small spur has also been constructed on the Sukkur side of Bukkur Island, which has been most successful in keeping open the channel, which had shown signs of silting up.

In April 1887 a notification was issued by Government ordering that the railways extending from Ruk Junction on the North-Western Railway to Sibi, and from Sibi by alternative routes *via* the Bolan and Harnái valleys to Bostan, with extensions to Gulistan and Killa Abdulla, should in future be known as the Sind-Pishin section. Sind-Pishin Section.

the North-Western Railway; the line Ruk-Sibi-Harnái-Bostan-Killa Abdulla being styled the main line, and the Sibi-Rindli-Darwáza-Quetta-Bostan line the Quetta loop. In February 1888 the Chaman extension was incorporated in the Sind-Pishin section of the North-Western Railway.

Main line.

In the last report it was stated that the rails were linked through to Quetta on 14th March 1887, and that an engine ran through the same day. Since then the whole of the Frontier lines between Sibi and Killa-Abdulla, both *viâ* Hurnai and up the Bolan Pass, have been opened for public traffic, and the following works have been nearly completed at all stations on the main line of the Sind-Pishin Section:—

- (1.) A second loop siding.
- (2.) A second water column and ashpit.
- (3.) Increase of storage for water to 12,000 gallons.
- (4.) Increase of water supply to at least 30,000 gallons at roadside stations, and 100,000 gallons at Harnái, Shárig, and Bostan.
- (5.) Catch sidings to protect all stations with 1 in 45 gradients above them.
- (6.) Slip sidings at lower end of all stations to prevent waggons running out of stations accidentally when being shunted.

A loop siding has been added at the summit above Kach to enable pushing engines of ascending trains to be placed in front of a train in either direction.

A landslip into a cutting having blocked the line above Dirgi, a "cut and cover" with circular lining was built, and has so far been successful in keeping this section of line open.

The ballasting near the spiral curve is now nearly completed, and the embankments brought up to formation height and proper width. The heavy winter snows and rain have done much good in consolidating the earthwork at the expense of temporarily damaging the road,

At Harnái it has been decided to keep to the station site originally settled on. The approval of the military authorities has been given to this course.

The railway from Shárig to Quetta was used for transport of goods to relieve the Bolan Railway from the 1st July 1887, and owing to the Bolan being blocked by a flood on the 11th August, sanction was obtained to open the Sind-Pishin for passenger traffic on the 28th August. The time taken by this route being 14 hours from Sibi, against 10 hours by the Bolan, mails and passengers still continue, as a rule, to be taken by the latter route.

Bostan-Gulistan.

At the beginning of the year the Bostan-Gulistan section was unballasted, and the principal bridge, that over the Pishin-Lora, was not commenced; no station buildings existed at either Sirinao, Lora siding, or Gulistan Junction, and only temporary watering arrangements at Syed Yaro.

On the 1st July 1887 sanction was accorded to the design for the Pishin-Lora bridge, consisting of three spans of 100 feet and two abutment spans of 40 feet, with piers founded on masonry wells. Work was commenced on the 20th June, and the bridge was available for the passage of the train of his Excellency the Viceroy on his visit to Quetta in November. The abutment spans are being widened to carry wheeled traffic. The bridge was passed for traffic on 10th January 1888, and the whole extension from Bostan to Killa Abdulla was opened on the 5th February 1888. Station offices and staff quarters are being erected at Sirinao and Lora stations, and low wooden platforms instead of masonry ones. Watering appliances are being provided at Syed Yaro and Gulistan Junction only. Water at intermediate stations is difficult to procure in any quantity and is of very bad quality.

Gulistan Branch.

The extension of the railway through the Khwaja-Amran range renders unnecessary for military purposes the $2\frac{1}{2}$ miles of line from Gulistan Junction to Gulistan Karez, and this short length will be taken up.

Gulistan to Killa Abdulla.

At the beginning of the year the earthwork and platelaying of the length of 10 miles from Gulistan Junction to Killa Abdulla had been done, and until the route for the further extension of the railway was decided on, it was deemed best to limit expenditure on works.

As originally laid out, this section ended in the plain outside the hills, two miles from Killa Abdulla Post; but when the Khojak tunnel was approved of sanction was also conveyed to effect a realignment from the fourth mile and to extend the railway to Killa Abdulla Post itself. The earthworks, bridging, and ballast of the realignment are now nearly complete.

The Killa Abdulla Station yard is laid out and all rails laid, platform and ashpits built, water columns erected, and water laid on. The combined building for station office and staff quarters is well forward, and the line was opened for traffic on the same date as the Bostan-Gulistan Section.

An alteration of the Gulistan Junction Station has also been sanctioned.

The surveys referred to in paragraph 14 of last year's Administration Report, as having been ordered by the Government of India in February 1887, were commenced in March of that year. Three survey parties were formed; one to examine the Khojak Pass, the second the Sanzal ravine, and the third the Gwaja Pass. Khwaja-
Amran
surveys.

It was apparent by the end of April that for the Abt system the choice lay between the Gwaja and the Khojak routes, and further survey of the Sanzal route was abandoned. Subsequent examination of the Khojak proved that a line of railway, with a $2\frac{1}{2}$ mile tunnel and ruling gradients of 1 in 40, would not cost so much as had been previously estimated, and the Government of India sanctioned the preparation of another project which was completed early in July, and was finally recommended for adoption, with curves of a minimum radius of 819 feet, and ruling gradients of 1 in 40.

On the 23rd November 1887 telegraphic sanction was received to the above project, and on the 8th December further sanction for the crossing of the range by temporary expedients while the tunnel was in progress. Chaman
Extension.

A construction staff was immediately collected and work was at once started, and by the 31st March 1888 progress as follows had been made:—

Earthwork nearly completed for double line to mile 14, *i.e.*, four miles beyond Killa Abdulla, and well forward for another two miles.

Bridges over the different branches of the Sanzal river near Killa Abdulla were well forward.

Ballast collected for eight miles.

The rails were laid for a distance of four miles beyond the new Killa Abdulla Station on the permanent formation and in the river bed for a temporary line for $4\frac{1}{2}$ miles further up to Shela Bagh, the eastern entrance to the main tunnel.

Owing to the severity of the winter, during January and February, but little could be done at the main tunnel, and nothing to the work for the rope incline over the summit of the Pass. One engineer's quarters, one subordinate's quarters, and some workmen's shelters were ready before the severe weather set in; and this enabled the following work to be got through.

The excavation of the cutting at east entrance is about half done. Number one (East) shaft is down 20 feet, and masonry lining completed to ground level. Number two (West) shaft is 35 feet deep and into rock, and ready for masonry lining; small shafts are sunk at each portal through the shingle to tunnel level without rock being met with.

In March the staff of European miners, tunnellers, and electricians, which had been collected in England, arrived. These have already got the small shaft at the East face timbered, and ready to begin the heading.

The old tunnel plant under repair is ready as far as possible.

In September 1887, at the desire of the military authorities, sanction was given to a survey for a line of railway from Quetta to a point between Kachh and Fuller's Camp Station, behind the Takatu range. The field work was completed by the end of October, but as the staff was required for the Chaman extension works, the plans and estimates are being prepared as opportunity permits, and will be ready probably by July 1888. The country is difficult, and a railway would be very costly. Kachh-
Quetta
surveys.

The line from Sibi to Quetta *via* the Bolan, now known as the Quetta Loop, was opened for traffic on the 1st April 1887, and being the shorter route to Quetta is generally used for passengers, troops, and mails. Since opening, new stations at the 25th and 32nd miles have been added. Quetta Loop.

On the Quetta plateau, the gradients at two places, one north of Quetta, the other west of Bostan, have been flattened from $\frac{1}{80}$ to $\frac{1}{100}$.

At Quetta the plans for commissariat and troop sidings were prepared in communication with the military authorities. The revised plans and estimates having received the sanction of the Government of India, the works were put in hand and will be completed at an early date.

Bolan High Level line.

The metre-gauge link between Hirok and Kotal-Durwaza having been found inconvenient, two alternative projects were submitted for its conversion from metre to broad gauge:—

- (1.) A "high level" route with curves of 819 feet radius and a ruling gradient of 1 in 25, estimated to cost 13½ lakhs of rupees, exclusive of the Abt rack, or Rs. 15,51,758 with it.
- (2.) A "low level" route with curves of 600 feet radius and a ruling gradient of 1 in 20, estimated to cost 10¼ lakhs of rupees, exclusive of the Abt rack.

Eventually the high level route was sanctioned by the Secretary of State, and in order to test the Abt system, one mile of it was laid experimentally with the Abt rack and is nearly ready. The remaining seven miles of the high level route are well in hand, the earthwork being about half finished and the bridges in progress.

Lines under survey.

A survey is in hand for a permanent line between Kirta and Pirchowki on the Bolan temporary line, and is almost completed.

WARDHA COAL.

12. The institute and reading room with recreation ground, commenced last year for the use of the railway and colliery staff, were completed on 31st December 1887 and 31st March 1888 respectively.

Additional sidings to accommodate coal waggons were completed in December 1887.

BENGAL CENTRAL.

13. The Bengal Central Railway continued to be worked by the State, the Company maintaining the line under the supervision of their agent. The traffic improved during the year, and the goods offered showed a great advance on the results previously attained. The Flotilla, under the management of Messrs. Hoare, Miller, and Company, showed a large increase in earnings, but the traffic was hampered during a portion of the year by the closing of the Alipore Canal for repairs. The point of despatch for the Magura service was transferred from Khoolna to Nawapara on 1st April 1887.

KATNI-UMARIA.

14. The independent working of this outlying branch being attended with inconvenience, arrangements have been concluded for its transfer to the Bengal-Nagpur Railway Company.

BAREILLY-PILIBHEET.

15. This short branch continued to be worked throughout the year by the Rohilkhand-Kumaun Railway Company. The line was maintained in good running order throughout, and sustained no damage from floods or other causes.

LUCKNOW-SITAPUR-SIHRAMAU.

16. On the Lucknow Section a number of uncompleted capital works were finished. At Lucknow the junction arrangements with the Oudh and Rohilkhand Railway for passenger traffic were completed, and additional accommodation was provided for Police. At the Lucknow City station a siding was constructed leading into the Forest depôt. Ballast, sufficient to bring the supply up to the standard required, was collected and stacked along the line.

The Sitapur-Lakhimpur Section was inspected and opened for public traffic on the 15th April 1887.

The section of the line, Lakhimpur to Gola Gokaran Nath, was opened to public traffic on the 4th December 1887.

Beyond Gola Gokaran Nath earthwork and culverts have been finished, and 5½ miles of rails laid for the use of the Forest Department.

EASTERN BENGAL.

17. On the 1st April 1887, the Northern Bengal, the Kaunia-Dharlla and the Dacca Railways were amalgamated with the Eastern Bengal Railway; and on the 1st July 1887 that portion of the Assam-Bihar line, which was opened for public traffic, was

also placed under the same administration. The combined lines, aggregating 802 miles, are now called the "Eastern Bengal State Railways."

In addition to this there is the steamer service between Náráyainganj and Goalundo, about 100 miles; the steamer service between Diamond Harbour and Tumlook, 25 miles; and the extensive ferry on the Pudda at Dámukdea, 2 miles; the Teesta-Dharlla, and Brahmaputra ferries aggregating 42 miles. Thus the total length under the Administration is 971 miles. The numerous breaks of bulk which occur, and the shortness of lead which is frequently involved, render the duties of supervision more arduous than on lines of much greater extent without breaks at rivers, constantly changing river termini, and the numerous branches which are included in this system of railways.

The following is a brief notice of works in hand during the year:—

The extensive alterations in the Chitpore yard, including the overbridge on the Chitpore road, the marshalling sidings at Belgáchhi and the accommodation for the Port Commissioners, were completed during the year, and the additional accommodation supplied has enabled the very large traffic to be dealt with more conveniently.

The Chitpore low level branch was finished, a little ballasting alone remaining to be executed.

The overbridge on the Belgáchhi road was completed, except the stone metalling of the approaches, which is deferred until the earthwork is consolidated.

A water-tower, with piping and hydrants complete, has been ordered for the protection of the Chitpore yard from fire and the supply of water to engines. This work was nearly completed.

The branch line to Kidderpore Docks was completed during the year for a single track; the bridge over Tolly's Nullah was finished, and the Ballighatta overbridge was opened for road traffic.

The junction arrangements at Naiháti were carried out as originally agreed on, by the erection of the remaining staff quarters for the station master, yard foreman, clerks, and menials. Some additional sidings were put in, and an overbridge for foot passengers was erected.

Quarters for the staff were built at Kanchrapara, Naiháti, Narculdanga, and other stations on the line.

Operations in connexion with the new workshops at Kanchrapara were pushed on vigorously during the year, and the following buildings were completed—paint shop, machine shop, erecting shop, boundary wall, iron waggon repairing shop. The sidings were all remodelled, and an independent approach by rail from the station to the workshops was provided. The new watering arrangements were completed and connected with the supply for the shops.

A new station was built at Kankenara, between Shamnagar and Naiháti, and a branch line, 3,316 feet long, was laid to the Kankenara mills; the latter work was executed at the cost of the Kankenara Company.

Three new bridges between miles 55 and 59 on the Eastern Section, with a total waterway of 1,000 lineal feet, were under construction during the year, the two more important ones, each consisting of 10 spans of 40 feet, were nearly completed, and the third will be finished before the coming monsoon. With this additional waterway it is hoped that the line will be secure from the effect of future floods on the Nuddea rivers.

8½ miles of the Eastern Section were relaid with steel rails weighing 73 lbs. to the yard.

The work of substitution of 4" axles for the 3½" journal ones previously in use was continued during the year.

On the Northern Section the carriage shed for spare stock at Siliguri was completed, and also the remodelling of the Saidpur yard. The extra sleepering and renewal of sleepers on the bridges made good progress.

It was decided to relay a portion of this section with steel rails weighing 50 lbs. to the yard, and 28 miles with the necessary fittings were obtained from England for the purpose.

The renewal of ballast was proceeded with, and 9,89,538 cubic feet were spread during the year.

On the Kaunia-Dharlla Railway the substitution of iron pile and girder bridges for the wooden ones now in the road was postponed pending the settlement of the question of extension of the metre gauge line in the direction of Dhubri. Necessary repairs to the wooden bridges were carried out, and no works of any importance were executed on the line.

On the Dacca Section the ballasting of the line was continued so far as the funds available would admit, and the additional culverts at miles $26\frac{1}{2}$, $48\frac{1}{2}$, and $74\frac{1}{2}$ were built. Additional goods shed accommodation was provided at Mymensing Ghât, and some minor alterations were effected at Náráyainganj in the sidings leading to Messrs. Ralli and Messrs. David's press-houses.

The new arrangement for working at Goalundo proved to be successful in practice, and a quantity of goods, much in excess of that dealt with in any previous season, was handled without very serious difficulty. The passenger traffic and the steamer goods were worked at the north face branch from Rajbári; and although the sidings had to be extended for about a mile-and-a-half on account of the formation of a bar in the river, there was otherwise no very great inconvenience, and the question of a return to old Goalundo did not arise. This latter procedure would, however, have been impracticable, as old Goalundo ceased to exist; the erosion during the freshets exceeded all previous experience, and carried away no less than $1\frac{1}{2}$ miles of land between the river's bank last year and its present position. The country boat traffic was carried on with much facility on the new branch running to Pachooria six miles east of Rajbári.

The idea of extending the line to Gopalpore (near Farridpore) was abandoned after the survey had been made, as no ghât could be found with sufficient water all the year round to admit of operations being carried on. The only surveys undertaken during the year were one of the river Pudda from Ryta, a point above Dámukdea, to a point below Goalundo, and one for a line in extension of the Kidderpore Dock line to the Petroleum Depôt at Budge-Budge.

Assam-
Behar Sec-
tion.

The $38\frac{1}{2}$ miles between Manihári Ghât and Kasba, in the Purneah District, the opening ceremony of which was performed in March, were opened for traffic on the 1st of April 1887, and $31\frac{1}{2}$ miles between Dinagepur and Raigunge, including the Poornobhoba bridge, were opened on the 15th of February 1888, making a total of 70 miles opened for traffic during the year. The rains of 1887 being exceptionally heavy, considerable injury was done to earthwork and culverts in the latter section, necessitating increased waterway and the raising of the banks. Work was also prosecuted on the Purneah branch, from Kasba towards the Kosi river, the old banks being completed.

Dinagepur
Extension.

From Raigunge westwards, the banks were also injured by the heavy rains. Well sinking has been pushed on in the Mahanadi and Kunkur bridges, difficulty having been experienced in the foundation of the latter owing to bands of hard clay which are encountered at intervals. Platelaying has been completed eastwards from Katihar, the junction of the Dinagepur extension with the Purneah branch, as far as the Kunkur river, and all bridges and stations in this length have been built.

Dhubri
survey.

An additional survey had been made with reference to the possible extension of the Assam-Behar system to Dhubri, more especially as regards the crossing of the four large rivers Teesta, Dharlla, Lankas, and Gungadhur.

TIRHOOT.

18. During this year a portion of the Kosi Extension from Nirmala to Baptiahi, a length of 10 miles, was completed, and opened for goods traffic on the 15th November 1887, and for passengers on the 1st January 1888. The construction of the section from Baptiahi to Pertabgunge (14 miles) is progressing rapidly. The opening of this length will complete the Tirhoot State Railway up to the River Kosi.

BURMA.

Open line.

19. No works of importance have been carried out during the year on the line open to traffic. The large number of suburban and other trains which now pass over the single line between Insein and Phayre Street stations at Rangoon will probably necessitate the doubling of that section of the line.

Toungoo-
Mandalay
Extension.

At the commencement of the official year 1887-88 the progress on the Toungoo-Mandalay Extension stood as follows:—

Construction had been simultaneously commenced northwards from Toungoo and southwards from Mandalay, and was in hand on the first 60 miles from Toungoo and on the last 40 miles into Mandalay. Of the intervening 120 miles, 48 miles at the southern end had been surveyed and located, and the remaining 72 miles were being

located. Construction was started on these 48 miles in the end of April, and on the 72 miles in June 1887.

Divisions.—The total length of main line (exclusive of sidings and of extensions at Mandalay into the City and to the river bank) is 220 miles: this has been divided into seven Divisions, as under:—

	Miles.
1st Division - - - -	30·0
2nd „ - - - -	29·5
3rd „ - - - -	26·9
4th „ - - - -	29·1
5th „ - - - -	47·9
6th „ - - - -	45·8
7th „ - - - -	10·7
Total - - - -	219·9

The progress made up to the end of the official year is shown below by Divisions.

1st Division.—This Division is very nearly complete, and will be handed over shortly to be worked. It has been necessary to raise the formation in three or four places and to increase the waterways. The wells of the Swa bridge (three spans of 100 feet and one of 40 feet) have been very difficult to sink on account of the amount of driftwood met with in the bed of the stream. All openings above 6 feet have girders and are adapted for passage of wheeled artillery.

2nd Division.—The earthwork is practically complete, but it will take a few weeks yet to complete ballasting bridgework and stations up to Pyinmana, 59 miles from Toungoo, so as to permit the line being opened for traffic.

It was at one time hoped that the rails would be laid as far as Pyinmana by the time the rainy season set in, but time was lost on account of want of fastenings, and heavy rain fell unusually early, so that this expectation was not fulfilled, and to this it is, in some measure, due that other works are not further advanced; another cause has been the insufficiency of waggons.

Difficulty has been experienced in sinking the wells of the Younghin Choung bridge (one span 100 feet and two spans 40 feet) on account of driftwood; the same trouble has also been felt at the Yani bridge of one 100 feet span.

The Ngalike bridge (three spans 100 feet and two spans 40 feet) which is north of Pyinmana station, will be completed by the end of June.

3rd Division.—Work was not started on this Division until the end of April. It lies altogether in heavy jungle, without villages, so that the question of labour has been a difficult one, and for several months of the year it is excessively unhealthy.

The earthwork has been practically finished, and shingle ballast sufficient to ballast the whole Division has been collected within the first eight miles, whence it will be railed out.

Rails have been laid throughout this Division. Bricks have been a great difficulty, as fair clay has only been found at the extreme south end of the Division, and it is necessary to do all distribution by train. It has thus been possible to make a fair start with bridging during the last month of the official year only, but the work is not very heavy, and it is expected that sufficient bricks will be burnt before the monsoon sets in.

The only large bridge in the Division is the Sinthay, five spans of 100 feet, on which well sinking has been started.

The stations and staff quarters are in hand, and should not take long to finish.

4th Division.—Work was also started on this Division at the end of April.

The earthwork is complete, and a large proportion of the ballast has been collected and distributed along the line.

Bridgework has made good progress, and all the brickwork will probably be finished by June. There are no bridges of importance in this section.

Rails have been laid throughout; work has been started at all stations.

Yemethen, mile 108 from Toungoo, will be an engine changing station, and there are a considerable number of staff quarters and other buildings to be erected here.

5th Division.—Work was started on this Division in June.

The earthwork is practically complete, and a great proportion of the ballast has been collected.

Brickwork is making good progress, but in many parts there is great difficulty in getting water for the labourers and for the masonry, which hinders the work. The only large bridge on the Division is that over the Pyawbwe river, four spans of 100 feet. Well sinking has been started, but a temporary pile bridge is being constructed, in order that communications may be kept up during the rains.

Rails have been laid at the south end as far as mile 134½ from Toungoo, that is 19 miles into the Division.

The station buildings are either in hand, or the materials are being collected.

6th Division.—Earthwork has been completed throughout, and the full amount of ballast has been collected.

Rails have been laid from the north end, for 44 miles, through the Division, or 54½ miles from Mandalay, leaving a gap of 31 miles between the two railheads.

Building materials have been collected sufficient, it is believed, to finish all the bridges, and considerable progress has been made in the construction of the bridges on the northern section of 30 miles; this section was commenced in February 1887, but no work was started on the remainder of the Division until the subsequent June.

Station buildings, platform walls, and permanent staff quarters are in hand. All building materials and ballast have to be carried by train from the neighbourhood of Kyoukse. The rails have been carried across streams on timber bridges.

7th Division.—The earthwork is practically complete, and the full amount of ballast has been collected.

Rails have been laid throughout the Division. In addition to the main line an extension has been made carrying the line inside the city walls, and continued for ballast purposes, as far as the Mandalay Hill; a siding, about 2 miles long, has also been made from the Mandalay station yard to the bank of the Irrawaddy. The main line has been fully ballasted.

The station buildings are in hand, and the bulk of the permanent staff quarters at Mandalay have been built. Platform walls also have been built, and the running shed and well at Mandalay are in hand.

The bridges are all finished except the Myitnge, four 150-foot spans, with a single 40-foot land span at each end. The piers of this bridge are cast-iron cylinders; these have all been sunk to their full depths, and concreted, and the superstructure is now being erected. It is hoped the bridge will be finished in July.

Labour. There have been on an average about 24,000 labourers employed daily on the works, of whom fully two-thirds have been Burmans. Excluding skilled artisans, it may be said that foreign labour has been confined to the southern 60 miles of the line.

Estimate. During the year revised estimates were submitted for the whole extension; which amount to Rs. 2,04,44,339.

JORHÁT.

20. At the beginning of the year the line was open for both passenger and goods traffic from Baraghop to Jorhát only, and for goods traffic only, from Jorhát to Dhali, and from Chenimara to Mariani.

During the year the line was completed up to Titábar, and the Dhali line opened for passenger and goods traffic.

CHERRA-COMPANYGANJ.

21. At the commencement of the current year the line was opened for traffic from Tháriághat to Bordeokhal bridge near Companyganj. From the 2nd of June 1887 till February 1888 traffic was confined to the line between the Tháriá river and the Bordeokhal bridge in consequence of heavy damage having been caused by floods on the 2nd June 1887, when 30 inches of rain fell in 24 hours at Cherra-Poonjee. On the Hill section there were several heavy landslips on the line and on the plains section, the end of the Tháriá bridge was turned and a breach formed between the Tháriá bridge and the Tháriá station. This breach has been bridged, and the Tháriá bridge repaired; the Bordeokhal bridge is also nearly completed.

On the Hill sections of the line it was found that the motor power for the winding machinery was not sufficient, and improved arrangements are under consideration.

MADRAS.

22. During the year under review the mileage of the Madras Railway has been increased from $828\frac{3}{4}$ to $839\frac{1}{4}$ miles, by the opening for public traffic of the Palghat branch ($2\frac{1}{3}$ miles) and the Calicut extension (9 miles). The Bellary branch (30 miles) was transferred to the Southern Mahratta Railway on 1st February, but continued to be worked by the Madras Railway Company until the 14th May 1887, when the gauge was altered from 5 ft. 6 ins. to the metre, and the working of the line was taken over by the Southern Mahratta Railway Company. Open mileage

The Calicut extension, which involved the construction of 9 miles of line and the abandonment of $2\frac{1}{4}$ miles, including the terminal station at Beypore, was opened for public traffic on the 2nd January 1888. The Ferok and Kallai bridges not being completed on that date, passengers were transhipped at the Ferok bridge and the train crossed the Kallai river on a diversion. The Ferok bridge, six 130-foot spans, was opened for public traffic on 5th March 1888, and the Kallai bridge, three 130-foot spans, the work on which was delayed on account of its having been decided to carry the cylinders down to rock, is still in progress, the line in the meanwhile being worked over a diversion with a temporary bridge. Calicut Extension.

On the North-West line the work on the new bridge across the Penner river, consisting of 13 spans of 140 feet, on cast-iron cylinders, sunk to rock and filled with concrete, has made good progress. All the piers are *in situ*, and are sunk to an average depth of 39 feet, the total average depth necessary being 53 feet. The girders which are on the ground are of the modified Whipple-Murphy type. North-West line.

The new bridge across the Chitravoti river, of nineteen 140-foot spans, is also in hand, the construction of the temporary bungalows, laying the lines of rail required for the conveyance of material, and the diversion of the permanent line to approach the site of the new bridge, have made good progress.

The bridge over the Papaghui river, of fifteen 140-foot spans, will be deferred until that over the Penner is completed.

The Swarnamukhi bridge, three piers and four arches of which were washed away in the cyclone of 9th November 1886, has been repaired, and was re-opened for public traffic on 6th October 1887.

Great progress has been made in lengthening platforms and in adding lie-byes and loading banks where required by the traffic, and in providing additional crossing stations. The erection of staff quarters and lines for menial servants has been pushed on, and turntables adapted for the heavier engines now in use have been erected.

Electric starting signals are now in use generally throughout the line.

An estimate for improvements and additions to Raichur station, the junction with the Great Indian Peninsula Railway, amounting to Rs. 13,473, has been sanctioned, and the work will be put in hand shortly.

The joint station at Renigunta Junction is now finished; and that at Guntakal Junction, which is being undertaken by the Southern Mahratta Railway, is nearly completed.

SOUTH INDIAN.

23. The protective works to the banks and bridges on this railway necessitated by the heavy floods of December 1884, have made good progress; the embankments in many places have been lowered and causeways laid down, in order to allow extraordinary floods to pass over the line; curtain walls and aprons have been added to several bridges, and, where necessary, the waterways of existing bridges have been increased.

The principal works now in hand are:—

Raising by 5 feet the piers and girders of the Palar bridge, which consists of 18 120-foot spans; doubling the Tondayour bridge, which is now two 100-foot spans; adding 11 30-foot spans to the present Gingee bridge (main line); and also adding eight 40-foot spans in the 135th mile.

The 70-foot bridge in the 128th mile near Cuddalore has been replaced by a 150-foot span, and the line permanently diverted over it. The bridge was opened for traffic on the 21st October 1887.

The station yard at Egmore, Madras, has been considerably extended, new sidings have been laid in, and the goods shed enlarged.

At Negapatam the new locomotive workshops and erecting sheds have made good progress and will be shortly completed; the arrangement of the general stores has been improved, and additional accommodation given.

Temporary goods sheds accommodation has been added where required, and light corrugated-iron roofs have been erected on the loading banks at several stations to protect goods from sun and rain.

Permanent bungalows with store-rooms and offices for permanent-way inspectors are being erected at all their headquarters, a smith's shop has been added to the erecting shed at Cuddalore, and a printing office and ticket-store have been built at Trichinopoly.

The old $41\frac{1}{4}$ lbs. rails on wooden sleepers are gradually being replaced by new material consisting of 50 lbs. steel bull-headed rails on pot sleepers; 114 miles have now been laid in.

GREAT INDIAN PENINSULA.

24. The Victoria Terminal Station and administrative offices in Bombay are finished. Steady progress has been made in the continuous renewals of permanent-way. The doubling of the line between Bhusáwal and Khandwa, $76\frac{3}{4}$ miles, is now well advanced, and the section of $30\frac{3}{4}$ miles between Khandwa and Chándni could be opened at once if such a step were rendered necessary by the pressure of traffic. The doubling of the section from Bhusáwal to Shegaon, 64 miles, is not so far forward, owing to later commencement of work and difficulty in keeping labour on the works in consequence of the attraction of the Bengal-Nágpur Railway.

The Nesbit Lane overbridge has been completed by the Great Indian Peninsula Railway Company at the cost of the Municipality of Bombay, and is open to traffic.

The new station at Manmád is now completed.

BOMBAY, BARODA, AND CENTRAL INDIA.

25. On the Bombay, Baroda, and Central India Railway proper, the pieces of double line from Kánkra Khádi to Sachin, and from Ahmedabad to Bárejádi were completed and opened for traffic.

The new stations at Elphinstone Road and Navsári were completed during the year. At Bándra the new station was commenced and the land required for the sidings arranged for. A new station to accommodate the large pilgrim traffic at Dákor is being constructed.

The new running shed at Parel for 36 engines has been started, and is making rapid progress.

The unautomatic vacuum brake is now in use on all through passenger trains and local trains, and continues to work well.

The work of covering sand ballast with a skin of stone was continued during the year, as was the strengthening of the Wadhwan branch between Ahmedabad and Viramgam.

OUDH AND ROHILKHAND.

26. The Dufferin bridge consists of seven spans of 356 feet and nine spans of 114 feet. The position of the work on the bridge at the commencement of the year was as follows:—

All the large spans were self-supporting, except Nos. 2 and 3; the nine small spans were not commenced, the girders being temporarily in use for the erection of the larger spans.

The main girders of No. 2 span were released from the stagings and lowered on to their bearings on the 10th of April 1887. The erection of the main girders of No. 3, or the last of the large spans, commenced on the 7th April, and they were completed and lowered on to their rockers on the 6th May, the erection and riveting having occupied 27 working days.

By the end of the first week in June all the large spans had been cleared of the stagings, and the erection of the nine small spans was commenced, and was completed early in September. The bridge was officially tested on the 24th of the same month, and was opened to public traffic from the 1st October 1887. The cart-road, at this time incomplete, was inspected and opened for traffic in November, and the bridge was formally declared open by his Excellency the Viceroy on the 16th December 1887.

Benares
(Dufferin)
bridge.

At the beginning of the official year, all important works of construction on the Northern Extension and Hardwar Branch were complete, with the exception of the bridge over the Ganges at Balawali. Northern Extension and Hardwar Branch.

On the 3rd May 1887, six out of the 11 spans of 256 feet of which this bridge is composed, were tested, and it was opened to public traffic on the 9th of the same month. Balawali bridge.

Upon the completion of the Dufferin bridge, the Government of India transferred from the East Indian Railway Company to the Oudh and Rohilkhand Railway the branch line, six miles in length, between Moghal Sarai station and the right bank of the River Ganges, so as to ensure a continuous approach for the latter Company from Moghal Sarai to the Dufferin bridge. Benares branch.

The Locomotive Depôt works at Moghal Sarai were practically finished at the end of the year. The water supply from the Ganges, forming part of the project, was, however, not fully complete, but it is expected that the new supply will be very shortly available.

The platform extension-shed and additional sidings at Chandausi, for the Aligarh branch trains, were practically finished. Chandausi Junction.

The new line of direct approach to the East Indian Railway passenger station at Cawnpore was completed and opened for traffic on the 21st March 1888. Cawnpore Junction.

BENGAL AND NORTH-WESTERN.

27. The whole length of this railway, as sanctioned at present, is open, and consists of the following:—

	Miles.
Main line, Sonapore to Bahraich - - - -	273·58
Ajodhya Branch - - - - -	20·10
Ganges Loop Line - - - - -	9·34
Uska Branch - - - - -	39·25
Naipálgunj Extension - - - - -	33·52
Total - - - - -	375·79

The construction of the proposed branch from Gorakhpur to Gházipur and Benares, 134 miles, has been postponed.

The protective works to the Rapti bridge have been successful.

To enable the loop line, between Sonapore and Bunwárchak, to be used during the rains, it has been raised 4 feet above flood-level, and will be ballasted and completed like the rest of the permanent line. The Mahi river on this line is being spanned with a screw pile bridge of eight spans of 62½ feet.

A new station for goods and passenger traffic was opened at Ráwatgunj on the Uska branch.

Ten blocks of 20 quarters for European and Eurasian guards and drivers, a school-room and schoolmistress's quarters, an institute with reading and recreation-room and billiard-room, and a printing-press house for the Audit Office were built at Gorakhpur.

The materials for the appliances for the new steam ferry over the Ganges, at Dígha Ghát, have been received from England, and are in course of erection. These consist of two large steamers, four barges, each capable of carrying 23 six-ton waggons, two landing stages, two approach bridges, two winding engines, four tank locomotives, and an electric-lighting apparatus. It is hoped the new ferry will be in working order by the end of next rains. Steam ferries.

A preliminary survey was made for a line from Bahraich to Sitapur with a view to joining this railway with the Lucknow-Sitapur-Pilibheet State Railway. Surveys.

An alternative route *via* Gonda and Bahramghat is still under survey.

It is also proposed to make a survey for a branch line from Chupra to Revilganj.

ROHILKHAND-KUMAUN.

28. The line has been maintained in good running order during the year. The Haldu sleepers originally laid have not stood well, and a large number will require to be replaced by Sál sleepers.

THATON-DUYINZÁIK.

29. A foundry at Duyinzáik was completed during the year.

NIZAM'S GUARANTEED.

30. At the beginning of the year under report the state of the railway was as follows:—

	Miles.	
Wadi to Secunderabad - - -	121	opened to public traffic in 1874.
Secunderabad to Warangal - - -	87	„ „ 1886.
Warangal to Dornakal and Mineral Branch - - -	69½	under construction.
Dornakal to Frontier - - -	54½	„ „
British Section - - -	21½	„ „
Chanda Extension - - -	160	not commenced.

Secunderabad to Warangal. Warangal to Singareni.

The steel rails 66½ lbs. per yard on the new section—Secunderabad to Warangal—are wearing very well, and the steel pea-pod sleepers have given no trouble.

The section of line between Warangal and the coal-fields was completed and opened for traffic on the 1st of January 1888. The completion of this section of the line proved more difficult than was anticipated last year. Labourers could not be prevailed upon to take up the work, the forests are dense, and there are very few villages.

Dornakal to frontier.

The construction of the section of line between Dornakal and the frontier was commenced early in January 1887, and had made but little progress up to the beginning of the year now under report. During the past year earthworks have made sufficient progress for the line to be linked in throughout, diversions being used where bridges and embankments are not yet finished. The works on this section have been very seriously delayed during the past three months owing to cholera, and for many weeks hardly any labourers could be induced to remain. The largest bridge required is at the Wyra river, six spans of 60 feet each.

Two more bridges—the Bugha and Cutlair—each of three spans 60 feet, are in progress. The Bugha bridge is nearly finished, but works at the Cutlair have been delayed by cholera.

The line up to Khammameth and Dornakal will probably be opened to public traffic early in June next.

British Section.

The length of line under construction is 21½ miles, between the south-east portion of His Highness the Nizam's Dominions and Bezvada.

At the beginning of the year under report earthwork had been commenced on about half the section, and a commencement had been made in the collection of materials for bridging. Most of the land required for the line had been handed over by the civil authorities. During the past year all the earthwork has been practically finished, and nearly all the bridging. The permanent-way for the main line has been laid and completed, and some of the sidings at Bezvada and at the two intermediate stations of Kondapali and Gangananipalayam. Ballast has been delivered over the whole section, but all has not been placed on the line. At Bezvada the passenger station has been built up to roof level, the ash-pit and passenger platform walls built, the well has been sunk, and masonry for engine turntable completed.

This section of the railway in British territory would have been entirely finished had not an epidemic of cholera broken out during the closing three months of the year, which carried off many of the labourers, and so disheartened the remainder that the whole body deserted the line.

THE GAEKWAR'S MEHSANA-VADNAGAR.

31. The Kheralu Extension—7 miles—is well in hand; the earthwork is nearly finished, and the principal work, a bridge of two spans of 60 feet, is progressing well.

KOLHAPUR-MIRAJ.

32. Sanction has been accorded by the Secretary of State to the construction, at the expense of the Kolhapur State, of a line of railway on the metre-gauge, from Kolhapur to Miraj, a distance of 28½ miles, at an estimated cost of Rs. 22,72,520, and it is expected that work will commence at once.

BHOPAL-ITARSI.

33. An agreement is under consideration, under which it is proposed that the working of the Bhopal State Railway should be undertaken by the Indian Midland Railway. Pending a settlement of the terms, certain improvements, which it will be necessary to carry out on this line to adapt it for carrying the heavy traffic which will be brought upon it by the opening of the Indian Midland Railway, have been deferred. The question of provision of funds for these improvements is under discussion with the Bhopal Darbar.

KATHIAWAR.

34. A set of rules has been agreed to under which the several lines of railway in Kathiawar, excepting the Morvi Railway, will be hereafter conducted under one general system of management. The designation of the combined system of railways is the Bhavnagar-Gondal-Junagarh-Porbandar Railway.

During the year one block of 17 units for menials' quarters for traffic staff at Bhavnagar-Gondal. Bhavnagar has been completed.

At Dhola the iron overbridge for foot passengers has been in course of construction.

The Junagarh branch has been laid in to the 24th mile, and it is hoped to open the Junagarh. Junagarh section in April, passing the bridge on diversion.

Sanction has been accorded by the Secretary of State to the line from Dhoraji to Dhoraji-Porbandar, a distance of some 67 miles, at an estimated cost of Rs. 36½ lakhs, and Porbandar. construction operations have been commenced.

The permanent building for the Morvi Station and the buildings for the locomotive Morvi. superintendent at Morvi and the station master at Vánkánér have been completed. Sanction has also been given by the Government of India to the extension of the Morvi Railway from Vánkánér to Rajkot, a distance of 25 miles, and construction work will shortly be undertaken.

JODHPUR.

35. The line between Marwar Junction and Marwar Páli is being raised and bridged, the causeway across the Khari Nulla having been altered to a low-level bridge.

At Marwar Junction a few quarters have been built, and the engine-shed has been enlarged. In July 1887 the Jodhpur Durbar offered, in the event of the Government of India not constructing the railway from Ajmere to Bhawalpur, to undertake a railway from Jodhpur to Nagore (about 85 miles). The Durbar's proposal is under consideration.

LINES UNDER SURVEY OR PROJECTED.

Bengal-Assam Surveys.

36. The object of the Bengal-Assam line is to open out a route into Upper Assam and to serve the populous and fertile districts lying east of the River Megna.

The survey of the line was first undertaken in 1882-83, and was finally brought to completion in March 1887, with the result that a satisfactory route has been found through the North Cachar Hills.

The projected line runs from the port of Chittagong *via* Laksan, Bhardarpur and Lumding to Makum on the Dibru-Sadiya Railway, and includes branches from Laksman to Chandpur on the River Megna and from Lumding to Gauhati.

The total length of the line and branches is 742 miles, estimated to cost 651½ lakhs.

Bannu Railway Survey.

37. In order to ascertain the best means of connecting Bannu with the Sind-Sagar Section of the North-Western Railway, the Government of India, in September 1887, ordered the following surveys to be put in hand during the cold season of 1887-88:—

- (1.) From Kalabagh northwards to Lachee on the Kohat-Bannu Road.
- (2.) From Kalabagh *via* Laki, southward.
- (3.) From Dera Ismail Khan to Bannu direct.
- (4.) An examination of the hills between Kalabagh and Bannu, to ascertain the feasibility of communication between these places *via* the left bank of the Kurram river.

BENARES-PURI.

38. The Secretary of State has decided that both the Northern Section of this project, from Moghal Sarai to Purulia (388 miles), and the Southern Section, from Panchpara to Puri (230 miles), should be left to be constructed by private enterprise.

GODHRA-RUTLAM.

39. The Bombay, Baroda, and Central India Railway Company having represented that the main line from Ajmere to Ahmedabad would shortly be unequal to the traffic, and that it would be more economical to carry out the project of prolonging the Godhra Branch to Rutlam on the Malwa Railway, than to double the main line, a resurvey of this work was undertaken in 1886-87, and a complete project submitted for a railway on the 5' 6" gauge, amounting to Rs. 1,34,11,599. It is, however, considered that the carrying capacity of the Rajputana-Malwa line has not yet been fully worked up to, and as the Indian Midland Railway, when opened, will provide an additional route to Bombay from Agra and its neighbourhood, which will relieve the Rajputana-Malwa Railway of some of its traffic, it has been decided not to carry out the Godhra-Rutlam project at present.

KANARA SURVEY.

40. A project for placing the forests in North Kanara in direct communication with the markets now opened by the extension of railways in the Southern Mahratta country, was approved by the Government of India, and the survey of a short railway line leaving the Southern Mahratta Railway at or near Nagargalli Station, where a depôt would be established, and carried through the Dandelli Forest as far as the Goond plateau, is now being undertaken.

JAMMU AND KASHMIR.

41. In 1885 the construction of a line was sanctioned from the terminus of the Sialkot Branch of the North-Western Railway to Jammu in Kashmir territory. Subsequently the project fell through, owing to some difficulty about the funds being provided by the Kashmir Durbar. In December 1887, however, the project was again discussed, and a satisfactory arrangement having been made with the Maharaja of Kashmir, sanction was accorded to the commencement of this extension from Sialkot to Jammu. The whole distance is $24\frac{3}{4}$ miles, of which $8\frac{3}{4}$ miles are in British territory and 16 miles in Kashmir territory. The estimated cost of the whole line is Rs. 12,51,616 or Rs. 50,840 per mile (excluding provision for rolling-stock) for a line on the 5' 6" gauge. The line is to be constructed with funds provided by the Durbar, and when completed it is in the first instance to be worked by the North-Western Railway.

KALKA-SIMLA.

42. Proposals have been made by various promoters for the construction of this line, either by itself, or as part of a larger scheme. The matter is now under the consideration of the Secretary of State.

DEHRA DUN.

43. The Government of India have recently extended up to the 31st March 1889 the term during which the capital required for the projected line of railway must be raised by the Dehra Dún Railway Association.

PATIÁLA-BHATINDA.

44. In February 1887, at the request of the Patiála Council of Regency, a survey was ordered for extending the Rajpura-Patiála Branch from Patiála to Bhatinda. The line originally selected by the Council of Regency was 99 miles in length, passing by Manera, Talwandi, Sonam, and Bhikki, the object of this circuitous alignment being to keep the railway entirely within the Patiála territory.

In October 1887 another survey was ordered for a more direct line passing by Nabha, Burnala, and Rampura to Bhatinda. This survey, $92\frac{1}{4}$ miles in length, was commenced at the beginning of December, and the field work was finished by the end of January. The country generally is very flat, occasional hills of shifting sand being met with from 20 to 30 feet in height.

A preliminary estimate for this latter alignment has been prepared.

BHATINDA-BHAWALPUR SURVEY.

45. In January 1888 orders were given by the Punjab Government for the survey of a line of railway from Bhatinda to Minchinabad, a distance of 80 miles. This forms part of a line proposed between Bhatinda and Baháwalpur, a distance of 205 miles, which, when completed, would shorten the distance now run over by the North-Western Railway between Umballa and Karachi, *viá* Mooltan, by about 127 miles. A trial survey was commenced in the middle of February, and the field work was completed by the end of March.

STATE RAILWAY SURVEYS IN MADRAS.

46. The only work now in progress on the Guntakal-Hindupur Extension is the completion of the land plans with a view to the settlement of some outstanding claims by landowners. Guntakal-Hindupur Extension.

For the Cuddapah-Nellore Extensions the State Railway Survey staff has been transferred for the time to the South Indian Railway Company, who have undertaken to construct these lines as soon as the requisite powers for raising the capital have been obtained. The staff is now engaged in marking out the line with a view to the early transfer of the land. The indents for the permanent way have been sent forward, and everything is in readiness for construction as soon as sanction is received. Tirupati-Dharmavaram and Villupuram-Pakal lines.

The preliminary surveys and estimates for Palghat-Dindigul, Porto Novo-Salem, and Madura-Pamban projects have been completed. Palghat-Dindigul, Porto Novo-Salem, and Madura-Pamban.

A preliminary survey and estimate for this line have been prepared, and as soon as the Local Authorities Loan Bill has received the assent of the Governor-General in Council arrangements will be made for a working survey and estimate to be prepared and for the construction of the line. Mayavaram-Mutupet.

In accordance with instructions from the Secretary of State a draft modification of section 54 of the agreement executed between the Secretary of State and the Nilgiri Railway Company, so as to empower the Company to raise their capital in England, has been prepared. Nilgiri Railway.

Negotiations have, it is understood, been opened between the Travancore Durbar and the South Indian Railway Company regarding the construction of this line independently of Government support. Tinnevelly-Quilon.

STATEMENT showing the annual progress made in the length of Railways

Railways.	Length of Line open at																
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
STATE IMPERIAL.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
East Indian	—	37½	120½	120½	120½	139½	236½	370½	560½	871½	927	1,098	1,121½	1,121½	1,347	1,347	1,347
Bennares Branch	—	—	—	—	—	—	—	—	—	6	6	6	6	6	6	6	6
Rajputana-Malwa (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Patni	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
India	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmád	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Patna-Gya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bengal-Nágpur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dildárnagar-Ghásipur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mysore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Southern Mahratta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Indian Midland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bellary-Kistna	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cuddapah-Nellore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North-Western	—	—	—	—	—	—	—	—	109½	141½	154½	154½	302½	366	412½	412½	630½
Wardha Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bengal Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Katni-Umaria	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	37½	120½	120½	120½	139½	236½	370½	670½	1,019½	1,087½	1,258½	1,480½	1,493½	1,765½	1,765½	1,983½
STATE PROVINCIAL.																	
Bardilly-Pilibheet	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lucknow-Sitapur-Síhrámau	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Eastern Bengal (System) (b)	—	—	—	—	—	—	—	—	—	124½	137½	137½	137½	137½	137½	140	140
Nalhati	—	—	—	—	—	—	—	—	—	—	27½	27½	27½	27½	27½	27½	27½
Tirhoot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amritsar-Pathánekot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jorhat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cherra-Companyganj	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	124½	165	165	165	165	165	167½	167½
GUARANTEED COMPANIES.																	
Madras	—	—	—	65	80½	95½	95½	137	296½	447½	477½	570	609½	643½	643½	675½	735½
South Indian	—	—	—	—	—	—	—	—	48½	82	82	82	100½	145½	162½	185½	185½
Great Indian Peninsula	20½	33½	49½	87½	87½	193½	244½	297	437½	495	552½	585½	701½	815½	852½	873½	873½
Bombay, Baroda, and Central India	—	—	—	—	—	—	—	85	134	167½	185	306½	306½	305½	305½	306½	307½
Oudh and Rohilkband	—	—	—	—	—	—	—	—	—	—	—	—	—	—	42	42	42
Total	20½	33½	49½	152½	167½	289	339½	469	917½	1,191½	1,297½	1,543	1,717½	1,910½	2,306	2,083½	2,144

(a) Includes the Cawnpore-Achnera Railway.

(b) Includes the Northern Bengal, Kaunia-Dharila, Dacca and Assam-Bihar Railways.

open for Public Traffic in India, since their commencement.

the end of each Year.																	Railways.		
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.		1887-88.	
																	STATE IMPERIAL.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,347	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,498½	1,498½	1,498½	1,500½	1,503	1,503	1,503	1,513½	1,513½	East Indian.	
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Benares Branch.	
—	—	—	91½	329	465½	536½	556½	632½	751	1,060½	1,254½	1,254½	1,398½	1,093	1,067½	1,067½	1,067½	Rajputana-Malwa (a).	
—	—	—	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	Patni.	
—	—	—	—	—	—	—	—	34	66½	66½	74½	74½	74½	74½	74½	74½	74½	Sindia.	
—	—	—	—	—	—	—	—	145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	Dhond-Manmad.	
—	—	—	—	—	—	—	—	57	57	57	57	57	57	57	57½	57½	57½	Patna-Gya.	
—	—	—	—	—	—	—	—	—	53	98	149	149	149	149	149	149	149	Bengal-Nagpur.	
—	—	—	—	—	—	—	—	—	13	13	13	13	13	13	13	13	13	Dildarnagar-Ghasipur.	
—	—	—	—	—	—	—	—	—	—	58	86	87	140	140	140	139½	139½	Mysore.	
—	—	—	—	—	—	—	—	—	—	—	—	—	40½	214	315½	507½	703½	Southern Mahratta.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	43	137	Indian Midland.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	90	Bellary-Kistna.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	83	Onddapa-Nellore.	
666½	666½	663½	663½	663½	725½	766½	766½	1,267½	1,267½	1,544½	1,679½	1,732½	1,785½	1,785½	1,792	2,058½	2,386	North-Western.	
—	—	—	—	18½	18½	18½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	Wardha Coal.
—	—	—	—	—	—	—	—	—	—	—	—	20	114	125½	125½	125½	125	125	Bengal Central.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37	37	Katni-Umeria.	
2,019½	2,170	2,166½	2,280½	2,536½	2,735½	2,847½	2,875½	3,652½	3,861½	4,502½	4,952½	5,100½	5,442½	5,044½	5,002	6,004½	7,457½	Total.	
																	STATE PROVINCIAL.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	36	36	36	36	Rareilly-Pilibhoet.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55½	104½	Lucknow-Sitapur-Sikrāmanu.	
140	185	185	185	187	186½	187	221½	419	429½	430½	453½	463	504½	529½	606½	606½	676	Eastern Bengal (System) (b)	
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	Naháti.
—	—	—	—	55	45	45	79	79	85	85	85	85	198	227	225½	245½	239	Tirhoot.	
—	—	—	—	—	—	—	—	—	—	—	—	—	51	65	65	65	64	Amritsar-Pathankot.	
—	—	—	—	—	—	—	161	161	161	161	161	161	254	254	227	227	233	Burma.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	26½	26½	26½	26½	Jorhát.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7½	7½	Cherra-Comanyganj.	
167½	212½	212½	212½	207½	258½	259½	563½	686½	702½	703½	726½	756½	1,029½	1,166½	1,316½	1,307½	1,539½	Total.	
																	GUARANTEED COMPANIES.		
781½	830½	830½	858	858	858	858	858	857	857	858	858	861½	860½	860½	860½	828½	830½	Madras.	
185½	185½	185½	185½	185½	281½	474½	509½	612½	633	653½	653½	653½	654½	654½	654½	654½	654	South Indian.	
1,258½	1,273½	1,273½	1,278½	1,278½	1,278½	1,276½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	1,288	1,288	1,288	1,289	Great Indian Peninsula.	
312½	349½	389½	389½	406	407½	416½	421½	421½	421½	421½	421½	421½	428½	428½	428½	428½	428½	Bombay, Baroda, and Central India.	
42	42	293½	456½	540½	543½	543½	543½	546½	546½	546½	546½	546½	546½	546½	505½	679½	696	Oudh and Rohilkhand.	
2,580	2,681	2,977½	3,168	3,268½	3,309½	3,571½	3,703½	3,718½	3,746	3,767½	3,767½	3,788	3,790	3,837	3,921	3,896	3,911½	Total.	

(c) Opened for famine relief grain traffic only during this year.

STATEMENT showing the Annual Progress made in the Length of Railways

Railways.	Length of Line open at																
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
ASSISTED COMPANIES.																	
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Darjeeling-Himalayan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Deoghur	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bengal and North-Western	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tarakeshwar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rohilkhand-Kumoun	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Thaton-Duyinsak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dibru-Sadiya	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER COMPANIES.																	
Pondicherry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West of India Portuguese	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NATIVE STATES.																	
The Nizam's Guaranteed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Khamgaon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amraoti	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
The Gaekwar's	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
The Gaekwar's Mahasana-Vadnagar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bhopal-Itarsi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bhavnagar-Gondal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Morvi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jodhpore	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rajpura-Patiala	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL FOR ALL RAILWAYS -	30½	71	170	273½	288½	428½	626½	839½	1,587½	2,335½	2,650	2,966½	3,372½	3,568½	3,936½	4,016½	4,294½

open for Public Traffic in India since their commencement—concluded.

the end of each Year.																	Railways.	
1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.		1887-88.
																	ASSISTED COMPANIES.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
—	—	—	—	—	—	—	—	—	—	30	50	50	50	51	51	51	51	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	—	—	—	—	6	5½	5½	4	4½	4½	Deoghur.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	303	303	370½	375	Bengal and North-Western.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	22	22½	22½	22½	Tarakeshwar.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	54½	54½	54½	55	Rohilkhand-Kumaun.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	8	8	Thaton-Duyinsak.
—	—	—	—	—	—	—	—	—	—	—	—	15	38½	77½	77½	77½	73	Dibru-Sadiya.
—	—	—	—	—	—	—	—	—	—	30	50	60	94	521½	520½	504½	536	Total.
																	OTHER COMPANIES.	
—	—	—	—	—	—	—	—	—	—	7½	7½	7½	7½	7½	7½	7½	7½	Pondicherry.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41	51	West of India Portuguese.
—	—	—	—	—	—	—	—	—	—	7½	7½	7½	7½	7½	7½	48½	58½	Total.
																	NATIVE STATES.	
—	—	—	—	181	121	121	121	121	121	121	121	121	121	121	121	204½	274½	The Nizam's Guaranteed.
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7½	7½	Khamsun.
—	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5½	5½	Amrotil.
—	—	—	20	20	20	20	20	20	40½	50½	60½	60½	58½	58½	58½	58½	56½	The Gaekwar's.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21	20½	The Gaekwar's Mohana-Vadnagar.
—	—	—	—	—	—	—	—	—	—	—	—	11½	11½	57	57	57	57	Bhopal-Itarsi.
—	—	—	—	—	—	—	—	—	—	105	192½	192½	198	198	198½	198½	198½	Bhavnagar-Gondal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24	28	28	Morvi.
—	—	—	—	—	—	—	—	—	—	—	—	—	18½	18½	64	64	123½	Jodhpura.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	16	16	15	Rajpura-Patiala.
8	14	14	34	155	155	155	155	155	175½	290½	337½	417½	416½	523½	548	755½	824	Total.
4,775	5,077½	5,370½	5,606	6,227½	6,519	6,853	7,322½	8,312	8,492½	9,308	9,802½	10,145½	10,780½	12000½	12375½	13385½	14353	{ TOTAL FOR ALL RAILWAYS.

CHAPTER III.

FUEL CONSUMPTION AND SUPPLY.

Fuel consumption.

The consumption of fuel on the Indian railways during the year 1887 compares as noted below with that during 1886:—

Year.	Coal.		Coke.	Patent Fuel.	Wood.
	English.	Country.			
1887	Tons. 212,629	Tons. 479,210	Tons. 9,564	Tons. 30,029	Tons. 292,808
1886	240,063	460,948	9,132	26,212	259,513

2. Particulars regarding the source and description of fuel in use on the principal lines, its average cost per ton, and the consumption per train-mile are given in the following table:—

Railway.	Gauge.	Source and Description of Fuel used.	Total Quantity consumed.	Average Cost per Ton.	PER TRAIN-MILE.		Consumption per 1,000 gross ton-miles during the first half of 1887.
					Consumption.	Cost.	
STATE IMPERIAL.							
East Indian	5' 6"	Bengal coal	Tons. 193,376	Rs. 2·18	lbs. 48·39	As. 0·75	lbs. 131·14
Rajputana-Malwa	3' 3½"	English and Bengal coal, principally the latter.	66,576	20·24	28·71	4·15	154·18
Bengal-Nágpur	3' 3½"	Warora coal	11,494	6·63	68·50	3·25	319·03
Mysore	3' 3½"	Wood	(b) 7,499	5·57	111·60	3·93	(b) 658·17
Southern Mahratta	3' 3½"	English coal and wood	15,639	19·05	27·94	3·80	200·36
Cuddapah-Nellore	3' 3½"	Wood	(b) 1,153	5·32	77·91	2·96	(c)
North-Western	5' 6"	Bengal and Salt range coal, patent fuel, and wood.	123,673	13·84	45·05	4·45	147·86
Wardha Coal	5' 6"	Warora coal	8,156	3·83	30·41	2·20	299·23
Katni-Umaria	5' 6"	Umaria coal	907	5·71	44·29	1·81	225·06
STATE PROVINCIAL.							
Bareilly-Pilibheet	3' 3½"	Wood	(b) 671	6·17	50·66	2·23	(d)
Lucknow-Sitapur-Sihramau	3' 3½"	Bengal coal	1,596	11·75	27·52	2·31	(c)
Eastern Bengal Railways (a)	5' 6"	Ditto	47,978	7·50	43·39	2·33	197·28
Nalhati	4' 0"	Ditto	383	7·27	19·71	1·03	284·09
Tirhoot	3' 3½"	Ditto	9,075	7·04	33·71	1·70	199·61
Burma	3' 3½"	English patent fuel and wood.	10,237	21·55	25·44	3·92	127·48
Jorhat	2' 0"	Makum coal	299	14·11	26·92	2·71	(c)
Cherra-Companyganj	2' 6"	Cherrapoonji coal	167	13·64	31·16	3·04	(c)
GUARANTEED COMPANIES.							
Madras	5' 6"	Wood and patent fuel, principally the former.	(b) 111,417	5·12	107·41	3·93	(b) 418·78
South Indian	3' 3½"	English and Australian coal, principally the former.	24,994	13·14	27·68	2·60	166·07
Great Indian Peninsula	5' 6"	English, Warora, Mohpani, and Bengal coal and wood, but principally English coal.	199,142	11·07	50·29	3·98	176·74
Bombay, Baroda, and Central India.	5' 6"	English coal and wood; a very small percentage of the latter.	37,367	14·92	38·30	4·08	110·94
Oudh and Rohilkhand	5' 6"	Bengal coal	35,623	11·73	41·59	3·48	144·51
ASSISTED COMPANIES.							
Darjeeling-Himalayan	2' 0"	Bengal coal	1,800	17·00	38·10	4·64	(c)
Deoghur	3' 3½"	Ditto	205	5·66	34·97	1·41	(c)
Bengal and North-Western	3' 3½"	Ditto	9,519	9·81	30·59	2·14	162·97
Rohilkhand-Kumaun	3' 3½"	Wood	(b) 1,554	6·42	47·80	2·19	(b)(e) 327·35
Thaton-Duyinsáik	2' 6"	Ditto	(b) 206	4·00	52·50	1·50	(c)
Dibru-Sadiya	3' 3½"	Makum coal	1,735	8·47	38·08	2·30	(c)

(a) Includes the Bengal Central Railway.

(d) Included with Rohilkhand-Kumaun Railway.

(b) In terms of wood.

(c) Information not available.

(e) Includes the Bareilly-Pilibheet Railway.

Railway.	Gauge.	Source and Description of Fuel used.	Total Quantity consumed	Average Cost per Ton.	PER TRAIN-MILE.		Consumption per 1,000 gross ton-miles during the first half of 1887.
					Consumption.	Cost.	
NATIVE STATES.							
The Nizam's (Guaranteed Company).	5' 6"	Wood	Tons. (a) 27,858	Rs. 4.48	lbs. 146.32	As. 4.68	(a) 565.28
The Gaekwar's -	2' 6"	English coal and wood	684	21.85	22.67	3.54	(b)
The Gaekwar's Mehsána-Vadnagar.	3' 3½"	(c)	(c)	(c)	(c)	(c)	(c)
Bhávsnagar-Gondal	3' 3½"	Cardiff coal	2,858	19.66	21.41	3.01	151.28
Morvi	2' 6"	Cardiff and Paul Dufferin coals.	674	25.00	16.43	2.93	(b)
Jodhpore	3' 3½"	Bengal coal	1,215	31.24	28.96	6.46	(b)

(a) In terms of wood.

(b) Information not available.

(c) Information not furnished.

3. The output from the East Indian Railway Collieries for the year ending 31st East Indian, December 1887 was

Kurhurbaree	-	-	-	-	-	Tons. 169,592
Serampore	-	-	-	-	-	110,627
Total	-	-	-	-	-	280,219

The large stock of smithy coal is being reduced by selling it at a lower price, and also by converting some into coke. Great difficulty was experienced at the Serampore Mine during the rains owing to the Raneeunge Coal Association trespass, by which surface water came through from their mine and kept all the pumps in the Serampore Colliery fully employed. The electric light has been used for the first time in No. 22 pit at Serampore. The sinking of the Jubilee pit is progressing, two engines being employed on this work.

The collieries at Kurhurbaree and Serampore supplied 174,724 tons of steam coal for use on the East Indian Railway, the issue price being for the first half of 1887, Rs. 2-4-0, and for the second half Rs. 2-8-0 per ton.

4. The main line of the Bengal-Nágpur Railway, near Hengir, passes through the Rampore coalfield, recently explored and reported on by Dr. King, of the Geological Survey. At present this coal has not a good reputation, but trial pits are now being sunk, with a view to obtain more reliable information. At the Bengal end of the line the railway runs into the Raneeunge and Barakar coalfields, to the latter by means of a branch line on the north side of the Damuda. On the south side of the Damuda are the Jherria coalfields, which can easily be tapped by a short branch some 10 or 12 miles long from the main line. On the branch line coal is found almost all the way from Umaria to Pendra. Iron is very plentiful all along the railway from Bilaspur to Ásánsol. Quartz, similar in formation to gold-bearing quartz, is found in large quantities from Sopa to Chandia. Bengal-Nágpur.

5. The two great sources of mineral supply on the Cherra-Companyganj line are limestone and coal, and to develop these thoroughly, proper sidings and waggons are necessary. At present these do not exist. The coal used on the line is excavated from Mausmai, near Cherra-Poonjee, and is at present carried down the hill by coolies. The coal is of a very good quality, and burns well. During the year, 167 tons were consumed, costing Rs. 13.64 per ton, the consumption being 31.16 lbs. per train-mile. Cherra-Companyganj.

6. The Makum fields were leased in 1882 to the Assam Railway and Trading Company. The coal is of excellent quality, and finds its way to Calcutta, for general commercial purposes, at about Rs. 14 a ton. Makum.

7. In Upper Burma coal has been found in the Kali Valley, on the Chindwin. One seam of 10 feet thick has been reported. The seam has a dip of 45°, and there consequently will be difficulty in working it. No arrangements for working have been made at present. Upper Burma.

8. The out-turn of coal during the year under review was 113,073 tons. The earnings during 1887 amounted to Rs. 4,75,080, and the working expenses to Warora Colliery.

Rs. 3,99,468, leaving a balance of Rs. 75,612 as profit, being equal to 6.83 per cent. on the capital cost of the Warora Colliery up to the end of 1887 (Rs. 11,06,553); in the year 1886 the profit was Rs. 1,15,196, or 10.65 per cent. on the outlay. This difference appears to be due to the increased cost of pumping and ventilating machinery, to an outbreak of fire, and to difficulties with water in No. 5 pit. At No. 1 pit a new headgear was commenced in March 1888, and is now under construction.

All attempts to recover the ground in the fire area of No. 2 pit proved futile, the stoppings were therefore secured and the recovery work abandoned. The fire has gained a little during the year, but has not given much trouble.

In No. 4 pit fire arose from spontaneous combustion. It was immediately checked by surrounding the lower portion of it with brick and basalt walls, which so far have prevented any extension.

In No. 5 pit a heavy feeder of water was encountered during March 1887, in No. 3 seam, back south level, about 800 feet from the shaft. The pumps at No. 3 pit experienced great difficulty in keeping the water down, but it was successfully dammed back by the 8th April 1887.

Coal has been proved by the main south level at a distance of 1,250 feet from No. 5 pit, and the exploration is being pushed on vigorously. In the direction of the dip, coal has been proved to extend to a distance of 230 feet, and there is every likelihood that in this direction, viz., the east as well as in the south, a large field of virgin coal lies ready to be worked.

Work was commenced at No. 6 pit by sinking a staple of 46 feet depth below No. 3 seam, and a drift was started which will have to go 150 feet to provide a separate and distinct return air course for any workings at No. 5 or other pit that may be sunk to south of it, so that if in future Nos. 1, 2, 3, and 4 pits are abandoned, No. 5 and any subsequent pit, south or east of it, may still have the use of the No. 6 pit fan for ventilation.

The ventilation of the colliery has been greatly improved during the year, and about 133,000 cubic feet of air per minute are now circulated round the workings.

The Great Indian Peninsula Railway made arrangements to take 72,000 tons of coal annually (being an increase of 22,000 tons on the amount formerly supplied) at the reduced rate of Rs. 4-4-0 per ton.

Umaria
Colliery.

9. During the year under review the output of the Umaria Colliery has been 25,548 tons. The total earnings have amounted to Rs. 1,14,000, and the working expenses to Rs. 1,09,000, resulting in an approximate profit of about Rs. 5,000, evidencing an improvement on last year, the account of which showed a loss of Rs. 12,500. The cost of the coal per ton delivered into waggons, screened from the pit's mouth, was Rs. 4.27 per ton, against Rs. 10.51 per ton for the previous year. The heapstead and headgear to the No. 3 pit were completed during the month of April 1887.

A bore-hole was put down from the bottom of No. 3 pit to the No. 3 seam, by which coal was reached at a depth of 137 feet, the seam being 4-feet thick.

The whole of the tramways in the galleries and mines were relaid during the year, and the spaces round the shaft were secured with timber pending the construction of masonry work hereafter. The dip workings were flooded up to the end of September, as there was no auxiliary pump on hand to work this water to the main pumping shaft. A pump having been obtained, the dip workings were cleared of water, and the galleries were proceeded with.

The fan foundations have been put up, and a ventilating fan is expected to arrive shortly.

Dandot
Colliery.

10. At the Dandot Colliery a station and offices have been built at Kalapani, and arrangements completed for transshipping the coal from the 2-feet gauge colliery stock to broad-gauge waggons. To cover the difference of level, 930 feet, between Kalapani Station and the mine works, two inclines, with a ruling gradient of 1 in $2\frac{1}{2}$, have been laid with permanent-way of 2-feet gauge, the total length being about 5,000 feet. It is expected that all arrangements will be completed by the end of July 1888. Meanwhile the coal is being transported by wire-rope slides and by pack animals.

Drifts and bore-holes show that the seam of coal extends throughout the plateau with an average workable thickness of 2 feet, and that the drainage tunnel, driven at the south-west corner of the plateau, commands a considerable proportion of the seam. There is a basin lying below the present tunnel for which a new drift, some 40 feet lower down, is proposed. The drainage tunnel struck the descending coal seam at

650 feet, and the ascending seam on the further side of the basin at 1,150 feet. Boring from the floor showed the lowest point of the basin to be about 40 feet below. A ventilation shaft, 200 feet deep, has been sunk through the solid limestone.

The main colliery will be started at once, and probably a sufficient area will be opened out by September 1888 to give a monthly output of about 3,000 tons.

In July 1887 it was decided to work the Lala Musa-Peshawar Section of the North-Western Railway with Dandot coal, and in September 1887 a further demand was made for coal for working the Khewra-Haranpur Section; the total length to which the use of Dandot coal is at present confined is 192 miles.

The supply was drawn from the outcrop on the east and south scarp of the plateau, and from these two small mines 13,300 tons were excavated, of which, however, 3,550 tons had for the present to be stacked as refuse, until the mode of manufacture into patent fuel is settled. There is a probability that the petroleum from Khatun in Baluchistan will be most useful for this process.

The quality of the coal has improved. The approximate relative value of the different fuels may be taken at—

Bengal coal	-	-	-	-	-	1
Dandot coal	-	-	-	-	-	1½
Wood	-	-	-	-	-	2

The cost of coal actually despatched (giving no value to refuse coal) varied from Rs. 6-8-0 to Rs. 9-8-0 per ton, loaded into broad-gauge trucks at Kalapani Station.

The cost is, however, considered high, and should be considerably reduced when the work is concentrated in one mine, and the rope inclines are in working order.

11. The outcrop of coal at Khost has been carefully mapped, and a sufficient number of headings driven, to allow of an estimate being framed of the quantity of workable coal likely to be obtained, and a scheme prepared for the best method of winning. Khost Coal explorations.

The deposit consists of two seams of bituminous coal, the upper one being about 10 inches and the lower 16½ inches in average thickness. The seams are divided by a band of clay about eight inches thick. The dip of the seam is very great, varying from 25° to 50°. The trials made with the small output obtained from the headings were satisfactory, a mixture of 19 parts of Khost coal with one of patent fuel being found to give the best results.

It is estimated that 50,000 tons of coal may be obtained at a cost of Rs. 10 per ton, without incurring any large capital outlay.

12. Active operations to open out the Singareni coalfields were first commenced in August 1886, when some machinery was taken to the site of the coal measures and was set up. Fever and scurvy, however, set in amongst the workpeople, and towards the end of the year very few labourers remained. These collieries are situated in the midst of a very dense jungle, and at first it was impossible sufficiently to clear the land. During the year 1887-88 the works of the railway leading up to these coalfields were in full progress, and it was difficult, and occasionally impossible, to obtain sufficient men for the railway requirements. The colliery suffered in consequence, because it was found easier to obtain men for above-ground working than to get them to descend the shafts and work below ground. Singareni.

One pit has been fully equipped, and out of it about 40 tons a day has been delivered. A second pit has been sunk to a depth of 100 feet, but a fault occurs at this point, and it will be necessary to sink the shaft about 60 feet deeper to reach the coal. A third pit has been sunk to coal at a depth of about 35 feet. In addition to this an incline down to the workings is now being constructed.

The deliveries of coal from all pits are about 60 tons a day. The quality of coal is very good, the results obtained by its use on the Nizam's Guaranteed State Railway comparing very favourably with English coal burned on the Great Indian Peninsula Railway under very similar circumstances as regards inclinations of gradients and other conditions.

The Company has secured the services of Mr. T. Hughes, of the Geological Survey of India, as General Mining Superintendent.

13. The oil springs at Khatun lie about 40 miles in a direct line to the east of the North-Western Railway station of Sibi in Baluchistan. Borings were first made in the cold season of 1884-85, which showed that there were large supplies of heavy petroleum oil at moderate depths. Experiments, which have recently been made by Petroleum wells at Khatun.

pumping the wells for a period of eleven or twelve hours each, have shown that each well is competent to deliver from 400 to 600 barrels of oil in the 24 hours. Thus any one of the existing wells is more than competent to deliver the entire supply of 50,000 barrels of oil a year, which is estimated to be the amount required for the Sind-Pishin Section of the North-Western Railway. The tools which have been specially obtained from Canada for making deep borings have been worked efficiently during the season 1887-88, and although there was a good deal of difficulty in sinking the upper portions of the borings, owing to fissures in the rocks, they have now been well advanced, and it is anticipated that the existence of "live oil" will shortly be proved or disproved. If it is found that the lighter oils do exist, the fact will materially increase the ultimate value of the field. The question of the best method of transporting the oil to the railway has been for some time under consideration. Khatun lies at an elevation of some 1,400 or 1,500 feet above the railway at Sibi. It was originally proposed to lay a pipe line for the oil, but experiments showed that the oil was too viscid to run in pipes. Surveys for a railway were consequently prepared, but the investigations which have been made have shown that the country is a most difficult one in which to construct a railway, and it is doubtful whether any permanent line can be constructed for less than 25 lakhs of rupees. The difficulties and heavy cost of the railway have led to a reconsideration of the whole question, and experiments have been instituted to determine the possibility of delivering the oil through a pipe-line, either by gravity or by pumping. The four borings which have been made at Khatun are closely contiguous to each other in the trough of a hill torrent, and it has been decided to make a further test of the extent of the oil-bearing strata by sinking a boring in a plain forming a portion of the catchment area of the torrent, which lies above the point where the waters from the catchment combine into a definite stream. This well will be about a mile from the former ones, and here it is anticipated that the thick oil will be found at a moderate depth. Here also, as at Khatun itself, the boring will be carried down 2,500 feet, if necessary, in search of lighter oil. There has always been difficulty in providing a sufficient supply of water both for the machinery and for domestic consumption at Khatun; the water which is available in the nullah near the wells is both inferior in quality and very deficient in quantity. Measures are now being taken with the object of improving the water-supply of the place. The total expenditure of the operations has been about 2½ lakhs of rupees.

Mohpani.

14. The "Helen" pit had been greatly damaged by the subsidence of 1885. The damage to the steining and guides of the shaft has been repaired, and the cages have been for some time worked without danger. This shaft has also been used for clearing the mine of water. In November 1886 the water had been lowered sufficiently to reach No. 1 seam of coal, which was cleared of the numerous falls caused by the subsidence and was being worked. The output from it was about 25 tons per diem. No. 2 seam still remains submerged and inaccessible. The entrances to No. 2 shaft and to the "Agnes" drift are bricked up on account of fire, which showed itself in the pit in that neighbourhood in April 1886. Some portion of the "Agnes" drift is still under water. There is thus at present no through communication between "Helen" pit, "Agnes" drift, and No. 2 shaft, such as existed when the mine was clear. The consequence is that the ventilation of the workings of the "Helen" pit is imperfect and the heat very great, being as much as 96° in parts.

When the water has been lowered sufficiently to clear the ways to the "Agnes" drift, it is intended to take the stopping out of the mouth of the drift and of No. 2 shaft and to set up a regular air current. If the presence of fire will not permit of this being done, the "Helen" pit shaft will be divided into up and down cast, and a furnace will be placed in the shaft at the No. 1 seam. In either case, the ventilation of the "Helen" pit workings will then, it is hoped, be placed in a more satisfactory condition.

The only other output of the mine was from the drift of the No. 2 seam, South River workings, which furnished about 5 tons per diem. The "Emma" drift was also being pushed forward, and the old fire workings were being cleared preparatory to resuming output from them.

CHAPTER IV.

STORES—ROLLING STOCK.

The total expenditure on State Railway Stores contracted for in England, through the agency of the India Office, during the 12 months ended the 31st December 1887, has been—

A.—Iron bridgework	-	-	-	-	53,464
B.—Engineers' plant	-	-	-	-	24,670
C.—Workshop machinery	-	-	-	-	9,500
D.—Permanent-way	-	-	-	-	365,543
E.—Locomotive and rolling-stock	-	-	-	-	318,800
F.—Station materials and fencing	-	-	-	-	58,552
G.—Tools and stores	-	-	-	-	66,061
Total	-	-	-	-	<u>896,590</u>

2. The total expenditure incurred by the Port Storekeepers at Calcutta, Bombay, and Kurrachee on account of State Railway stores purchased locally during 1887-88 has been—

Calcutta	-	-	-	-	Rs. 7,29,000
Bombay	-	-	-	-	2,55,000
Kurrachee	-	-	-	-	1,89,000 (a)
Total	-	-	-	-	<u>11,73,000</u>

3. The cost of the several Port Stores establishments maintained at Calcutta, Bombay, and Kurrachee for the year 1887-88 has been—

Calcutta	-	-	-	-	Rs. 26,412	Cost of establishments at ports.
Bombay	-	-	-	-	24,589	
Kurrachee	-	-	-	-	4,997 (a)	
Total	-	-	-	-	<u>55,998</u>	

4. The number of ships employed in bringing out State Railway stores during the calendar year 1887, was—

To Calcutta	-	-	-	-	No. 96	Tons. 9,985
„ Bombay	-	-	-	-	60	7,005
„ Kurrachee	-	-	-	-	61	48,090
„ Madras	-	-	-	-	44	23,530
„ Rangoon	-	-	-	-	36	31,646
Total	-	-	-	-	<u>297</u>	<u>120,256</u>

(a) The Kurrachee Port Stores Office was closed on the 30th June 1887; these are, therefore, only the transactions for three months.

Insurance.

5. No losses of stores occurred at sea during 1887-88. The procedure hitherto adopted in dealing with such losses is still in force.

Reserve stores.

6. The following table shows the fluctuations during the calendar year 1887 in the value of imported stores held in reserve at Calcutta and Bombay:—

Port.	Balance on 1st January 1887.	Balance on 31st December 1887.	Decrease.	Increase.	Remarks.
Calcutta -	£ 24,900	£ 31,150	£ —	£ (b)6,250	The Reserve stores at Kurrachee, excepting those brought out for particular railways, to which lines they have been sent, were made over to the North-Western Railway from 30th June 1887. (b) Increase is due to five O class engines, costing 9,250l., having been taken into reserve in 1887.
Bombay -	4,012	2,875	1,137	—	
Total -	28,912	34,025	—	5,113	

TABLE showing the NUMBER of LOCOMOTIVES and VEHICLES on the various LINES.

Railway.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake Vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	Number on 31st December 1886.	Number on 31st December 1887.	
5' 6" GAUGE.											
STATE IMPERIAL.											
East Indian	576	576	1,318	1,308	8,951	8,951	341	341	10,510	10,500	
North-Western (a)	573	574	1,248	1,328	8,627	9,207	373	423	10,347	11,048	
Wardha Coal	7	7	13	13	343	405	8	7	384	433	
Bengal Central	—	—	—	—	—	—	—	—	—	—	
Katni-Umaria	6	6	1	11	103	232	8	6	171	251	
Worked by the Eastern Bengal Railway.											
STATE PROVINCIAL.											
Eastern Bengal Railways (b)	81	89	317	328	1,596	1,593	43	59	1,966	1,978	
Amritsar-Pathankot	—	—	—	—	—	—	—	—	—	—	
Worked by the North-Western Railway.											
GUARANTEED COMPANIES.											
Madras	157	156	541	556	2,779	2,836	138	138	3,458	3,530	
Great Indian Peninsula-Bombay, Baroda, and Central India.	590	590	1,011	1,011	7,783	7,783	506	571	9,300	9,300	
Oudh and Rohilkhand	123	123	365	385	3,558	3,909	84	84	4,007	4,078	
Oudh and Rohilkhand	150	157	400	401	3,849	4,377	90	108	4,339	4,880	
NATIVE STATES.											
The Nizam's (Guaranteed Company). Rájputa-Patiála	23	23	85	100	271	441	27	34	383	575	
Worked by the North-Western Railway.											
Total 5' 6" Gauge	2,256	2,271	5,199	5,337	37,939	39,534	1,077	1,767	44,818	46,028	
METRE AND SMALLER GAUGE.											
STATE IMPERIAL.											
Rajputana-Malwa	399	417	1,237	1,269	7,283	7,232	279	270	3,709	3,780	
Bengal-Nágpur (c)	27	27	73	73	752	752	24	24	848	848	
Mysore	21	21	103	103	273	273	9	9	345	345	
Southern Mahratta	95	107	212	260	1,383	1,547	48	62	1,648	1,899	
Cuddapah-Nellore	—	11	—	6	—	—	—	1	—	119	
North-Western (d)	38	30	24	19	206	147	3	1	238	107	
STATE PROVINCIAL.											
Bareilly-Pilibhoet	—	—	—	—	—	—	—	—	—	—	
Lucknow-Sitapur-Sihra-man.	13	14	53	58	227	301	10	12	290	351	
Eastern Bengal Railways (e)	73	75	208	265	1,258	1,308	48	47	1,501	1,604	
Nalhati	4	4	10	10	24	24	2	2	26	26	
Tirhoot	37	41	135	135	622	640	22	22	779	845	
Burma	57	81	335	348	1,629	1,779	41	67	2,005	2,194	
Jorhat	4	5	4	6	59	70	1	1	64	77	
Cherra-Companyganj	2	2	4	4	26	26	—	—	90	90	
GUARANTEED COMPANIES.											
South Indian	124	124	461	463	1,815	2,041	87	87	2,368	2,600	
ASSISTED COMPANIES.											
Darjeeling-Himalayan	12	12	41	43	91	97	—	—	122	129	
Deoghur	2	2	10	10	6	6	—	—	16	16	
Bengal and North-Western	40	60	190	193	950	1,150	25	26	1,145	1,349	
Rohilkhand-Kumaun	8	8	45	45	148	123	12	12	149	140	
Thaton-Duyinzak	3	3	8	8	38	40	1	1	47	49	
Dibru-Sadiya	11	11	14	14	376	376	12	12	408	408	
NATIVE STATES.											
The Gaekwar's	6	6	27	27	127	127	6	6	220	220	
The Gaekwar's Mehsana-Vadnagar.	—	—	—	—	—	—	—	—	—	—	
Bhavnagar-Gondal	20	20	115	110	520	525	23	22	725	727	
Morvi	5	7	14	20	42	71	2	2	58	98	
Jodhpore	5	5	18	22	87	101	3	3	78	126	
Total Narrow Gauge	1,001	1,093	3,306	3,483	18,090	19,220	602	708	22,090	23,416	

(a) Includes stock belonging to the Amritsar-Pathankot and Frontier Lines.

(b) Represents the figures of the Eastern Bengal State Railway only.

(c) Old Nagpur-Chhattisgarh Railway, which is being converted from metre to 5' 6" gauge.

(d) Metre and 2-ft. gauge stock belonging to the late Punjab Northern State Railway Salt Branch and the Ferozepore tramway.

(e) Represents the figures of the Northern Bengal, Dacca, Assam-Bihar, and Kanna-Dharila Sections.

STATEMENT showing the NUMBER of ENGINES and VEHICLES used in conveying TRAFFIC and

Railway.	Number of Engines and Vehicles used in conveying						
	Engines.	Carriages.					Total Number.
		First Class.	Second Class.	Third or Intermediate Class.	Fourth or Lowest Class.	Composite.	
STATE IMPERIAL.							
East Indian	576	91	109	61	788	26	1,025
Rajputana-Malwa	417	128	95	51	(a) 728	85	1,082
Bengal-Nágpur	27	5	2	10	36	12	65
Mysore	91	14	6	78	—	1	94
Southern Mahratta	107	16	15	182	—	12	225
Cuddapah-Nellore	11	—	—	—	5	1	6
North-Western	604	120	87	58	778	66	1,109
Wardha Coal	7	2	—	8	5	8	13
Bengal Central	—	—	Worked by the Eastern Bengal.			—	—
Katni-Umaria	6	—	—	1	7	8	11
Total	1,776	376	314	489	2,292	209	3,680
STATE PROVINCIAL.							
Barcilly-Pilibheet	—	Worked by the Rohilkhand-Kumaun Railway.					—
Lucknow Sitapur-Sihraman	14	—	(b) 11	3	(c) 43	—	57
Eastern Bengal Railways	164	57	23	88	277	69	509
Nalháti	4	2	1	5	—	2	10
Tirhoot	41	21	10	—	74	14	119
Burma	81	28	33	239	—	25	320
Jorhát	5	—	—	—	(c) 5	1	6
Cherra-Companyganj	2	—	—	—	—	4	4
Total	311	103	78	330	399	115	1,025
GUARANTEED COMPANIES.							
Madras	156	40	70	315	—	31	456
South Indian	124	20	27	27	821	26	421
Great Indian Peninsula	560	83	150	558	—	78	859
Bombay, Baroda, and Central India	128	25	42	20	289	21	347
Oudh and Rohilkhand	157	—	(e) 66	36	(c) 270	2	374
Total	1,120	168	355	951	830	153	2,457
ASSISTED COMPANIES.							
Darjeeling-Himalayan	12	11	13	12	—	1	37
Deoghur	2	—	—	8	—	2	10
Bengal and North-Western	60	8	—	6	(f) 117	21	152
Rohilkhand-Kumaun	8	18	—	3	26	1	48
Thátón-Duyinsáik	3	2	—	5	—	1	8
Dibru-Sadiya	11	1	—	7	—	5	18
Total	96	35	13	41	143	31	263
NATIVE STATES.							
The Nizam's (Guaranteed Company)	23	13	10	58	—	6	87
The Gaekwar's	6	—	(h) 5	—	(c) 22	—	27
The Gaekwar's Mehsána-Vadnagar	—	Worked by the Rajputana-Malwa Railway.					—
Bhávnagar-Gondal	20	16	6	(i) 80	—	2	104
Morvi	7	—	(j) 6	—	(c) 13	—	19
Jodhpore	5	4	2	21	—	3	30
Total	61	33	29	159	35	11	267
Total for all Railways	3,364	715	789	1,920	3,699	519	7,642

(a) Includes 11 combined 3rd class and post office and five ambulance 3rd class carriages.

(b) 10 upper class and 1 officers' carriage.

(c) Called lower class.

(d) Excludes 5 platelayers' trollies.

(e) 63 upper class and 4 officers' carriages.

(f) Includes 6 combined 3rd class and postal vans.

the NUMBER of MILES travelled by TRAINS during the Year ending 31st December 1887.

Traffic.			No. of Train-Miles run.					Railway.
Miscellaneous Coaching Vehicles (excluding Brakes).	Goods Vehicles of all descriptions (excluding Brakes).	Brake Vans.	Passenger.	Goods.	Mixed.	Total Passenger and Goods.	No. of Train-Miles per open Mile.	
STATE IMPERIAL.								
183	8,951	341	3,617,137	5,335,158	2,951,380	8,952,295	5,189.76	East Indian.
187	7,232	279	2,118,938	3,080,859	2,398,658	5,194,792	2,121.08	Rajputana-Malwa.
7	752	24	84,820	291,019	218,690	375,839	2,522.41	Bengal-Nagpur.
9	282	9	66,002	84,517	108,478	150,519	1,077.06	Mysoore.
35	1,547	62	450,442	803,068	685,391	1,358,510	1,867.98	Southern Mahratta.
—	212	1	11,705	21,438	18,162	38,143	1,349.47	Cuddapah-Nellore.
236	9,444	424	2,349,945	3,799,831	2,769,709	6,149,776	2,760.72	North-Western.
—	405	7	22,967	64,948	65,700	87,915	1,953.66	Wardha Coal.
—	—	—	177,261	108,931	222,772	286,192	2,289.17	Bengal Central.
—	232	8	12,868	32,987	26,974	45,850	1,239.19	Katni-Umaria.
657	29,057	1,155	8,907,075	13,622,756	9,465,814	22,529,831	3,316.93	Total.
STATE PROVINCIAL.								
—	—	—	11,419	18,250	26,280	29,669	824.14	Bareilly-Pilibhoet.
1	261	19	62,440	67,446	119,580	129,886	1,694.53	Lucknow-Sitapur-Sihra-manu.
82	2,885	106	1,003,607	1,166,918	831,076	2,190,525	3,451.11	Eastern Bengal Railways.
—	24	2	24,929	18,448	39,835	48,377	1,592.00	Nalhati.
16	689	22	305,899	297,014	258,805	602,913	2,416.29	Tirhoot.
28	1,779	67	505,709	395,513	238,719	901,229	2,706.87	Burma.
—	(d) 70	1	4,925	19,963	15,486	24,888	859.99	Jorhat.
—	86	—	2,413	9,591	—	12,004	1,660.30	Cherra-Companyganj.
127	5,794	210	1,921,341	2,013,143	1,522,581	3,934,484	2,816.04	Total.
GUARANTEED COMPANIES.								
100	2,836	138	1,010,345	1,318,153	739,748	2,323,498	2,748.69	Madras.
41	2,041	87	858,130	1,163,304	799,169	2,021,934	3,054.28	South Indian.
152	7,783	571	2,927,313	5,943,155	547,172	8,870,468	5,909.04	Great Indian Peninsula.
38	3,609	84	1,165,615	1,020,019	179,932	2,185,633	4,741.07	Bombay, Baroda, and Central India.
27	4,377	102	863,696	1,055,101	934,907	1,916,797	2,787.00	Oudh and Rohilkhand.
358	20,646	982	6,825,099	10,495,231	3,200,978	17,320,330	4,165.58	Total.
ASSISTED COMPANIES.								
5	97	—	37,771	68,052	—	105,823	2,074.96	Darjeeling-Himalayan.
—	6	—	—	—	—	13,130	2,741.13	Deoghur.
11	1,150	86	318,917	378,238	578,174	697,155	1,854.14	Bengal and North-Western.
2	183	12	37,272	35,568	62,718	72,830	1,087.01	Rohilkhand-Kumaun.
—	40	1	—	—	8,800	8,800	1,100.00	Thaton-Duyinzaiik.
1	376	12	38,276	63,749	37,414	102,025	1,308.01	Dibru-Badiya.
19	1,852	61	432,236	545,597	707,106	(g) 999,763	1,709.61	Total.
NATIVE STATES.								
13	441	34	196,236	280,178	243,721	426,409	2,054.29	The Nizam's (Guaranteed Co.).
—	187	6	31,838	35,741	43,212	67,579	1,148.33	The Gaekwar's.
—	—	—	8,721	7,185	10,437	15,906	979.43	The Gaekwar's Mehsana-Vadna.
6	595	22	173,614	125,439	146,609	299,053	1,548.78	Bhavnagar-Gondal. [gar.]
1	71	2	51,096	40,669	51,912	91,766	1,417.66	Morvi.
2	101	3	47,420	46,566	82,852	98,976	848.92	Jodhpore.
22	1,395	67	508,225	485,763	578,748	994,688	1,526.61	Total.
1,183	58,744	2,475	18,594,676	27,162,490	15,475,223	45,779,096	3,370.10	Total for all Railways.

(g) Includes the train mileages run on the Deoghur and Thaton-Duyinzaiik Railways, not shown in columns "Passenger" and "Goods."

(h) Called upper class.

(i) Includes 6 combined 3rd class and post-office vans.

(j) 3 upper class and 3 saloons.

7. The following statement gives the average number of locomotives employed on the principal railways and the average work obtained from each during the two halves of 1887:—

Railway.	Number of Locomotives.		Total Engine Mileage.		Average Mileage per Engine.		Average Mileage per engine per diem.	
	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.	Half-year ending 30th June 1887.	Half-year ending 31st December 1887.
5' 6" GAUGE.								
STATE IMPERIAL.								
East Indian - - -	576	576	5,527,611	4,760,378	9,597	8,265	53·02	44·92
North-Western - - -	568	502	3,491,315	3,448,406	6,201	6,869	84·26	37·33
STATE PROVINCIAL.								
Eastern Bengal Railways - - -	81	89	879,481	1,042,304	10,858	11,711	59·98	63·64
GUARANTEED COMPANIES.								
Madras - - - - -	156	156	1,362,578	1,349,461	8,794	8,650	48·25	47·01
Great Indian Peninsula - - -	560	560	5,664,501	4,269,350	10,115	7,624	55·88	41·43
Bombay, Baroda, and Central India - - -	128	123	1,348,499	1,048,250	10,923	8,522	60·35	46·31
Oudh and Rohilkhand - - -	150	157	1,287,631	1,135,816	(a) 8,880	(b) 7,424	(a) 49·06	(b) 40·35
NATIVE STATES.								
The Nizam's (Guaranteed Company) - - -	20	19	245,131	230,655	12,257	12,140	67·71	65·98
METRE GAUGE.								
STATE IMPERIAL.								
Rajputana-Malwa - - - - -	407	417	3,195,893	2,644,421	7,852	6,342	43·38	34·47
Bengal-Nágpur (c) - - - - -	26	27	241,040	175,797	9,271	6,511	51·22	35·39
Mysore - - - - -	15	16	94,870	98,501	6,325	6,156	84·94	33·46
North-Western - - - - -	15	14	39,362	32,130	2,624	1,581	14·50	8·59
STATE PROVINCIAL.								
Eastern Bengal Railways - - -	63	60	498,591	559,667	7,914	9,328	43·72	50·69
Tirhoot - - - - -	41	41	389,052	379,048	9,489	9,245	52·43	50·24
Burma - - - - -	49	61	614,443	483,542	12,540	7,927	69·28	43·08
GUARANTEED COMPANIES.								
South Indian - - - - -	124	124	1,150,136	1,229,770	9,275	9,917	51·24	53·90
NATIVE STATES.								
The Gaekwar's - - - - -	6	6	35,112	32,727	5,852	5,454	32·33	29·64
Bhávnagar-Gondal - - - - -	20	20	182,558	180,257	9,128	6,513	50·43	35·40

(a) Calculations made on 145 engines, which exclude 3 tank and 2 inspection engines.

(b) Calculations made on 153 engines, which exclude 3 tank and 1 inspection engines.

(c) Previously Nagpur-Chhattisgarh Railway, which is now being converted from metre to 5' 6" gauge.

CHAPTER V.

CAPITAL.

The total capital expenditure on Indian Railways up to 31st December 1887, including lines under construction and survey, amounted to 187,221,521*l.* allocated as follows:—

	£
*East Indian - - - - -	35,852,070
*Eastern Bengal - - - - -	5,350,105
*North-Western - - - - -	30,043,680
Other State Railways, Imperial and Provincial, <i>vide</i> details on page 54 - - - - -	38,114,741
State Lines leased to Companies, <i>vide</i> details on page 58 - - - - -	11,535,384
Guaranteed, <i>vide</i> details on page 58 - - - - -	57,553,535
Subsidised Companies (Rohilkhand-Kumaun) - - - - -	185,598
†Assisted Companies - - - - -	3,498,855
Native States, <i>vide</i> details on page 56 - - - - -	5,087,553

The rupee expenditure on guaranteed lines, on State lines leased to companies and on the Rohilkhand-Kumaun Railway, has been converted into sterling at the rates of exchange applicable in each case, but on other lines at 2*s.* the rupee. On State lines the indirect charges are not included.

2. The total amount of capital raised by the various Guaranteed Railway Companies, and for State lines leased to companies, as far as known, amounted, on 31st December 1887, to 72,459,560*l.*, as under:—

GUARANTEED RAILWAYS.

Particulars.	Madras Railway.	South Indian Railway.	Bombay, Baroda, and Central India Railway.	Great Indian Peninsula Railway.	Oudh and Rohilkhand Railway	Total.
	£	£	£	£	£	£
Share Capital raised at 5 per cent.	8,757,670	3,055,533	7,550,300	20,000,000	4,000,000	43,363,503
Share Capital raised at 4½ per cent.	999,960	153,544	—	—	—	1,153,504
Share Capital raised at 4¼ per cent.	500,000	—	—	—	—	500,000
Debentures raised at 4 per cent.	102,200	—	—	1,068,800	1,145,000	2,310,000
Debentures raised at 3½ per cent.	297,800	970,000	888,500	1,042,700	3,770,300	6,969,300
Debentures raised at 3¼ per cent.	—	—	100,000	—	—	100,000
Debenture Stock raised at 4½ per cent.	—	425,000	—	—	—	425,000
Debenture Stock raised at 4 per cent.	—	—	—	2,701,450	384,700	3,086,150
Capital not bearing interest	12,014	59,328	18,270	63,914	31,689	121,837
Total - - -	10,669,644	4,663,405	8,557,070	24,876,864	9,268,311	58,035,294

	East Indian.	Eastern Bengal.	North-Western.
	£	£	£
*Outlay incurred by the Company prior to the transfer of the line to Government - - - - -	33,951,468	3,582,285	12,373,974
Outlay since incurred by Government to the 31st March 1887, <i>vide</i> Finance and Revenue Account (excluding debt incurred in England and overdrawn capital) - - - - -	1,330,481	1,646,714	17,206,440
Outlay incurred by Government from 1st April 1887 to 31st December 1887 - - - - -	70,121	121,106	463,266
Total - - -	35,352,070	5,350,105	30,043,680

†As per details on page 92, excluding Rohilkhand-Kumaun Railway - - - - -	£
Add for lines in course of construction by Bengal and North-Western Railway - - - - -	3,493,855
Total - - -	3,498,855

3. The Capital not bearing interest is made up thus :—

	£
Premium on Share Capital and Debentures - - -	419,839
Discount on Debenture Stock—	£
Stock represented as shown above -	3,511,150
Cash received - - -	3,255,148
	256,002
Discount on Debentures—	
Amount of debentures as shown above	9,385,300
Cash received - - -	9,343,300
	42,000
Total discount - - -	298,002
Balance, excess premium - - -	121,837

STATE LINES LEASED TO COMPANIES.

Particulars.	Southern Maharatta.	Mysore.	Indian Midland.	Bengal Central.	Bengal Nagpur.	Total.
	£	£	£	£	£	£
Share Capital raised at 4 per cent.	*2,992,100	—	2,954,474	—	2,953,692	8,900,266
Share Capital raised at 3½ per cent.	—	—	—	500,000	—	500,000
Debentures at 4 per cent. -	—	—	—	250,000	—	250,000
Debentures at 3½ per cent. -	2,300,000	—	1,000,000	—	—	3,300,000
Debentures at 3¼ per cent. -	—	—	—	250,000	—	250,000
Debenture Stock at 4 per cent.	—	1,200,000	—	—	—	1,200,000
Premium on Debenture Stock.	—	24,000	—	—	—	24,000
Total - - -	5,292,100	1,224,000	3,954,474	1,000,000	2,953,692	14,424,266

* 4 per cent. up to 31st December 1890; thereafter 3½ per cent.

4. The following tables contain the information regarding the Capital Transactions of State and Guaranteed Railways, which has usually been given in the Annual Reports :—

STATEMENT OF DEBENTURE LOANS on 31st December 1887.

RAILWAY.	Amount.		Rate of interest.	Date on which Loan expires.	REMARKS.
	£	£			
GUARANTEED.					
Bombay, Baroda, and Central India.	100,000	- - -	3½	5th May 1889.	
	100,000	- - -	3½	31st March 1890.	
	700,000	- - -	3½	1st February 1891.	
	88,500	- - -	3½	1st August 1891.	
		988,500			
Great Indian Peninsula -	1,068,800	- - -	4	1st July 1888.	
	200	- - -	3½	1st January 1889.	
	1,000,000	- - -	3½	1st July 1890.	
	2,100	- - -	3½	1st January 1891.	
	40,400	- - -	3½	1st January 1893.	
		2,111,500			
Madras -	60,000	- - -	3½	31st December 1888.	
	102,200	- - -	4	31st December 1890.	
	97,800	- - -	3½	30th June 1892.	
	140,000	- - -	3½	30th June 1893.	
		400,000			
Oudh and Rohilkhand -	300,000	- - -	4	1st May 1888.	
	345,000	- - -	4	16th May 1888.	
	500,000	- - -	4	1st June 1888.	
	740,000	- - -	3½	1st August 1888.	
	500,000	- - -	3½	1st December 1890.	
	31,000	- - -	3½	16th August 1891.	
	1,000,000	- - -	3½	1st April 1892.	
	155,000	- - -	3½	16th May 1892.	
	615,300	- - -	3½	4th June 1892.	
	303,000	- - -	3½	16th August 1893.	
426,000	- - -	3½	1st October 1893.		
		4,915,300			
South Indian -	213,700	- - -	3½	1st July 1889.	
	86,100	- - -	3½	1st July 1891.	
	150,000	- - -	3½	1st July 1892.	
	520,200	- - -	3½	1st July 1893.	
		970,000			
		9,385,300			
STATE.					
Bengal Central -	250,000	- - -	4	5th July 1889.	
	250,000	- - -	3½	5th July 1889.	
		500,000			
Indian Midland -	- - -	1,000,000	3½	1st January 1894.	
Southern Mahratta -	1,445,000	- - -	3½	1st October 1891.	
	600,000	- - -	3½	1st April 1892.	
	255,000	2,300,000	3½	1st October 1894.	
		3,800,000			
Total -	- - -	£13,185,300			

STATEMENT of EXPENDITURE in England and India on Indian State Railways,
(Excluding the East Indian, Eastern Bengal,

State Railways.	Expenditure Appropriated.			Classification				
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of line.	Ballast and Permanent-way.	Stations and Buildings.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
40.—RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.								
IMPERIAL.								
Rajputana-Malwa	2,37,93,182	6,79,91,032	9,17,84,214	18,80,568	7,20,947	2,15,32,730	2,39,53,597	1,30,01,815
Cawnpore-Achnera	11,41,090	1,04,13,705	1,15,54,795	71,150	2,23,753	24,40,960	44,53,365	12,63,926
Holkar	34,14,678	95,39,766	1,29,54,444	2,16,987	80,004	59,49,610	28,38,369	14,17,639
Rewari-Ferozepore	—	1,25,80,765	1,25,80,765	1,02,503	1,12,811	8,30,488	59,91,474	21,62,209
Patri	—	—	8,08,406	—	—	—	—	—
Sindia	14,62,381	77,47,053	92,09,434	2,64,859	20,531	51,14,900	21,84,664	6,83,995
Dhond-Manmad	43,23,650	66,23,285	1,09,46,935	1,23,698	97,142	32,60,314	50,18,175	8,02,118
Patna-Gya	8,59,348	34,10,902	42,70,250	6,904	63,840	7,13,418	23,42,178	5,35,582
Ranaghat-Bhugwangola	—	3,01,754	3,01,754	83,816	1,01,209	90,698	—	—
Dildarnagar-Ghasipur	—	7,03,060	7,03,060	2,218	9,408	1,32,091	3,35,698	1,07,938
Bellary-Kistna	13,89,154	1,44,01,592	1,57,90,746	2,24,761	81,010	51,54,642	28,47,892	12,56,201
" " Hindupur Extension Survey	—	35,875	35,875	35,875	—	—	—	—
Cuddapah-Nellore	4,08,693	56,81,073	60,89,766	48,997	63,103	23,07,636	15,67,555	3,79,981
" " Kadiri Extension Survey	—	1,71,015	1,71,015	1,70,791	—	—	—	—
" " Pakal-Villupuram Survey	—	1,46,939	1,46,939	1,46,937	—	—	—	—
Bolan, High Level and Abt System	1,89,062	1,20,513	3,09,575	—	—	6,068	32,633	—
" Temporary Line	2,64,273	23,44,335	26,08,608	131	—	45,375	15,21,706	2,44,196
Sind-Sagar { Eastern Section	6,25,314	14,53,079	20,78,393	9	31,912	1,43,937	11,65,195	1,19,778
Western Section	67,93,275	1,21,87,618	1,89,80,893	75,953	2,30,637	40,59,665	97,17,763	11,37,741
Ferozepore Bridge (Sutlej)	8,80,252	42,17,935	50,98,217	12,142	33,021	42,49,592	2,61,390	36,912
Chenab Bridge (Ramuwalla)	—	6,337	6,337	6,337	—	—	—	—
Sibi-Quetta Section	68,44,511	3,44,42,458	4,12,86,969	47,006	94,506	2,30,41,462	72,00,818	12,10,868
Darwaza-Quetta Section	5,30,829	19,94,485	25,25,314	9,579	25,793	4,85,832	13,70,525	3,55,007
Sind-Pishin { Bostan-Gulistan	53,593	40,19,978	40,73,576	15,555	8,642	20,57,519	16,94,852	76,350
Killah-Abdullah	—	4,63,170	4,63,170	539	3,435	90,389	3,39,648	1,694
Ohaman Extension	—	3,46,154	3,46,154	*3,21,271	—	8,564	2,060	4,361
Kandahar Reserve	27,35,638	7,16,433	34,52,171	—	—	—	—	—
Wardha Coal	13,47,142	57,53,493	71,00,635	91,642	4,745	15,75,198	20,99,776	4,16,287
Umaria Colliery	2,340	6,18,074	6,20,414	—	—	—	—	—
Bilaspur-Etawa (Katni-Umaria Section)	3,06,738	45,68,717	48,75,455	29,600	13,485	17,32,204	15,31,373	3,28,772
" Survey	—	75,376	75,376	74,968	—	—	—	—
Toungoo-Mandalay Extension	10,07,911	63,98,334	80,06,295	1,76,716	2,68,943	24,34,207	18,78,632	2,23,233
Beavada to Hyderabad Frontier	8,89,292	5,22,392	8,11,684	15,319	29,838	1,26,098	4,14,319	28,466
Contribution towards construction of the Bhopal State Railway by the Government of India.	—	12,50,000	12,50,000	—	—	—	—	—
Total Imperial	5,92,62,556	22,12,47,697	28,13,18,688	42,81,901	23,01,013	8,76,33,697	8,08,18,557	2,47,97,069
PROVINCIAL.								
Bareilly-Pilibheet	1,69,420	13,41,233	15,10,653	50,619	40,677	3,33,424	7,14,771	2,27,974
Lucknow-Sitapur Siharmanu	—	37,13,533	37,13,533	77,660	1,02,168	6,32,315	14,43,067	3,55,118
Northern Bengal	61,04,155	1,64,30,992	2,25,35,957	96,768	8,18,177	57,66,953	57,24,653	27,93,745
Kaunia-Dharila	—	9,59,407	9,59,407	2,273	14,513	61,574	4,95,839	23,933
Dacca	13,04,427	52,08,396	65,13,323	1,27,798	5,11,551	18,89,547	17,48,723	10,93,601
Assam-Bohar { Tirhoot Section	7,13,249	52,85,971	59,99,220	94,190	1,59,106	19,87,682	7,55,026	1,74,041
Bohar Section	10,07,330	63,72,365	73,79,695	85,494	2,90,172	25,73,784	17,29,100	5,30,430
Nalhāti	3,90,406	—	3,40,875	—	—	31,690	1,90,420	25,600
Tirhoot	35,23,778	1,22,26,197	1,57,49,975	72,011	5,52,053	27,99,269	57,05,357	21,25,427
Amritsar-Pathankot	—	55,92,937	55,92,937	44,373	1,81,576	11,10,829	28,65,845	6,41,655
Burma	61,22,104	2,25,24,448	2,86,46,552	2,87,384	2,76,856	92,73,597	3,09,351	62,578
Jorhāt	—	6,79,373	6,79,373	388	4,728	1,18,590	75,70,424	31,48,063
Cherra-Companyganj	—	7,11,144	7,11,144	—	1,623	1,91,521	1,78,901	43,987
Total Provincial	1,93,34,769	7,39,96,909	9,33,31,678	3,41,967	29,53,197	2,61,84,775	2,94,36,477	1,12,50,152
41.—RAILWAYS UNDER SURVEY.								
(Excluding those completed and abandoned)								
	—	14,97,067	14,97,067	14,92,596	—	—	—	—
GRAND TOTAL	7,85,97,325	30,17,41,673	38,11,47,413	68,96,456	52,54,210	11,38,20,472	10,97,55,034	3,60,47,221

* Rs. 3,21,797, expenditure on North-West Extensions Surveys transferred to the line

appropriated to the various Undertakings, to 31st December 1887.

and North-Western Railways.)

of Expenditure.								State Railways.
Steam Ferries.	Collieries.	Plant.	Rolling Stock.	Establish- ment.	Suspense Accounts.	Exchange on Expenditure in England as per Finance Accounts for 1886-87.	Receipts on Capital Account deducted.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
—	—	21,30,369	1,56,35,361	56,35,660	46,24,965	37,20,860	57,978	48.—RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.
—	—	2,51,771	16,60,645	6,15,940	2,49,200	2,65,480	49,485	IMPERIAL.
—	—	3,51,114	11,53,526	13,54,055	—	1,74,100	40,960	Rajputana-Malwa.
—	—	2,10,877	16,34,292	7,36,115	—	8,09,390	2,394	Cawnpore-Achnera.
—	—	—	—	—	—	—	—	Holkar.
—	—	21,604	83,875	5,90,586	—	2,52,050	7,630	Rewari-Ferozepore.
—	—	1,87,833	17,298	7,73,443	20,643	6,56,990	15,719	Patni.
—	—	68,013	1,42,455	2,41,131	—	1,53,100	1,371	Sindia.
—	—	546	—	25,981	—	—	196	Dhond-Manmad.
—	—	7,353	—	58,353	—	120	117	Patna-Gya.
—	—	8,18,001	7,24,571	14,23,107	27,84,509	4,91,090	20,008	Ranaghat-Bhugwangola.
—	—	—	—	—	—	—	—	Dildarnagar-Ghasipur.
—	—	2,02,639	4,92,065	5,59,694	2,24,287	2,43,280	8,631	Bellary-Kistna.
—	—	—	—	—	230	—	26	{ Survey. Hindupur Extension
—	—	—	—	—	—	—	13	Cuddapah-Nellore.
—	—	6,693	716	—	2,63,465	—	—	" " Kadiri Extension Survey.
—	—	16,453	7,35,905	2,724	—	53,190	16,072	" " Pakal-Vilupuram Survey.
—	—	7,390	4,93,783	9,977	15,192	1,01,760	10,590	Bolan, High Level and Abs System.
6,628	—	2,68,066	16,24,127	6,16,921	8,14,970	12,11,060	7,33,538	" Temporary Line.
—	—	39,109	—	2,39,563	1,70,127	59,560	5,199	Eastern Section } Sind-Sagar.
—	—	—	—	—	—	—	—	Western Section }
—	—	11,78,122	31,31,140	19,30,524	17,66,898	22,46,720	6,13,095	Ferozepore Bridge (Butlej).
—	—	41,329	—	1,93,112	30,735	2,520	1,168	Chenab Bridge (Ramuwalla).
—	—	55,118	1,126	1,64,414	—	—	—	Sibi-Quetta Section
—	—	316	—	27,099	—	—	—	Darwas-Quetta Section
—	—	1,517	—	6,295	2,096	—	—	Boston-Gulistan " } Sind-
—	—	—	—	—	36,32,073	4,08,840	5,38,743	Killab-Abdullah " } Pishin.
—	7,36,968	4,43,554	8,67,953	6,12,732	71,171	2,02,960	42,350	Chaman Extension "
—	3,24,529	1,86,580	—	66,275	43,061	60	21	Kandahar Reserve.
—	—	92,409	5,66,024	2,47,426	1,65,474	1,19,900	1,277	Wardha Coal.
—	—	—	—	—	—	480	—	Umaria Colliery.
—	—	2,03,763	6,02,774	2,73,531	16,45,947	—	1,441	{ Bilaspur-Kiawa (Katni-Umaria
—	—	2,954	—	28,489	1,96,174	—	—	{ Section.)
—	—	—	—	—	—	—	—	Survey.
—	—	—	—	—	—	—	—	Toungoo-Mandalay Extension.
—	—	—	—	—	—	—	—	Beavada to Hyderabad Frontier.
—	—	—	—	—	—	—	—	Contribution towards construction of
—	—	—	—	—	—	—	—	the Bhopal State Railway by the
—	—	—	—	—	—	—	—	Government of India.
6,628	10,61,497	67,71,463	2,96,37,635	1,67,43,907	1,67,01,847	1,12,97,130	22,74,101	Total Imperial.
—	—	13,553	—	61,369	—	42,070	2,739	PROVINCIAL.
—	—	1,02,473	7,05,337	1,64,064	2,37,236	80	1,563	Bareilly-Pilibhoet.
5,96,757	—	9,27,459	23,59,612	21,96,733	—	3,62,960	1,10,780	Lucknow-Sitapur Alhraman.
1,24,194	—	8,909	1,75,861	8,291	15,021	—	—	Northern Bengal.
—	—	2,33,414	7,55,427	2,51,579	—	3,06,580	9,247	Kaunia-Dharlia.
—	—	63,833	71,836	2,23,215	4,31,030	96,210	62,079	Dacca.
—	—	2,02,862	2,76,369	4,73,141	9,51,732	2,83,520	1,64,129	Tirhoot Section } Assam-Bihar.
—	—	7,500	46,916	30,000	14,845	11,260	7,966	Behar Section }
5,80,652	—	4,29,168	12,24,608	9,72,232	—	6,93,420	6,342	Nalhati.
—	—	41,164	5,31,563	1,67,531	56,069	27,770	76,328	Tirhoot.
—	—	20,635	1,18,901	36,622	7,613	—	84	Amritsar-Pathankot.
—	—	7,37,701	26,37,900	20,26,230	5,76,308	12,50,510	1,47,706	Burma.
5,414	—	1,30,832	28,163	64,525	16,179	—	—	Jorhat.
—	—	—	—	—	—	—	—	Uhera-Companyganj.
13,07,017	—	29,29,608	1,11,71,643	63,47,222	23,27,736	23,70,160	6,00,613	Total Provincial.
—	—	—	—	—	6,250	—	2,379	41.—RAILWAYS UNDER SURVEY.
—	—	—	—	—	—	—	—	(Excluding those completed and aban-
—	—	—	—	—	—	—	—	doned.)
13,15,645	10,61,497	97,11,096	4,06,09,278	2,25,91,429	1,90,26,242	1,46,67,290	29,77,084	GRAND TOTAL.

as per Government of India, Public Works Department, No. 108 R. C. of 4th February 1896.

STATEMENT of EXPENDITURE in England and India on Indian State Railways,
(Excluding the East Indian, Eastern Bengal,

State Railways.	Expenditure Appropriated.			Classification				
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of line.	Ballast and Permanent-way.	Stations and Buildings.
NATIVE STATES.								
Bhavnagar-Gondal	—	99,01,410	99,01,410	51,337	—	32,57,134	27,74,545	13,16,592
“ „ Junagadh-Verawal Section	—	9,23,613	9,23,613	62,579	—	2,15,897	1,887	15,472
Bhopal	—	60,59,939	60,59,939	—	13,323	34,06,113	18,39,848	3,35,170
Khámgaon	—	4,89,180	4,89,180	369	1,116	1,10,457	2,78,600	46,380
Amráoti	—	4,44,308	4,44,308	11,799	2,450	95,232	2,41,571	43,298
	—	1,78,21,450	1,78,21,450	66,084	16,888	70,84,833	51,36,421	17,56,612
<i>Deduct:—</i>								
Contribution towards construction of Bhopal State Railway by Government of India.	—	12,50,000	12,50,000	—	—	—	—	—
	—	1,65,71,450	1,65,71,450	66,084	16,888	70,84,833	51,36,421	17,56,612
<i>Add:—</i>								
Railways in Native States for which no accounts are received by the Government of India:—								
The Nizam's (Guaranteed Company)	—	—	2,69,71,143	—	—	—	—	—
The Gaekwar's	—	—	13,46,259	—	—	—	—	—
“ Mehsána-Vadnagar	—	—	13,55,492	—	—	—	—	—
Morvi	—	—	11,08,500	—	—	—	—	—
Jodhpore	—	—	22,81,433	—	—	—	—	—
Rajpura-Patáála	—	—	12,43,250	—	—	—	—	—
Total Native States	—	1,65,71,450	5,08,75,527	66,084	16,888	70,84,833	51,36,421	17,56,612

appropriated to the various Undertakings, to 31st December 1887—cont.

and North-Western Railways.)

of Expenditure.								State Railways.
Steam Ferries.	Collieries.	Plant.	Rolling Stock.	Establishment.	Suspense Accounts.	Exchange on Expenditure in England as per Finance Accounts for 1886-87.	Receipts on Capital Account deducted.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
—	—	3,35,907	13,78,968	5,04,535	2,00,325	—	7,628	NATIVE STATES,
—	—	24,008	1,675	59,066	5,75,708	—	649	Bhavnagar-Gondal.
—	—	17,071	—	3,56,405	96,031	—	4,111	Section, " Junagadh-Veraval
—	—	8,503	11,889	30,730	6,610	—	344	Bhopal.
—	—	3,016	8,641	23,609	9,649	—	—	Khamsaon.
—	—	—	—	—	—	—	—	Amrodt.
—	—	3,33,505	14,00,948	9,79,425	9,79,316	—	12,638	
—	—	—	—	—	—	—	—	<i>Deduct:—</i>
—	—	—	—	—	—	—	—	Contribution towards construction of Bhopal State Railway by Government of India.
—	—	3,33,505	14,00,948	9,79,425	9,79,316	—	12,638	
—	—	—	—	—	—	—	—	<i>Add:—</i>
—	—	—	—	—	—	—	—	Railways in Native States for which no accounts are received by the Government of India:—
—	—	—	—	—	—	—	—	The Nizam's (Guaranteed Company).
—	—	—	—	—	—	—	—	The Gaekwar's.
—	—	—	—	—	—	—	—	" Mehsana-Vadnagar.
—	—	—	—	—	—	—	—	Morvi.
—	—	—	—	—	—	—	—	Jodhpore.
—	—	—	—	—	—	—	—	Rajpura-Patiala.
—	—	3,33,505	14,00,948	9,79,425	9,79,316	—	12,638	Total Native States.

GUARANTEED AND SUBSIDISED RAILWAYS AND STATE LINES LEASED TO COMPANIES

STATEMENT showing the AMOUNT of CAPITAL authorised to be raised for each Undertaking as now sanctioned, the Amount raised, and the Amount withdrawn, to 31st December 1887.

Railway.	Amount authorised to be raised on 31st December 1887.					Amount raised in England to 31st December 1887.						Amount raised in India to 31st December 1887.		Total Amount to 31st December 1887.	Total Amount withdrawn to 31st December 1887.	
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Debentures.		Debenture Stock.		Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.			
							Amount of Debentures.	Cash received.	Stock represented.	Cash received.						
GUARANTEED.																
Madras - - -	£ 10,265,479	£ 400,000	£ —	£ 12,014	£ 10,677,493	£ 10,257,680	£ 400,000	£ 400,000	£ —	£ —	£ 12,014	£ —	£ —	£ 10,669,644	£ 10,456,434	
South Indian - - -	3,209,077	970,000	425,000	62,828	4,666,405	3,207,856	970,000	967,000	425,000	425,000	62,273	1,221	55	4,663,405	4,597,466	
Bombay, Baroda, and Central India	7,550,300	988,500	—	32,270	8,571,070	7,528,628	988,500	974,500	—	—	32,270	21,672	—	8,557,070	8,544,452	
Great Indian Peninsula - - -	20,000,000	2,189,300	2,701,450	297,805	25,188,055	19,503,108	2,111,500	2,104,000	2,701,450	2,475,559	222,376	496,897	74,929	24,876,864	24,784,516	
Oudh and Rohilkhand - - -	4,000,000	4,915,300	384,700	15,922	9,315,922	8,575,581	4,915,800	4,897,800	384,700	354,589	15,922	424,419	—	9,268,311	9,170,667	
Total - - -	45,024,856	9,463,100	3,511,150	419,839	58,418,945	44,072,798	9,885,300	9,843,800	3,511,150	3,255,148	344,855	944,209	74,984	58,085,294	57,558,535	
SUBSIDISED.																
Rohilkhand-Kumaun - - -	200,000	—	—	—	200,000	—	—	—	—	—	—	—	—	200,000	200,000	
STATE LINES LEASED TO COMPANIES.																
Southern Mahratta - - -	3,000,000	2,000,000	—	—	5,000,000	2,992,100	2,300,000	2,300,000	—	—	—	7,900	—	5,300,000	5,248,537	
Mysore - - - - -	—	—	1,200,000	—	1,200,000	—	—	—	1,200,000	1,200,000	24,000	—	—	1,224,000	682,606	
Indian Midland - - -	3,000,000	*3,000,000	—	—	6,000,000	2,954,474	1,000,000	1,000,000	—	—	—	—	—	3,954,474	3,363,691	
Bengal Central - - -	500,000	500,000	—	—	1,000,000	500,000	500,000	500,000	—	—	—	—	—	1,000,000	751,668	
Bengal Nágpur - - -	3,000,000	—	—	—	3,000,000	2,953,692	—	—	—	—	—	—	—	2,953,692	1,488,887	
Total - - -	9,500,000	5,500,000	1,200,000	—	16,200,000	9,400,266	3,800,000	3,800,000	1,200,000	1,200,000	24,000	7,900	—	14,432,166	11,535,384	
Grand Total - - -	54,724,856	14,963,100	4,711,150	419,839	74,318,945	53,473,064	13,185,300	13,143,300	4,711,150	4,455,148	368,855	952,109	74,984	72,667,460	69,288,919	

* To be raised by the issue of shares or of debentures, or otherwise.

GUARANTEED AND SUBSIDISED RAILWAYS AND STATE LINES LEASED TO COMPANIES.

STATEMENT showing the AMOUNT received from and withdrawn by each Company during the Year ended 31st December 1887.

Railway.	Sums standing to the Credit of the Companies on the 31st December 1886.	Sums advanced to the Companies on the 31st December 1886.	FROM 1st JANUARY TO 31st DECEMBER 1887.									Total received during the Year ended 31st December 1887.	Total withdrawn during the Year ended 31st December 1887.
			Amount received					Amount withdrawn					
			In England.			In India.		In England.		In India.			
			Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of Stores, Establishment Charges, &c.	For Discharge of Debentures.	Amount.		
GUARANTEED.													
Madras	—	101,975	—	140,000	—	—	—	—	128,982	—	—304,167	140,000	—175,185
South Indian	90,124	—	—668	100,750	—	—82	—	—	181,699	—	—57,514	100,000	124,185
Bombay, Baroda, and Central India	—	38,780	—	100,000	—	—	—	—	129,399	—	—80,797	100,000	48,602
Great Indian Peninsula	—	801,439	—	992,500	—	—	—	—	374,550	—	—275,836	992,500	98,714
Oudh and Rohilkhand	—	175,466	—	1,422,250	—	—3,750	—	—	117,283	926,000	108,106	1,418,500	1,145,889
Total	90,124	1,117,660	—668	2,755,500	—	—3,832	—	—	981,913	926,000	—616,208	2,751,000	1,241,705
SUBSIDISED.													
Rohilkhand-Kumaon	—	—	—	—	—	—	—	—	—	—	—	—	—
STATE LINES LEASED TO COMPANIES.													
Southern Mahratta	—	—	4,500	600,000	—	—	350	—	119,253	—	910,520	604,850	1,029,773
Mysore	1,677,472	—	—	—	—	—	—	—	64,348	—	618,258	—	682,606
Indian Midland	1,622,252	—	83,916	1,000,000	—	—	—	—	—	—	—	1,083,916	—
Bengal Central	—	—	—	250,000	—	—	—	—	*5,682	—	*—4,019	250,000	1,463
Bengal-Nágpur	—	—	2,953,692	—	—	—	—	—	270,788	—	1,218,099	2,958,692	1,488,887
Total	3,299,724	—	3,042,108	1,850,000	—	—	350	—	460,071	—	2,742,858	4,892,458	3,902,929
Grand Total	3,389,848	1,117,660	3,041,440	4,605,500	—	—3,832	350	—	1,391,984	926,000	2,126,650	7,643,458	4,444,634

* Represents transactions from 1st July 1885 to 31st December 1887.

GUARANTEED RAILWAYS.

STATEMENT of WITHDRAWALS out of CAPITAL for EXPENDITURE; showing the Amount withdrawn in England and in India during each Financial Year from the commencement to 31st March 1888.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	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	960,878	769,278	1,730,156
1855-56	1,935,074	1,481,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	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	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	-345,750	477,245
1873-74	1,028,032	-334,979	693,053
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	941,781	-506,992	434,789
1881-82	1,041,022	-351,482	689,540
1882-83	1,046,483	-635,610	410,873
1883-84	1,473,138	-135,218	1,337,920
1884-85	1,391,270	-256,211	1,135,059
1885-86	1,628,033	-403,928	1,224,105
1886-87	862,685	-620,359	242,326
Total expenditure to end of 1886-87	55,301,411	46,966,248	102,267,659
Deduct withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
	43,024,907	28,345,951	71,370,858
Deduct withdrawals by Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
	41,254,157	26,871,851	68,126,008
Deduct withdrawals by Sind, Punjab, and Delhi Railway Company	6,226,076	4,853,607	11,079,683
	35,028,081	22,018,244	57,046,325
Expenditure during 1887-88 (partly estimated)	1,006,300	-334,200	672,100
Total	36,034,381	21,684,044	57,718,425

STATE LINES LEASED TO COMPANIES.

STATEMENT of CAPITAL WITHDRAWALS in England and in India by the Bengal Central, the Southern Mahratta (including Mysore Railway), the Bengal-Nágpur and the Indian Midland Railway Companies during each financial year from the commencement to the 31st March 1888.

Year.	England.	India.	Total.
1881-82	£ 170,000	£ —	£ 170,000
1882-83	280,476	728,661	1,009,137
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	708,952	2,488,367	3,197,319
Total expenditure to end of 1886-87	2,082,038	5,833,340	7,915,378
1887-88 (revised estimate)	1,700,800	3,281,500	4,982,300
Total	3,782,838	9,114,840	12,897,678

SUBSIDISED RAILWAYS.

STATEMENT of WITHDRAWALS out of CAPITAL for EXPENDITURE, showing the Amount withdrawn in England and in India by the Rohilkhand-Kumaun Railway Company during each financial year from the commencement to 31st March 1887.

Year.	England.	India.	Total.
1882-83	£ 40,000	£ —	£ 40,000
1883-84	120,000	—	120,000
1884-85	20,000	—	20,000
1885-86	—	—	—
1886-87	20,000	—	20,000
Total expenditure to end of 1886-87	200,000	—	200,000

The Company has withdrawn 200,000/., but the actual expenditure to the close of the year 1887 was 185,598/., only.

CHAPTER VI.

LINES OPEN FOR TRAFFIC.

PERSONS EMPLOYED—FLOOD DAMAGES—ACCIDENTS.

PERSONS EMPLOYED.

Numbers
employed.

On pages 64 and 65 detailed information is given regarding the number of persons of all races on open lines. This may be summarised thus:—

Year ending	Number of Employés.				No. of miles open.	No. of Stations.
	Europeans.	East Indians.	Natives.	Total.		
31st December 1886	4,460	4,830	210,382	219,672	12,824½	1,819
31st December 1887	4,684	5,077	215,286	225,047	14,065¼*	1,998

It will be seen that Natives form 95·66 per cent. of the entire body of servants. The increase in the number of employés is due mainly to the increased length of line open. The per-centage of increase in the total number was 2·45 against 9·68 in the length of railways worked. Under the head of Europeans there was an increase of 5·02 per cent., under East Indians 5·11 per cent., and under Natives 2·33 per cent.

Casualties.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below, for the years ending 31st December 1886 and 31st December 1887:—

	1886.		1887.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death	1·45	1·15	1·84	1·28
Resignation or discharge	13·17	17·04	12·25	14·13
Dismissal	5·21	7·67	4·47	6·13
Total	19·83	25·86	18·56	21·54

* Excludes 2·76 miles of the Benares Branch which is not worked by the Oudh and Rohilkhand Railway.

**NUMERICAL RETURN of Servants of all Races employed on open Lines of Railway
in India on the 31st December 1887.**

NUMERICAL RETURN of Servants of all Races employed on

Railways.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
STATE IMPERIAL.												
East Indian	84	89	2,651	2,774	361	238	10,789	11,408	98*	52*	19,707*	19,852*
Rajputana-Malwa	30	26	1,445	1,501	123	170	4,107	4,399	38	14	7,416	7,468
Bengal-Nagpur	17	26	708	751	12	36	315	363	28	17	1,918	1,961
Mysore	1	2	27	30	5	4	215	224	1	6	417	424
Southern Mahratta	12	52	618	677	18	116	1,288	1,422	28	34	4,109	4,171
North-Western	46	28	1,400	1,564	271	206	7,293	7,770	111	19	11,512	11,642
Wardha Coal	3	4	61	68	1	2	73	76	—	—	243	243
Katui-Umaria	12	4	85	101	1	2	46	49	1	2	236	239
STATE PROVINCIAL.												
Lucknow-Sitapur-Sihramau	—	—	—	—	Included with Oudh and Rohilkhand Railway.							
Eastern Bengal Railways (c)	17	17	823	856	73	104	3,252	3,420	26	12	5,161	5,199
Nalhati	—	—	11	11	—	—	25	25	—	—	67	67
Tirhoot	4	1	279	284	10	36	601	647	6	1	1,121	1,128
Burma	24	35	191	(j) 250	21	127	543	691	7	20	1,859	1,886
Jorhat	2	—	23	24	1	—	50	51	—	—	88	88
Cherra-Companyganj	1	—	5	6	1	—	27	28	—	—	32	32
GUARANTEED COMPANIES.												
Madras	18	43	610	676	91	460	2,070	3,221	27	103	4,139	4,269
South Indian	12	19	330	361	30	88	2,051	2,169	23	40	3,082	3,144
Great Indian Peninsula	43	37	1,237	1,317	367	231	6,470	7,068	75	26	16,881	16,982
Bombay, Baroda, and Central India	30	57	904	991	12	22	2,552	2,586	25	4	3,053	3,082
Oudh and Rohilkhand	17	15	723	755	(j) 51	(j) 40	(j) 2,123	(j) 2,217	23	15	6,744	6,782
ASSISTED COMPANIES.												
Darjeeling-Himalayan	4	—	29	33	4	1	115	120	5	1	160	166
Bengal and North-Western	7	9	176	192	18	27	629	674	13	1	1,044	1,058
Rohilkhand-Kumson	4	—	70	74	4	2	204	210	—	1	279	280
Thaton-Duyinsak	1	—	5	6	—	1	23	23	—	—	13	13
Dibru-Sadiya	3	2	79	84	—	1	110	111	3	2	7	12
NATIVE STATES.												
The Nizam's (Guaranteed Company)-	17	17	339	373	4	41	337	382	4	11	1,164	1,179
The Gaekwar's	—	—	14	14	—	—	46	46	—	—	142	142
Bhavnagar-Gondal	3	5	198	204	2	5	341	348	1	2	579	582
Morvi	1	1	43	60	1	—	83	84	—	—	226	226
Jodhpore	1	—	56	57	—	—	102	102	—	—	277	277
Total of all Railways	414	444	13,246	14,104	1,501	1,960	46,462	49,943	537	383	91,624	92,544

* Excludes Indian Midland Railway.

Open Lines of Railway in India on the 31st December 1887.

Locomotive and Carriage and Wagon Departments, including Steamboat Establishments.				Total.				Number of Miles Open.	Number of Stations.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
438	252	10,220	10,910	996	681	48,307	44,044	(a) 1,728.46	196	(a) Includes all branch lines worked.
243	278	5,404	6,015	433	468	18,463	19,333	(b) 1,688.15	253	(b) Includes Cawnpore-Achhara and Mohasna-Vadnagar Railways.
28	127	1,347	1,502	85	206	4,286	4,677	140.00	23	
3	41	300	344	10	63	969	1,023	130.75	20	
61	128	1,460	1,655	119	330	7,476	7,925	(c) 840.75	106	(c) Includes Bellary-Kistna State Railway.
424	101	13,056	13,671	852	444	33,351	34,647	2,420.43	234	
(d) 12	(d) 16	(d) 737	765	16	23	1,134	1,173	46.00	4	(d) Includes Colliery establishment.
1	3	28	32	15	11	806	421	37.00	4	
—	2	143	145	—	3	143	145	104.69	16	
124	64	4,142	4,330	240	107	13,377	13,814	700.30	180	(e) Includes the figures for the Bengal Central Railway (excluding Agency and Engineering Department), and those for the Assam-Behar Section, excluding Engineering Department.
—	2	32	34	—	3	135	137	27.25	6	
16	23	364	403	36	61	2,865	2,963	250.00	44	
29	40	1,015	1,084	91	231	3,608	3,920	333.00	56	(f) Excludes Police, which is under the control of the Inspector-General of Police, Lower Burma.
1	—	19	20	4	—	179	183	30.60	6	
—	—	29	29	2	—	98	98	7.50	3	
97	451	5,740	6,288	233	1,062	11,150	12,434	830.00	120	
46	231	2,630	2,907	110	378	8,003	8,581	(g) 737.00	115	(g) Includes Cuddapah-Nellore State Railway.
448	276	10,555	11,279	933	570	35,003	36,506	(h) 1,503.75	206	(h) Includes the Dhond-Mannad, Berar, and Bhopal Railways.
82	41	2,269	2,392	140	124	8,778	9,031	(i) 461.23	81	(i) Includes Patni line.
75	28	3,703	3,806	166	98	13,296	13,560	(k) 694.31	100	(j) Includes men employed for working the Lucknow-Sitapur-Sikrampur Railway. (k) Includes Benares Branch, 3.34 miles.
12	3	112	127	25	5	416	446	51.00	11	
30	11	629	670	68	48	2,378	2,494	276.00	60	
5	—	143	148	13	3	690	712	(l) 91.00	16	(l) Includes Bareilly-Pilibhoat State Railway.
—	—	9	9	1	1	40	51	5.00	3	
6	2	80	88	12	7	276	295	73.00	20	
31	66	1,032	1,129	66	135	3,973	4,063	204.20	24	
—	—	14	14	—	—	215	215	26.80	9	
19	4	103	126	25	16	1,219	1,260	198.00	28	
1	—	92	93	3	1	449	453	69.00	11	
—	1	31	32	1	1	436	438	123.75	18	
2,212	2,290	61,031	68,456	4,651	5,077	210,251	220,947	(m) 14,043.35	1,599	(m) Excludes 2.76 miles of the Benares Branch which is not worked by the Oudh and Rohilkhand Railway.

NUMERICAL RETURN OF CASUALTIES, whether by Death, Resignation and Discharge, or Dismissal, amongst the European

Railways.	General Administration, including Agency, Audit, Account, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.								Traffic and Telegraph Departments.								Engineer's								
	Europeans.				East Indians.				Europeans.				East Indians.				Europeans.								
	Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by							
		Death.	Resignation and Discharge.	Dismissal.		Total.	Death.	Resignation and Discharge.		Dismissal.	Total.	Death.		Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.				
STATE IMPERIAL.																									
East Indian (a)	88'00	2	7	2	11	39'00	1	5	—	6	384'00	5	38	15	58	231'00	4	31	3	38	91'00	1	9	—	10
Rajputana-Malwa (b)	98'08	—	2	—	2	26'50	—	6	—	6	123'00	1	12	7	20	177'00	3	28	9	40	34'87	2	1	—	3
Bengal-Nágpur	9'70	—	1	—	1	19'67	—	6	1	7	6'58	1	1	—	2	31'25	1	19	6	25	16'83	—	5	—	5
Mysore	1'00	—	—	—	—	2'00	—	—	—	—	4'00	—	1	—	1	38'00	3	7	2	12	1'00	—	—	—	—
Southern Mahratta	13'83	—	4	1	5	152'25	—	12	1	13	19'00	—	4	5	9	86'00	1	11	17	29	25'28	—	7	1	8
North-Western	47'64	—	7	1	8	25'67	—	2	1	3	249'39	9	20	18	47	217'44	7	23	16	46	104'41	1	3	—	4
Wardha Coal	3'00	—	—	—	—	1'00	—	—	—	—	1'00	—	—	—	—	2'00	—	1	—	1	—	—	—	—	—
Katni-Umaria	1'00	—	—	—	—	0'33	—	—	2	2	1'66	—	—	—	—	1'25	—	2	—	2	1'83	1	—	—	1
STATE PROVINCIAL.																									
Lucknow-Sitapur-Sitrámau	—	—	—	—	—	—	—	—	—	—	Included with Oudh and Rohilkhand Railway.										—	—	—	—	—
Eastern Bengal Railways (d)	17'16	—	—	—	—	31'25	—	5	1	6	53'66	1	13	2	16	96'49	—	30	6	36	23'55	—	10	—	10
Nalhati	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tirhoot	4'00	—	—	—	—	0'83	—	—	—	—	12'75	—	7	2	9	30'75	1	14	4	19	6'30	—	—	—	—
Burma	18'23	—	—	—	—	25'36	1	18	—	14	23'00	—	4	5	9	169'00	4	29	23	56	9'00	—	—	2	2
Jorhat	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cherra-Companyganj	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GUARANTEED COMPANIES.																									
Madras	18'00	1	—	—	1	47'87	—	3	1	4	85'25	1	15	5	21	440'87	6	47	23	76	27'00	2	—	—	2
South Indian	12'00	—	—	—	—	24'00	—	5	—	5	30'50	—	3	1	4	82'50	—	11	9	20	20'70	—	7	2	9
Great Indian Peninsula (e)	42'00	1	2	1	4	37'00	1	—	—	1	367'00	6	46	1	53	231'00	1	13	2	16	74'00	1	8	—	9
Bombay, Baroda, and Central India (f)	30'00	—	2	—	2	53'00	1	5	1	7	12'00	—	—	—	—	23'00	—	2	1	3	24'00	—	1	—	1
Oudh and Rohilkhand	17'00	—	—	—	—	14'75	—	2	—	2	57'73	—	9	7	16	36'16	1	4	1	6	23'00	—	1	—	1
ASSISTED COMPANIES.																									
Darjeeling-Himalayan	3'25	—	—	—	—	0'25	—	1	—	1	4'66	—	2	—	2	0'33	—	—	—	—	5'00	—	—	—	—
Bengal and North-Western	7'00	—	1	—	1	9'00	—	—	—	—	23'20	1	13	3	17	27'70	—	13	5	18	17'00	—	4	2	6
Rohilkhand-Kumaon (g)	4'00	—	—	—	—	—	—	—	—	—	4'00	—	4	1	5	2'00	—	1	—	1	—	—	—	—	—
Thaton-Duyinráik	1'00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1'00	—	—	—	—	—	—	—	—	—
Dibru-Sadiya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NATIVE STATES.																									
The Nizam's (Guaranteed Company)	17'00	—	4	—	4	17'00	—	—	2	2	4'00	—	2	1	3	41'00	—	7	8	15	4'00	—	1	—	1
The Gaekwar's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhavnagar-Gondal	3'00	1	—	—	1	5'00	—	—	—	—	2'00	—	—	—	—	8'00	—	3	—	3	1'00	—	—	—	—
Morvi	1'00	—	—	—	—	1'00	—	—	—	—	1'00	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jodhpore	1'00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total of all Railways	330'91	5	30	5	40	527'47	4	65	10	79	1,479'33	25	194	73	292	1,971'54	32	296	134	462	509'27	8	57	7	72

(a) Includes all work in lines worked, excepting under "Engineer's Department," which excludes the staff employed on the maintenance of the Cawnpore-Kalpi Section, Indian Midland Railway.
 (b) Includes Cawnpore-Achnera and Mehsana-Vadnagar Railways.
 (c) Includes Colliery Establishment.

and East Indian Employés on the Railways open for Traffic in India during the Year ending 31st December 1887.

Department.		Locomotive and Carriage and Waggon Departments, including Steamboat Establishments.												Total.												Mean Mileage Open.	Railways.																				
East Indians.				Europeans.				East Indians.				Europeans.				East Indians.																															
Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by																														
	Death.	Resignation and Discharge.	Dismissal.		Total.	Death.	Resignation and Discharge.		Dismissal.	Total.	Death.		Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.																											
STATE IMPERIAL.																																															
46'00	1	7	—	8	448'00	5	37	5	47	251'00	4	13	3	18	1,006'00	13	91	23	126	567'00	10	35	3	70	1,734'99	East Indian (a).																					
10'91	—	1	—	1	233'00	5	50	25	80	251'00	2	64	34	100	490'00	8	65	33	105	465'41	5	90	43	147	1,690'60	Rajputana-Malwa (b).																					
13'25	—	—	1	1	28'00	—	4	3	7	193'00	2	31	13	36	61'11	1	11	3	15	190'17	3	46	30	80	149'00	Bengal-Nágpur.																					
6'00	—	3	—	3	5'00	—	—	—	—	4'00	—	—	—	—	11'00	—	1	—	1	45'00	3	10	3	15	139'75	Mysore.																					
29'53	—	10	8	18	53'00	—	16	23	39	106'00	1	33	50	109	111'11	—	31	30	60	373'73	2	31	75	109	671'07	Southern Mahratta.																					
23'53	1	2	—	3	438'00	30	57	13	89	198'00	1	18	3	27	339'44	30	37	31	146	454'69	9	43	25	79	2,211'53	North-Western.																					
—	—	—	—	—	13'00	1	1	—	2	18'00	—	3	—	3	16'00	1	1	—	2	21'00	—	4	—	4	45'00	Wardha Coal.																					
1'80	—	—	—	—	1'08	—	1	—	1	3'50	—	1	2	3	5'07	1	1	—	2	3'33	—	3	4	7	37'00	Katni-Umaria.																					
STATE PROVINCIAL.																																															
—	—	—	—	—	1'33	—	2	1	3	1'25	—	1	—	1	1'33	—	2	1	3	1'33	—	1	—	1	77'00	Lucknow-Sitapur-Sihramau.																					
12'31	—	3	—	6	113'33	2	13	6	26	36'41	1	11	1	13	213'20	3	41	3	52	193'43	1	33	3	61	759'73	Eastern Bengal Railways (d).																					
—	—	—	—	—	—	—	—	—	—	3'00	—	—	—	—	—	—	—	—	—	3'00	—	—	—	—	37'25	Naihati.																					
0'17	—	—	—	—	14'53	—	—	1	1	31'41	—	2	—	2	37'63	—	7	3	10	33'13	1	16	4	21	249'52	Tirhoot.																					
20'00	1	4	—	5	29'00	1	1	2	4	49'00	—	1	1	2	33'23	1	5	9	15	333'30	5	47	34	77	333'00	Burma.																					
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25'00	Jorhat.																				
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7'23	Cherra-Companyganj.																				
GUARANTEED COMPANIES.																																															
103'00	—	11	—	11	100'00	3	3	3	3	460'00	9	19	1	20	230'23	7	17	3	33	1,051'34	15	30	23	130	645'31	Madras.																					
31'10	2	9	1	12	44'50	1	2	1	4	229'40	2	13	7	27	107'70	1	13	4	17	327'00	4	43	17	64	636'56	South Indian.																					
29'00	—	1	—	1	437'00	6	43	2	56	293'00	—	51	—	51	930'00	14	104	4	122	545'00	2	63	2	69	1,501'17	Great Indian Peninsula (e).																					
4'00	—	—	—	—	83'00	1	11	1	13	43'00	1	4	—	5	149'00	1	14	1	16	123'00	3	11	3	15	461'00	Bombay, Baroda, and Central India (f).																					
15'00	—	—	—	—	87'08	1	3	24	27	33'17	—	4	9	13	184'31	1	12	31	44	99'03	1	10	10	21	633'43	Oudh and Rohilkhand.																					
ASSISTED COMPANIES.																																															
1'00	—	—	—	—	12'75	—	—	—	—	3'33	—	—	—	—	25'63	—	2	—	2	4'41	—	1	—	1	51'00	Darjeeling-Himalayan.																					
3'00	—	—	2	2	32'00	1	13	1	15	9'00	—	—	1	1	79'20	2	31	6	39	43'70	—	13	3	21	376'00	Bengal and North-Western.																					
1'00	—	—	—	—	5'00	—	1	—	1	—	—	—	—	—	13'00	—	5	1	6	3'00	—	1	—	1	103'00	Rohilkhand-Kumaun (g).																					
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1'00	—	—	—	—	1'00	—	—	—	—	6'00	Thalón-Duyinsák.																					
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	78'00	Dibru-Sadiya.																				
NATIVE STATES.																																															
11'00	—	4	2	6	31'00	—	17	13	30	66'00	1	10	24	35	56'00	—	24	13	37	133'00	1	21	26	58	208'41	The Nizam's (Guaranteed Company).																					
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	88'55	The Gaekwar's.																				
2'00	—	—	—	—	19'00	—	1	—	1	4'00	—	—	—	—	25'00	1	1	—	2	19'00	—	3	—	3	193'09	Bhavnagar-Gondal.																					
—	—	—	—	—	1'00	—	—	—	—	—	—	—	—	—	3'00	—	—	—	—	1'00	—	—	—	—	—	64'73	Morvi.																				
—	—	—	—	—	—	—	—	—	—	1'00	—	—	—	—	1'00	—	—	—	—	1'00	—	—	—	—	—	110'70	Jodhpore.																				
363'63	5	53	14	77	2,241'15	47	334	131	423	2,212'97	24	298	153	473	4,510'71	35	565	203	336	3,073'63	63	717	311	1,003	13,573'17	Total of all Railways.																					

(d) Includes the figures for the Bengal Central Railway (excluding Agency and Engineering Department), also the figures of the Assam-Bihar Section, excluding Engineering Department.

(e) Includes Dhond-Mamúd, Berar, and Bhopal Railways.

(f) Includes Patri line.

(g) Includes Bareilly-Filibhest State Railway.

Native
drivers and
shunters.

3. The following abstract gives a comparative statement of the number of Natives employed as drivers and shunters on the several railways during the years 1886 and 1887, showing an increase of 101 in the total number employed:—

Railway.	Drivers.		Shunters.		Total.	
	1886.	1887.	1886.	1887.	1886.	1887.
STATE IMPERIAL.						
East Indian	104	101	115	121	219	222
Rajputana-Malwa	34	33	51	50	85	83
Bengal-Nágpur	3	4	11	6	14	10
Southern Mahratta (a)	3	10	9	17	12	27
North-Western	95	115	87	89	182	204
Wardha Coal	Nil	Nil	1	1	1	1
Katni-Umaria	1	2	Nil	Nil	1	2
Total	240	265	274	284	514	549
STATE PROVINCIAL.						
Eastern Bengal Railways	34	31	23	31	57	62
Nalháti	2	2	1	1	3	3
Tirhoot	13	14	8	9	21	23
Burma	17	22	6	10	23	32
Jorbát	3	3	Nil	Nil	3	3
Cherra-Companyganj	2	2	Nil	Nil	2	2
Total	71	74	38	51	109	125
GUARANTEED COMPANIES.						
Madras	9	12	6	8	15	20
South Indian	21	28	14	16	35	44
Great Indian Peninsula	115	133	Nil	Nil	115	133
Bombay, Baroda, and Central India	48	46	19	18	67	64
Oudh and Rohilkhand	48	52	53	53	101	105
Total	241	271	92	95	333	366
ASSISTED COMPANIES.						
Darjeeling-Himalayan	1	1	Nil	Nil	1	1
Deoghur	2	2	Nil	Nil	2	2
Bengal and North-Western	6	13	5	7	11	20
Rohilkhand-Kumaun (b)	2	3	1	Nil	3	3
Thatón-Duyinsák	2	2	Nil	Nil	2	2
Dibru-Sadiya	4	5	Nil	Nil	4	5
Total	17	26	6	7	23	33
NATIVE STATES.						
The Nizam's (Guaranteed Company)	4	7	1	3	5	10
Bhávnagar-Gondal	Nil	Nil	3	2	3	2
Morvi	4	7	Nil	Nil	4	7
Jodhpore	3	3	Nil	Nil	3	3
Total	11	17	4	5	15	22
GRAND TOTAL	580	653	414	442	994	1,095

(a) Includes Mysore State Railway.

(b) Includes Bareilly-Pilibheet State Railway.

4. The following statement gives the number of depositors in the State Railway Provident Fund Institutions, and the sum at their credit on the 31st December 1887:—

State Railway.	Number of Staff depositing.	No. of Depositors.		Amount at Credit on the 31st December 1887.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
STATE IMPERIAL.				Rs.	Rs.	Rs.	Rs.	
Rajputana-Malwa - -	2,943	118	2,924	27,181	2,33,231	1,87,201	4,47,603	
Bengal-Nágpur - -	278	9	274	436	14,330	9,430	24,736	
Mysore - - - -	169	—	169	—	6,300	2,733	9,033	
Bellary-Kistna - -	338	—	338	—	7,300	—	7,300	
North-Western - -	5,200	219	(a) 6,104	(b) 4,31,951	6,57,529	2,14,005	11,03,445	(a) Includes for bonus No. 1241 (8th section). (b) Includes Rs. 7,341 at credit of the Fine Fund and Rs. 3,000 as security deposits.
Wardha Coal - -	49	2	49	180	8,105	4,533	12,807	
Katni-Umaria - -	36	—	36	—	550	193	743	
Total - -	9,063	346	(a) 10,004	4,40,608	8,27,951	4,18,908	10,96,638	
STATE PROVINCIAL.								
Eastern Bengal Railways	2,611	29	2,611	3,100	1,27,236	83,001	2,13,337	
Nalháti - - - -	24	1	24	308	803	550	1,721	
Tirhoot, - - - -	443	25	443	5,197	33,461	16,106	53,764	
Burma - - - - -	635	48	629	6,377	34,409	20,339	61,075	
Jorhát - - - - -	25	1	24	45	774	322	1,201	
Cherra-Companyganj -	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Total - - - -	3,738	99	3,731	14,927	1,95,793	1,20,423	3,31,146	
NATIVE STATES.								
The Nizam's (Guaranteed Company).	427	16	426	1,044	40,548	15,954	57,546	
Bhávsnagar-Gondal -	254	16	251	3,201	36,948	21,019	61,168	
Morvi - - - - -	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Jodhpore - - - - -	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Total - - - -	681	32	677	4,245	77,496	37,973	1,19,708	
Grand Total -	13,481	478	(a) 14,413	4,69,870	11,01,294	5,75,804	21,46,708	

Railway
Volunteer
Corps.

5. The following abstract gives the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1888. The total enrolled strength, 7,264, represents 75 per cent. of the European and East Indian employés of the Railways concerned:—

Corps.	Enrolled strength.	Efficients.				Non-Efficients.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head Quarters.	Remarks.
		Officers.	Non-commissioned Officers.	Volunteers.	Total.					
East Indian Railway - Rajputana-Malwa — 2nd Battalion, Bombay, Baroda and Central India Railway Volun- teer Rifle Corps (or Rajputana - Malwa Volunteers).	1,149 689	68 23	149 87	917 516	1,129 626	20 63	14 10 (1st class) -	Nil Nil	Jamálpur. Ajmere.	
Bengal-Nagpur—Nagpur Volunteer Corps, "B" and "C" Companies.	188	8	16	147	166	22	2	Nil	Nágpur.	
Southern Mahratta Rail- way.	229	—	—	—	—	—	3	Nil	Hubli.	
North-Western Railway, Right and Left Half- Battalions.	977	85	88	779	902	75	11	1	Lahore and Sukkur.	
Wardha Coal—Nagpur Volunteer Rifles.	44	8	5	38	41	3	1 (1st class) -	Nil	Nagpur.	
Eastern Bengal Rail- ways.	271	10	25	227	262	9	2	Nil	Scaldah.	
Tirhoot State Railway -	67	1	8	58	67	—	1 (1st class) -	Nil	Samastipore.	
Burma State Railway -	876	12	42	242	296	80	6 (1st class) -	Nil	Rangoon.	
Madras Railway -	837	24	96	672	792	45	8	Nil	Perambúr.	
South Indian Railway -	522	15	51	291	357	165	7	Nil	Negapatam.	
Great Indian Peninsula Railway.	1,058	30	120	872	1,022	36	9	1	Bombay.	
Bombay, Baroda, and Central India Railway —1st Battalion Rail- way Volunteer Corps.	387	18	59	242	319	68	{ 3 (1st class) 1 (2nd class) }	1	Do.	
Oudh and Rohilkhand— Oudh Volunteer Rifles.	75	5	12	57	74	1	Nil	Nil	Lucknow.	
Oudh and Rohilkhand— Rohilkhand Volunteer Rifles.	67	2	7	84	43	24	1 (1st class) -	1	Bareilly -	
Darjeeling - Himalayan —Northern Bengal Volunteer Rifles.	17	1	2	14	17	—	—	—	Kurseong and Darjeeling.	There is no sepa- rate Railway Corps, the men are attached to "A" and "B" Companies of the Northern Bengal Volun- teer Rifles.
Bengal and North-West- ern—Gházipur Volun- teer Rifle Corps, "D" and "E" Companies.	57	2	1	54	57	—	1	Nil	Gházipur.	
Bengal and North-West- ern—The Trans-Gogra Company, Oudh Volunteer Rifles.	16	1	—	15	16	—	1	Nil	Lucknow.	
Bengal and North-West- ern—Gorakhpur Light Horse.	6	—	1	5	6	—	1	Nil	Gorakhpur.	
Rohilkhand - Kumaun, Rohilkhand.	8	1	1	6	8	—	1 (1st class) -	Nil	Bareilly.	
The Nizám's (Guaranteed Company) — Hydera- bad Volunteer Rifles, "B" and "C" Com- panies.	178	4	21	143	168	10	1 (1st class) -	Nil	Secundera- bad.	
Bhávnagar-Gondal —1st Battalion, Bombay, Baroda, and Central India Railway Volun- teer Rifle Corps, F Company—Ghadechi.	42	2	6	28	36	6	1 (1st class) -	Nil	Ghadechi.	
Morvi State Railway— (incorporated with the Bombay, Baroda, and Central India Railway Volunteer Rifle Corps, E Class).	4	—	1	3	4	—	Nil	Nil	Nil.	
Total - -	7,264	255	798	5,355	6,408	627	—	—	—	

STATEMENT showing the STRENGTH and COST of POLICE on the Open Lines of Railway in India, and the Amount of Compensation Payments due to Thefts, for the year 1897.

Railway.	Sub-ordinate Officers.	Constables and Men.	Salaries and fixed Allowances of Officers.	Office Expenses and Travelling Allowances.	Salaries of Sub-ordinate Officers and Men.	Total Cost of Force per Annum.	Cost of Force per Mile of Railway.	Compensation Payments due to Theft or Carelessness of Police.	Compensation Payments per Mile of Railway.	Length of Railway open for Traffic.
	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.
STATE IMPERIAL.										
East Indian	115	340	10,200	22,115	87,503	1,29,118	74.75	4,316	2.50	(a) 1,727.25
Rajputana-Malwa	120	581	24,623	30,779	89,743	1,35,145	81.20	1,067	0.64	1,664.48
Bengal-Nagpur (b)	9	91	—	2,100	10,880	12,980	87.11	—	—	149
Mysore (c)	—	—	—	—	—	—	—	—	—	130.75
Southern Mahratta	36	148	7,550	2,665	28,471	38,686	45.35	469	0.25	863
North-Western	160	1,117	15,986	14,931	1,42,101	1,73,048	80.04	818	0.38	(d) 2,162
Wardha Coal (b)	1	27	360	(e) 116	2,298	(f) 2,759	60.87	—	—	45
Katni-Umaria	1	6	—	—	553	553	14.93	—	—	37
STATE PROVINCIAL.										
Eastern Bengal Railways	60	184	10,800	9,329	44,450	64,579	68.38	199	0.27	(g) 731
Nalhati	—	1	—	8	68	71	2.81	—	—	27.25
Tirhoot	—	83	—	270	5,400	5,670	21.69	838	3.45	259
Burma	13	71	—	—	(h) 17,598	17,598	53.63	—	—	327
Jorhat*	—	(i) 12	—	—	—	—	—	—	—	30.00
Cherra-Companyganj	—	—	—	—	—	—	—	—	—	7.50
GUARANTEED COMPANIES.										
Madras	9	242	3,350	5,698	39,281	38,223	48.55	100	0.13	530.00
South Indian (j)	—	—	—	—	—	—	—	—	—	654
Great Indian Peninsula	16	875	18,340	777	1,28,143	1,70,249	113.21	2,939	1.95	(a) 1,543.75
Bombay, Baroda, and Central India	51	380	16,300	15,010	54,743	86,053	106.45	123	0.23	(i) 580
Oudh and Rohilkhand	3	360	—	2,711	27,473	30,183	48.67	98	0.16	658
ASSISTED COMPANIES.										
Darjeeling-Himalayan†	—	—	—	—	—	—	—	—	—	61
Bengal and North-Western	2	34	—	(m) 1,963	(n) 4,301	(o) 6,266	16.66	—	—	576
Rohilkhand-Kumawn (including Bareilly-Pilibhoet)	3	11	—	504	2,124	2,628	26.88	—	—	91
Tha ton-Duyinzsik	—	6	—	—	644	644	108.00	—	—	6
Dibru-Sadiya	—	—	—	—	—	—	—	—	—	78
NATIVE STATES.										
The Nizam's (Guaranteed Company)	(p) 1 3	(q) 26 140	11,040	2,495	(r) 2,940 (s) 20,988	(t) 23,444	157.99	29	0.16	204.50
Bhavnagar-Gondal	18	64	2,484	2,723	10,393	(u) 15,548	80.56	—	—	198
Morvi	1	23	600	240	2,180	3,000	44.11	—	—	68
Jodhpore‡	—	—	—	—	—	—	—	—	—	124

- (a) Includes branch lines worked.
(b) Includes both "Law and Order" and "Watch and Ward."
(c) The police on this railway are paid solely by the State, and are not charged to the railway.
(d) Excludes Rajpura-Patials and Frontier Railways.
(e) Represents cost of clothing per annum.
(f) Represents actual amount disbursed during the year.
(g) Includes Northern-Bengal, Kauria-Dharila, Dacca, and Bengal Central Railways.
(h) Includes Rs. 968 for clothing.
(i) These 12 constables are under the direct control of the District Superintendent of Police, Sibesar, and their cost is defrayed by the Police Department.
(j) No separate police force maintained, the duties being performed by the Government police paid by the State.
(k) Includes the proportion of cost of police wages payable by the Government of Bombay.
(l) Includes the Gaekwar's Railway.
(m) Estimated cost.
(n) Employed outside the railway boundary, acting under orders of the Home Secretary to His Highness the Nizam's Government.
(o) Includes Rs. 120 as contingencies and Rs. 238 as clothing allowance for 26 men.
(p) Includes Rs. 192 as allowance for 3 checkers, and Rs. 1,120 as clothing allowance for 140 men.
(q) Includes the cost of force employed outside the railway boundary, acting under orders of the Home Secretary to His Highness the Nizam's Government and the cost of their general superintendence.
(r) Includes a charge of Rs. 405 paid to Bombay, Baroda, and Central India Railway on account of police employed at Wadhwan Junction.
† No railway police entertained.
‡ No police force entertained.
§ No separate police force entertained. The general police force of the Durbar perform the duty.

FLOOD DAMAGES.

6. The following were the principal flood damages on open lines of railway in 1887 :—

North-
Western.

Saháranpur District.—The heavy rain of the 6th July 1887 underscoured three piers of the bridge at mile 203, rendered the road in the 201st mile unsafe for the passage of trains, and did much damage between miles 309 and 311. The line was repaired by the evening of the 9th July 1887.

The same line was damaged by heavy rain on the 17th and 18th September 1887.

The new rail girder viaduct at mile 203 was injured by water, percolating through the bank. Sambhu station house and several menials' quarters were destroyed. From miles 169 to 166 there were 20 gaps in the road of various lengths; and at mile 164 a gap of 150 feet in length; just outside the facing points of Sarái Banjára there was another gap of about the same dimensions. At mile 162 there was a gap of 300 feet; between miles 162 and 156 there were six gaps ranging from 20 to 40 feet. On the same day the walls and roof of Sarái Banjára station house, as also the Staff quarters at that station, collapsed. Through communication was restored by means of diversions on the 28th September 1887.

Rájputra-Patidála Railway.—The same flood found its way on to the Rájputra-Patidála Line, and breached it at miles 14 and 15, causing gaps ranging from 33 to 830 feet. The damage was repaired, and through communication restored on the 8th October 1887.

Bhakkar District.—Owing to heavy rain on the 26th July 1887, the line between miles 72 and 87½ was flooded, and between miles 87½ to 99 the line was breached in 13 places.

Owing to heavy rain on the 2nd August 1887, the line between Pind Dádan Khán and Golpur was rendered impassable for some hours. Considerable damage was done to the temporary store buildings and quarters occupied by the office staff at Chak Nizam. The opening of a portion of the Sind-Sagar Railway, Bhakkar to Haranpur, was delayed for a fortnight in consequence.

Quetta Loop.

Heavy floods considerably damaged portions of the Bolan Line in August 1887, and it was not re-opened for passenger traffic until the 22nd October 1887. Sanction was, however, promptly obtained to open the Sind-Pishin State Railway for passenger traffic, and consequently through communication with Quetta was interrupted for a few days only. The Bolan route has also been several times breached by minor floods, causing interruptions of a few days' duration.

Bengal-
Nágpur.

7. In July the railway embankment at mileage 89, at the east end of the Gudma station yard, was breached by heavy floods for a length of 500 feet, causing an interruption of traffic for a day or two.

In the August following, the bank at about one mile north of Dowháli on the Tumsar Branch was breached, and a three 20-foot bridge at mileage 51, north of Dowháli, on the main line, was also slightly damaged.

In January last a through mixed train was partially derailed at the Ranala Diversion, mileage 8, the damage sustained by rolling stock amounting to Rs. 2,092; and again in February a heavy local thunderstorm caused a breach at mileage 10, Bagdcra Diversion, resulting in an engine sinking into the bed of the stream and thereby interrupting traffic for a couple of days.

Eastern
Bengal.

8. The line was not tried by floods during the year, but the customary difficulties were experienced at Damukdea on account of the silting up and alteration in the course of the River Pudda. Goods working was removed to Kooshtea on the 28th September, and operations at Damukdea were not resumed until the 7th January 1888.

South
Indian.

9. The protective works to the banks and bridges on this railway, necessitated by the disastrous floods of December 1884, have made good progress, the embankments in many places have been lowered and causeways laid down, in order to allow extraordinary floods to pass over the line; curtain walls and aprons have been added to several bridges, and, where necessary, the waterways of existing bridges have been increased.

10. The heavy rains in October 1887 tried the line severely, and although there were no actual breaches, it became unsafe through the settlement of some of the banks, and traffic was suspended for a few days. The speed of trains had to be reduced to 15 miles an hour until the monsoon was over. Cuddapah-Nellore.

11. At the close of the year the line was opened for traffic from Thariághát to Bordeokhal Bridge, near Companyganj. From the 2nd of June 1887 till February 1888 traffic was confined to the line between the Thariá River and the Bordeokhal Bridge in consequence of heavy damage having been caused by floods, 30 inches of rain having fallen in 24 hours at Cherra Poonjee. On the hill section there were several heavy landslips, and on the plains section the end of the Thariá Bridge was turned and a breach formed between the Thariá Bridge and the Thariá Station. This breach has been bridged and the Thariá Bridge repaired. Cherra-Companyganj.

ACCIDENTS.

12. The following statement gives the total number of persons killed and injured in connexion with railway working during 1887, compared with 1886:— Accidents.

	Passengers.						Railway Servants or Servants of Contractors.						Other Persons.						Total all Classes.			
	From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		Whilst passing over Railways at Level Crossings.		Trespassers and 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.
1886	4	51	36	118	40	169	10	63	120	460	130	518	6	8	178	50	19	9	206	76	381	758
1887*	6	63	41	68	47	151	23	57	139	415	161	472	20	14	190	44	1	10	251	68	469	601

* Excludes Darjeeling-Himalayan Railway for the fourth quarter of 1887.

13. Particulars regarding accidents to trains are given in the abstract on the next page.

The number of train accidents per 1,000 train-miles was the same as in 1886, viz., 0·06. There were three passengers killed from causes beyond their own control, and one passenger killed from his own misconduct or want of caution, during 1887, being an average of one per 23½ millions of passengers travelling; 62 passengers were injured, or an average of one per 1½ millions. From the total number of killed and injured, viz., 66, it would appear that an average of 61½ millions of miles is travelled for each casualty.

ABSTRACT OF ACCIDENTS TO TRAINS during 1887.

Serial No.	Class of Accidents.	Number of Accidents.		During 1887.						Remarks.										
		1886.	1887.	Number of Passengers and others		Number of Servants		Total.												
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.											
1	Collisions between passenger trains, or parts of passenger trains.	5	4	—	(a) 9	—	—	—	—	9	(a) On the East Indian Railway, on the 15th January 1887, at Bhagalpur Station, a collision took place between an up mixed train and a down mail, through the carelessness of the points jemadar; 3 passengers were injured.									
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	53	51	—	(b) 29	1	(b) 7	1	1	36	(b) On the Great Indian Peninsula Railway, on the 11th March 1887, a passenger train collided with a down empty special train, between Kherwadi and Niphad stations, through the carelessness of the station masters at Niphad and Nandgaon; 23 passengers and 3 guards were injured.									
3	Collisions between goods trains, or parts of goods trains.	72	59	—	—	(c) 2	(c) 4	2	—	4	(c) On the North-Western Railway, on the 21st June 1887, during a violent dust storm, a down goods train entered Khanawal Station at too high a speed and ran into the rear of a down special standing at that station. One railway servant was killed, and two others seriously injured. The driver of the goods train was prosecuted and sentenced to one month's imprisonment.									
4	Collisions between light engines	4	6	—	—	—	2	—	—	2	(d) On the Great Indian Peninsula Railway, on the 11th March 1887, a down goods collided at Kherwadi with an up goods, owing to the driver of the down train having disregarded the signal. The driver was killed. Damage to rolling-stock estimated at Rs. 30,000.									
5	Passenger trains, or parts of passenger trains, leaving the rails.	66	92	(d) 3	(d) 15	1	3	4	—	18	(e) On the Madras Railway, on the 28th January 1887, the engine and tender and a loaded waggon attached to a mixed train were derailed while entering Jalarpet Station, in consequence of the points having shifted through the negligence of the pointsman: 3 third-class passengers were injured.									
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails.	279	291	—	—	—	7	—	—	7	(f) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
7	Trains or engines travelling in the wrong direction through points.	45	48	—	—	—	1	—	—	1	(g) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
8	Trains running into stations or sidings at too high a speed.	12	5	—	—	—	—	—	—	—	(h) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
9	Trains running over cattle on the line	1,078	1,124	—	—	(e) 2	(e) 4	2	—	4	(g) Of these, 2 were not passengers.									
10	Trains running over obstructions on the line	64	79	—	(f) 6	—	2	—	(f) 8	8	(g) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
11	Trains running through gates at level crossings	46	80	—	—	—	—	—	—	—	(h) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
12	The bursting of boilers of engines	1	—	—	—	—	—	—	—	—	(i) On the Rajputana-Malwa Railway, on the 31st August 1887, an up goods train while passing over Bandi Bridge, near Asalpur, ran into a herd of cattle straying on the line, and the whole train, consisting of an engine and 41 vehicles, was precipitated into the river, causing death to 2 railway servants and injury to 4 others. Line was unlined.									
12a	The bursting of tubes, &c., of engines	80	71	—	—	1	1	1	—	1	(j) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
13	The failure of machinery, springs, &c., of engines	217	185	—	—	—	—	—	—	—	(k) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
14	The failure of tyres	3	11	—	—	—	—	—	—	—	(l) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
15	The failure of wheels	1	5	—	—	—	—	—	—	—	(m) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
16	The failure of axles	24	35	—	—	—	1	—	—	1	(n) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
17	The failure of brake apparatus	5	1	—	—	—	—	—	—	—	(o) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
18	The failure of couplings	148	203	—	—	(g) 5	(g) 3	5	—	2	(p) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
19	The failure of tunnels, bridges, viaducts, culverts, &c.	1	1	—	—	—	—	—	—	—	(q) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
20	Broken rails	24	26	—	—	—	—	—	—	—	(r) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
21	The flooding of portions of permanent way	47	71	—	—	—	—	—	—	—	(s) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
22	Slips in cuttings or embankments	12	11	—	—	—	1	—	—	1	(t) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
23	Fire in trains	191	159	—	—	—	—	—	—	—	(u) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
24	Fire at stations or involving injury to bridges or viaducts.	42	42	1	—	—	1	1	—	1	(v) On the Mysore Railway, on the 18th March 1887, in an accident to the engine of a down goods train which was thrown off the line between Maddur and Mandya stations, owing to the connecting rod of the engine having fallen foul of the line, the driver and 2 firemen were killed and the permanent-way inspector and under-guard were slightly injured.									
25	Other accidents	182	204	—	(h) 5	(h) 2	4	2	—	9	(w) On the Lucknow-Sitapur-Sihramau Railway, on the 30th April 1887, 4 passengers and 1 servant were injured, in consequence of a part of a down mixed train having been blown off the line by a violent storm, while proceeding from Sitapur to Lucknow.									
	Total	2,707	2,834	4	(f) 64	14	40	18	(f) 104	104	<table border="0"> <tr> <td>Mean mileage open</td> <td>1886.</td> <td>1887.</td> </tr> <tr> <td>Train miles</td> <td>45,475,234</td> <td>45,779,096</td> </tr> <tr> <td>No. of passengers in millions.</td> <td>88½</td> <td>95½</td> </tr> </table>	Mean mileage open	1886.	1887.	Train miles	45,475,234	45,779,096	No. of passengers in millions.	88½	95½
Mean mileage open	1886.	1887.																		
Train miles	45,475,234	45,779,096																		
No. of passengers in millions.	88½	95½																		

* Excludes figures of the Darjeeling Himalayan Railway for the fourth quarter of 1887.

CHAPTER VII.

LINES OPEN FOR TRAFFIC.

TRAFFIC WORKING.—FARES AND RATES.

Traffic Working.

- There has been a falling off in the coaching receipts and considerable decrease in the goods traffic, attributable in both cases to the failure of the crops in the Bhandara, Balaghat, and Chhattisgarh districts. Bengal-Nágpur.
2. The extension from Chaunrah to Jhánsi was open to public traffic on 1st February 1888, and is now worked by the Indian Midland Railway, the rates, fares, and classification of goods detailed in Government of India, Public Works Department, letter No. 1446 R.T., of 12th December 1887, having been adopted. Indian Midland.
3. On the 1st January 1888 the construction and working of this railway was made over to the Southern Mahratta Railway Company. Bellary-Kietna.
4. The Cuddapah-Nellore Railway extends from Tirupati to Nellore, 83 miles, and is worked under contract by the South Indian Railway Company; it was opened for traffic on the 15th of September. The exceptional severity of the north-east monsoon, which broke shortly after, caused much damage to the heavy banks, and necessitated suspension of traffic for a week. Cuddapah-Nellore.
- Up to the end of December the expenditure was in excess of the receipts, the outlay necessitated in repairing damages consequent on the monsoon being very heavy. Since January the expenditure in maintenance has been very considerably reduced, while the receipts have shown a satisfactory increase.
5. The large decrease in the earnings for 1887 arises mainly in the goods traffic (under grains and seeds) and railway material, the reduction under the former head amounting to Rs. 17,87,000, and under the latter to Rs. 25,07,000. North-Western.
- The coaching traffic shows a decrease of Rs. 3,72,000, compared with 1886, due to a falling off in the military traffic, and in 3rd class passengers.
- The working expenses in 1887 were 72·73 per cent. of the earnings for that period, against 52·71 per cent. in 1886. The increase of expenditure in 1887 is due to the opening of additional lengths of the line, and to special renewals of road and rolling stock. While large additions to the open mileage have increased the sphere of the railway operations, an equivalent increase in traffic can hardly be expected, and hence any comparison between this and previous years would be misleading.
- The Sind-Sagar Railway, Western Section, was included in the North-Western Railway system on the 15th August 1887. The branch line from Mahmád Kot to Kuraishi (Gházi Ghát) was opened for traffic on the 1st April 1887. The main line between Malakwál and Bhakkar was open for traffic on the 15th August 1887.
- The Ferry branches, Kuraishi (Gházi Ghát) to Dera Gházi Khan, and Darya Khan to Dera Ismail Khan, were opened for traffic on the 10th February 1888.
- The line from Sibi to Quetta *viá* the Bolan was opened on the 1st April 1887, and that *viá* the Sind-Pishin State Railway, on the 28th August 1887.
- The Extension from Bostan to Killal Abdulla was opened on the 5th February 1888.
6. This short branch continued to be worked throughout the year by the Rohilkhand-Kumaun Railway Company. Bareilly-Pilibhoet.
- The passenger traffic has shown a steady and satisfactory increase, but there has been a falling off in the goods traffic, except in jagree, in which there was a brisk traffic during the first half of the year.
7. The traffic receipts have not come up to the estimate framed at the commencement of the year, but it is hoped that results will be more satisfactory as the line penetrates into forest districts. Lucknow-Sitapur-Sihrámau.
8. On the 1st April 1887 the Northern-Bengal, Kaunia-Dharlla, and Dacca Railways were amalgamated with the Eastern Bengal system, and on the 1st July 1887 the portion of the Assam-Bihar Line opened for public traffic was placed under the Eastern Bengal Railways.

same administration. The combined lines are now called the "Eastern Bengal State Railways."

The new arrangement for working at Goalundo proved to be completely successful in practice, and a quantity of goods, much in excess of that dealt with in any previous season, was handled without very serious difficulty. The passenger traffic and the steamer goods were worked at the north face branch from Rajbári, and although the sidings had to be extended for about a mile-and-a-half on account of the formation of a bar in the river, there was otherwise no very great inconvenience. The country-boat traffic was carried on with much facility on the new branch running to Pachooria, six miles east of Rajbári.

The face of the whole country in the neighbourhood of Goalundo is in a constant state of change on account of the erosion of the river, and the formation of new churs from the silt deposited; attempts to secure a terminus at this place with any prospect of permanency even for a short term of years have proved futile, and considerable difficulty is experienced in carrying on a heavy traffic under these circumstances, with temporary expedients.

On the 5th April the East Indian Railway commenced to run their own goods trains from Naihāti to Calcutta and Chitpore under running powers acquired by agreement, but with the exception of large despatches of coal to Balliaghatta, the traffic has been somewhat disappointing, and the number of trains run is considerably below that estimated when the agreement was framed. The coal traffic is dealt with at Balliaghatta, the old Calcutta terminus of the Mutla Railway, and the large yard and conveniences there are devoted almost entirely to the East Indian Railway traffic.

The passenger service over the Hooghly Bridge, which was begun on the opening of the bridge a few days before the beginning of the year under review, by means of a branch service of trains run by the East Indian Railway between Naihāti and Hooghly, was continued in the same manner throughout the year. Though this branch service serves as a means of communication between up-country stations on the East Indian and Eastern Bengal Railways, saving the cost of the journey in and out of Calcutta, Howrah remains the terminus for all Calcutta passenger traffic of the East Indian Railway, no East Indian Railway through passenger trains or carriages being run over the Hooghly Bridge. For a time, however, the experiment of putting on two trains daily from Howrah to Sealdah and back, as a means of local communication between the two banks of the river, was tried by the East Indian Railway authorities; the result obtained was not satisfactory, and in less than three months the trains ceased to run, and the whole of the passenger traffic between the two lines was carried on as previously by means of trains between Hooghly and Naihāti. So far, the interchange of passenger traffic has been confined to the East Indian, the Great Indian Peninsula, and the Tirhoot (State) Railways.

The revised agreement with the Port Commissioners was executed, and from the 1st of April 1887 the railway ceased to work the Commissioners' line. The new arrangement is not altogether satisfactory to the public, to the Eastern Bengal Railway, nor, it is believed, to the Commissioners themselves, and it is hoped that arrangements may be made for the railway to again work the tramway on terms satisfactory to all parties concerned.

The river delivery service to mills and ships on the Hooghly between the Gouripur Jute Mills and Budge-Budge met with more popularity among despatchers during the year, and it has been decided to continue it permanently. The town delivery service has been discontinued, and the value payable system of booking parcels has shown a slight falling off on the business previously done.

The agreement with the India General Steam Navigation Company worked satisfactorily during the year, and, although the percentage of steamer-borne jute carried by the railway did not increase in nearly so large a proportion as that of the local bookings, the Company acted throughout up to the spirit of their engagements. A new agreement is now under discussion in which the Company obtains terms slightly more favourable than those provided in the existing contract.

The goods traffic during the year was unusually heavy, and on the Eastern Section waggons had to be hired from the East Indian Railway to enable the stations to be cleared. On the Northern Section the traffic dealt with was equal in quantity to the despatches in any previous years, but many complaints arose and traffic was, it is believed, checked by the delays which occurred on account of shortness of rolling-stock on the line and insufficient tonnage at the ferry. 250 waggons and three flats were ordered to meet these difficulties in future years, and it is hoped that some of them will be available for the next busy season.

The earnings on the railways were greatly in excess of the estimate, and the percentage paid on the capital outlay is the most satisfactory one earned since the Eastern Bengal line was taken over by the State. The main staple offering was, as in previous years, jute, and the weight carried was in excess of all previous record, no less than 329,537 tons having been delivered. This satisfactory result is mainly attributable to the large jute crop and the fair rates (8 annas 3 pies, maximum from Náráyanganj to Calcutta) obtainable.

The passenger despatch service between Goalundo and Náráyanganj worked satisfactorily and with regularity during the greater portion of the year. The services between Jatrapur and Dhubri and Diamond Harbour and Tumlook were efficiently worked, and the Ferries on the Pudda at Dámukdia and on the Teesta and Dharlla rivers ran with regularity during the year. The proposals for making over the Jatrapur-Dhubri Service to the Rivers Steam Navigation Company were still under consideration at the end of the year.

Two engines and tenders are fitted with the automatic vacuum-brake, but with the small amount of plant supplied no reliable opinion can be formed regarding the efficiency or otherwise of the apparatus. The Westinghouse brake is about to be tried on the line, and the company has agreed to fit up a suburban train for experimental purposes. Arrangements are being made for the supply of the necessary fittings.

A daily steamer service for passengers and goods was opened by Messrs. Hoare, Miller, and Company in connexion with the railway between Kooshtea and the civil station of Pubna. The traffic obtained was not large.

The India General Steam Navigation Company opened a tri-weekly service between Dámukdia and Rampore Beauliah on 1st June 1887, which has met with a fair amount of success.

9. The Bengal Central Railway continued to be worked by the State, the company maintaining the line under the supervision of their agent. The traffic improved during the year, and the goods offered showed a great advance on the results previously attained. The Flotilla, under the management of Messrs. Hoare, Miller, and Company, showed a large increase in earnings, but the traffic was hampered during a portion of the year by the closing of the Alipore Canal for repairs. The point of despatch for the Magura service was transferred from Khoolna to Nawapara on 1st April 1887. Bengal Central.

10. Lengths of 37.75 miles of the Manihári and Kasba Section and 31.75 miles of the Dinagepore Division were opened for traffic on 1st April 1887 and 15th February 1888, respectively. The management of the open line has been transferred to the Eastern Bengal State Railway. Assam-Bihar Section.

11. There has been a very satisfactory increase both in goods and coaching traffic, due to the development of trade following on the pacification of the country and the consequent opening out of Upper Burma. Burma.

12. At the beginning of the year the line was open for both passenger and goods traffic from Baraghop to Jorhát, and for goods traffic only from Jorhát to Dhali and from Chenimara to Mariani. Jorhát.

During the year the line was completed up to Titábar and the Dhali line opened for passenger and goods traffic.

13. During the year under review the mileage of the Madras Railway has been increased from 828 $\frac{3}{4}$ to 839 $\frac{1}{4}$, by the opening for public traffic of the Pálghat branch (2 $\frac{1}{2}$ miles) and the Calicut extension (9 miles). Madras.

The Bellary branch (30 miles) was transferred to the Southern Mahratta Railway on 1st February, but continued to be worked by the Madras Railway Company until the 14th May 1887, when the gauge was altered from 5 feet 6 inches to metre, and the working of the line taken over by the Southern Mahratta Railway Company.

On the south-west line the Pálghat branch was completed and opened for public traffic on 2nd January 1888, the name of the old Pálghat station, which is now the junction with the branch, was altered to Olavakód.

The Calicut extension, which involved the construction of nine miles of line and the abandonment of 2 $\frac{1}{4}$ miles and of the terminal station at Beypore, was opened for public traffic on the 2nd January 1888, but the Ferok and Kallai bridges not being completed on that date, passengers were transhipped at the Ferok bridge and the train crossed the Kallai river on a diversion. The Ferok bridge, six 130-foot spans,

was opened for public traffic on 5th March 1888, and the Kallai bridge, three 130-foot spans, the work on which was delayed on account of its having been decided to carry the cylinders down to rock, is now in progress, the line in the meanwhile being carried over a diversion with a temporary but very durable bridge.

Electric starting signals are now in use generally throughout the line.

- Great Indian Peninsula. 14. On the Great Indian Peninsula Railway there has been a satisfactory increase both in passenger and goods traffic.
- Bombay, Baroda, and Central India and Rajputana-Malwa. 15. On the Bombay, Baroda, and Central India and Rajputana-Malwa Railways there has been a considerable falling off in the goods traffic, the staples most affected being grain, seeds, half-pressed cotton, and salt; as might be expected, there has been a corresponding decrease in the passenger traffic.
- Oudh and Rohilkhand. 16. From the 1st of October 1887, when the bridge over the Ganges was opened for traffic, a length of six miles of line on the right bank, forming the East Indian branch line from Moghal Sarai to Benares, was taken over by the Secretary of State from that Company, and running powers over it were granted to the Oudh and Rohilkhand Railway Company. Of these six miles the Oudh and Rohilkhand Railway Company are using 3.24 miles, the remainder being sidings. The Dufferin Bridge itself adds another 2.75 miles. A working length of 5.99 miles was thus added to the Oudh and Rohilkhand Railway during the year.
- The previously existing length of line was 686 miles. A portion of the length on the left bank between Benares Cantonment and the River Station, however, was discarded on the opening of the Dufferin Bridge, so that the length of the system at the end of the year was 691 miles.
- On the 2nd January 1888 formal notice was served on the agent of the railway in India of the intention of the Secretary of State to purchase on behalf of Her Majesty, for the purposes of the Government of India, the Oudh and Rohilkhand Railway.
- Bengal and North-Western. 17. The passenger traffic has considerably improved during the year; but, on the other hand, the goods traffic has not been as large as was anticipated. The falling off is almost entirely in grain and seeds for export.
- During the last two months of the year there was a large traffic to Cawnpore, Agra, Delhi, and other centres in the Punjab and Rajputana in Indian corn, a commodity which has hitherto been generally despatched to Bengal.
- The opening of the Uska branch has led to large despatches of rice to trade centres in the North-Western Provinces, the Punjab, and Rajputana. A fair traffic in wheat and mustard seed has arisen on the Naipalganj extension.
- Rohilkhand-Kumaun. 18. The traffic both in passengers and goods has increased considerably; the mustard-seed traffic from Haldwani, and the potato traffic from Naini Tal, have chiefly contributed towards the increased goods traffic, but there were also large consignments of Indian corn to Agra, Cawnpore, Meerut, and Delhi during the last two months of the year.
- The cart and tonga service was well maintained, and gave general satisfaction. But in consequence of excessive mortality amongst the ponies during the rainy season, it was a cause of loss to the company. Special arrangements for housing the ponies have now been made, and it is hoped that better results will be shown next year.
- Nizam's Guaranteed. 19. The length of the Nizam's Guaranteed State Railway from Warangal to the Singareni coalfields was opened for public traffic on the 1st January 1888, and it is hoped that the extension from Dornakul to Bezvada, including 21½ miles in British territory, will be opened for public traffic before the close of the year 1888.
- Jodhpore. 20. The line to Pachpadra was opened at the beginning of the year. The salt traffic has been better than was anticipated, but there is little other traffic on the branch. On the main line passenger traffic has somewhat increased, owing to the opening of the Pachpadra branch.
- Grain and seeds traffic. 21. The traffic in grain and seeds in 1887 shows a decrease compared with the preceding year by 225,631 tons, or 4.16 per cent., the actual figures being—

	Tons.
In 1886 - - - -	5,422,415*
„ 1887 - - - -	5,196,784

* As corrected in the returns for 1887.

22. The wheat traffic shows great depression compared with the preceding years. The quantities carried by the important exporting railways have been during the past three years as follows:—

Wheat traffic.

Railways.	1885.	1886.	1887.
	Tons.	Tons.	Tons.
Great Indian Peninsula	457,842	553,362	485,175
Bombay, Baroda, and Central India	178,231	146,295	42,572
East Indian	369,000	415,211	305,907
Sind, Punjab, and Delhi (a)	455,391	} 249,829	} 130,714
Punjab Northern	80,664		
Indus Valley	345,635		

(a) The Sind, Punjab, and Delhi Railway figures probably include those entered against the Punjab Northern and Indus Valley Railways, but as the tonnage interchanged between the lines is not known, the total quantity carried on each line is shown separately.

While the exports from the three chief ports have been—

	1885.	1886.	1887.
	Tons.	Tons.	Tons.
Bombay	565,376	623,217	468,986
Calcutta	213,759	338,414	231,716
Kurrachee	825,981	179,857	85,628
Total	1,105,116	1,141,488	786,329

23. The tables on pages 84 to 89 contain particulars of the passenger and goods traffic and the unit mileages of the same carried on the various railways during 1887.

Passenger and goods traffic. Unit mileage, 1887.

FARES AND RATES.

24. The following paragraphs detail the chief alterations in rates and fares on the open lines during the year. The tables on pages 82 and 83 show the ordinary passenger fares and goods rates in force on Indian railways on 31st December 1887.

Coaching Fares.

25. Ordinary return tickets for first, second, and intermediate classes have been reduced from one-and-a-half fare to one-and-a-third for double journey from 1st January 1888. This reduction has been arranged to accord with the East Indian Railway rates and is expected to give a fair increase in this class of traffic.

Tirhoot.

26. The third-class passenger fare was reduced from 3 to 2½ pies per mile from Mysore, 1st September 1887.

Goods Rates.

27. The following were the principal alterations in the goods rates during the year:—

North-Western.

Iron from Kurrachee.—Special rate quoted at owner's risk.

Tea for Kurrachee.—Reduced from second to first class.

Grain.—Rates for cheap grains to Kurrachee made available to all edible grain, to promote export.

Grain.—Rates assimilated on all sections in ordinary bookings.

Ale and Beer.—Rates assimilated on all sections in ordinary bookings and reduced.

Petroleum.—Reduced to second class at owner's risk.

Bones.—For manure, reduced to 3½ annas per truck per mile, and Indus ferry charge abolished.

Compressed fodder.—Reduced to grain rate.

Brass in sheets, ingots, scrap, slabs, or tiles.—Rate reduced from second to first class.

Boxes tin and canisters tin, new.—Rate raised from second to fourth class, thus assimilating the North-Western rate with those on East Indian Railway, and Bombay, Baroda, and Central India Railway.

- Darjeeling-
Himalayan. 28. The rate for mustard oil has been reduced from 4 pies to 2·35 pies per mile per maund, and that of kerosine oil, of consignments of 70 maunds and upwards, from 3 pies to 2·35 pies per mile per maund.
- Tirhoot. 29. The minimum quantity required to qualify for the special class rates for grain and seeds has been reduced to 140 maunds. The reduction has resulted in an increased traffic. The experimental reduced rate for salt of 17 pies per hundred maunds per mile has been made permanent.
- Oudh and
Rohilkhand. 30. At meetings held at Cawnpore on the 20th September 1887, and at Allahabad on the 5th November 1887, between the agents of the East Indian and Oudh and Rohilkhand Railways, an agreement was entered into on the question of competitive rates which, it is hoped, will secure a settlement of the differences which have for some time existed between the two companies.
- Bengal and
North-
Western. 31. The rates for hill produce and spices have been reduced from high-class to first and second class. It is anticipated that the reduction will secure this traffic (which has hitherto been carried by country carts) to the railway.
- The rate for kerosine oil has been reduced from one-third to one-fourth pie per maund per mile.
- The rate for iron has been reduced from one-third to one-fifth pie per maund per mile.
- The rate for jaggree has been reduced from one-fourth pie per maund per mile to one-sixth pie per maund per mile. It is now the same as that for grain and seeds.
- Coal has been reduced from one-third pie per maund per mile to one-fifth pie per maund per mile.

TABLE showing ORDINARY PASSENGER FARES and GOODS RATES in Pies on the
Principal INDIAN RAILWAYS on 31st December 1887.

TABLE showing ORDINARY PASSENGER FARES and GOODS RATES

Railways.	Passenger Fares per Mile.				Goods		
	1st Class.	2nd Class.	Inter-mediate or 3rd Class.	4th or Lowest Class.	Special Class per Ton per Mile.		1st
					Food Grains.	Coal.	Per Ton per Mile.
	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.
STATE IMPERIAL.							
East Indian (a)	18	9	4'50	2'50	(b)	(c)	9'07
Rajputana-Malwa	15	8	3'00	2'00 to 2'07	(d)	(e)	9'53
Bengal-Nagpur	18	8	4'00	2'00	(f)	6'00	10'07
Mysore	18	9	—	2'50	7'08	8'17	10'07
Southern Mahratta (g)	18	9	—	2'50	6'81	4'08	9'07
Ouddapah-Nellore	18	6	—	2'00	—	—	(h)
North-Western	12 & 15	6 & 8	{ 4'00 3'50 3'00	{ 2'50 2'25 2'00	(i) (j)	(i) { 5'44 4'54 2'72	(i) 9'07
Wardha Coal	18	9	4'00	2'00	8'17	4'52	10'07
Bengal Central	12	6	4'50	(k) 3'00	4'08	4'08	9'07
Katni-Umaria	18	9	4'50	2'50	9'07	9'07	9'07
STATE PROVINCIAL.							
Bareilly-Pilibhoet	18	—	4'50	2'00	6'81	5'44	(m) 9'07
Eastern Bengal Railways	(p) 18	(p) 9	4'00	2'50	(q) 5'99	(q) 5'44	(q) 9'07
Nalhati	18	6	—	3'00	{ (r) 7'89 (s) 8'98	11'43	11'97
Tirhoot	18	9	4'50	1'75	(t)	(u)	9'07
Burma	14'9	6	—	3'00	7'98	7'98	12'27
GUARANTEED COMPANIES.							
Madras	18	7	—	1'50 & 2'00	4'53 & 6'80	8'17	10'07
South Indian	12	6	3'00	2'00	—	—	(h)
Great Indian Peninsula	12	6	3'00	2'50	5'00 to 8'00	5'00	10'07, 9'53 & 9'07
Bombay, Baroda, and Central India	12	6	3'00	2'50	(d)	(e)	(v) 10'89
Oudh and Rohilkhand	—	Upper 9	4'00	2'50	4'53 & 5'44	5'44	(m) 6'80
ASSISTED COMPANIES.							
Darjeeling-Himalayan	72	36	—	15'00	63'96	38'38	81'66
Bengal and North-Western	15	9	4'00	2'00	3'40 to 6'81	9'07	9'07
Rohilkhand-Kumaon	35'00	—	15'00	3'11	11'43	5'44	(m) 19'06
Dibru-Sadiya	18	9	—	4'00	—	8'00	27'22
NATIVE STATES.							
The Nizam's (Guaranteed Company)	18	6	2'50	2'00	7'89	5'17	10'07
The Gawkwar's	—	Upper 7	—	Lower 3'00	(w)	7'89	10'89
Bhavnagar-Gondal	12	6	—	2'50 to 3'00	7'08	8'17	10'89
Jodhpore	18	6	—	2'00	10'89	10'89	21'78

(a) Includes State Branch lines.

(b) All stations except Howrah:—

For first 100 miles 9'07 pies per ton per mile.

" extra distances over 100 up to 450 miles 4'63 " " "

" extra distances above 450 miles 3'27 " " "

The rates for carriage to Howrah are various, vide page 9 of the Goods Tariff for January 1888.

(c) For distances over 100 miles 9'07 " " "

" " of and over 100 and under 300 miles 6'81 " " "

" " " 300 " 600 " " " " 4'54 " " "

" " " 600 miles " " " " 3'89 " " "

" coal for North-Western Railway from Giridih to Ghaziabad 3'27 " " "

(d) 8'83 pies per ton per mile from 1 to 100 miles } when in consignments of 160 maunds or 5'88 tons and over; when less than 160 maunds

6'81 " " 101 to 200 " " } 1st class rate.

4'08 " " 201 to 400 " " }

3'73 " " over 400 " " }

(e) As above when carried for the public.

(f) For first 100 miles 9'50 pies per ton per mile.

For distances above 100 miles, 9'00.

Grain when carried between Nagpur and Kampti is charged at the rate of 217'76 pies per ton per mile for total distance in local booking and 120'54 pies per ton per mile in through booking.

(g) Includes Bellary-Kistna State Railway.

(h) 1st Class Excepted List 9'07 pies per ton per mile or 0'33 pies per maund per mile.

2nd " Other Goods 13'61 " " " 0'50 " " "

3rd " Combustibles 54'44 " " " 3'00 " " "

(i) Double rates are charged on the Pishin Section beyond Sibi.

in Pies on the Principal INDIAN RAILWAYS on 31st December 1887.

Rates.									Railways.
Class.	2nd Class.		3rd Class.		4th Class.		5th Class.		
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.	Per Ton per Mile.	Per Maund per Mile.	
Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	
0'33	13'61	0'50	13'16	0'67	23'68	0'83	27'22	1'00	STATE IMPERIAL
0'35	14'48	0'53	19'05	0'70	23'14	0'85	27'22	1'00	East Indian. (a)
0'37	14'15	0'52	24'22	0'80	24'02	1'25	49'00	1'77	Rajputana-Malwa.
0'37	13'61	0'50	18'14	0'66	24'23	0'80	26'20	1'33	Bengal-Nagpur.
0'33	13'61	0'50	18'14	0'66	27'22	1'00	26'20	1'33	Mysora.
(h)	(h)	(h)	(h)	(h)	—	—	—	—	Southern Mahratta. (g)
(i) 0'33	(i) 13'61	(i) 0'50	(i) 13'16	(i) 0'67	(i) 23'68	(i) 0'83	(i) 27'22	(i) 1'00	Ouddapah-Nellore.
0'37	14'15	0'52	24'22	0'80	24'02	1'25	49'18	1'77	North-Western.
0'33	(l) 3'81	(l) 0'14	(l) 4'63	(l) 0'17	(l) 5'44	(l) 0'20	(l) 6'81	(l) 0'25	Wardha Coal.
0'33	13'61	0'50	18'13	0'67	23'68	0'83	27'22	1'00	Bengal Central.
									Katni-Umaria.
									STATE PROVINCIAL.
(m) 0'33	(n) 13'61	(n) 0'50	(o) 27'22	(o) 1'00	—	—	—	—	Barilly-Pilibhoat.
(q) 0'33	(q) 13'24	(q) 0'67	(q) 27'22	(q) 1'00	—	—	—	—	Eastern Bengal Railways.
0'44	17'96	0'66	23'96	0'83	23'98	1'23	71'96	1'04	Nalhati.
0'33	13'61	0'50	18'13	0'67	23'68	0'83	27'22	1'00	Tirhoot.
0'45	15'34	0'66	19'95	0'73	—	—	—	—	Burma.
									GUARANTEED COMPANIES.
0'37	13'61	0'50	18'14	0'66	23'95	0'83	26'20	1'33	Madras.
(h)	(h)	(h)	(h)	(h)	—	—	—	—	South Indian.
0'37, 0'35 & 0'33	14'15 & 13'61	0'52 & 0'50	23'95, 22'00 & 20'00	0'83, 0'83 & 0'74	34'00, 23'00, & 25'00	1'23, 1'04 & 0'93	48'00, 42'00, & 34'00	1'73, 1'54, & 1'23	Great Indian Peninsula.
(v) 0'40	(v) 13'33	(v) 0'60	(v) 21'73	(v) 0'80	(v) 27'22	(v) 1'00	(v) 23'68	(v) 1'30	Bombay, Baroda, & Central India.
(m) 0'25	(n) 13'61	(n) 0'50	(o) 27'22	(o) 1'00	—	—	—	—	Oudh and Rohilkhand.
									ASSISTED COMPANIES.
3'00	108'88	4'00	136'10	5'00	—	—	—	—	Darjeeling-Himalayan.
0'33	13'61	0'50	18'13	0'67	23'68	0'83	27'22	1'00	Bengal and North-Western.
(m) 0'70	(n) 23'58	(n) 1'05	(o) 54'44	(o) 2'00	—	—	—	—	Rohilkhand-Kumaun.
1'00	54'44	2'00	81'68	3'00	—	—	—	—	Dibru-Sadiya.
									NATIVE STATES.
0'37	13'68	0'51	23'95	0'68	24'02	1'25	47'91	1'73	The Nizam's (Guaranteed Coy.)
0'40	13'33	0'60	21'73	0'80	27'22	1'00	23'68	1'30	The Guckwar's.
0'40	13'33	0'60	21'73	0'80	27'22	1'00	23'68	1'30	Bhuvanagar-Gondal.
0'80	27'22	1'00	29'94	1'10	24'02	1'25	25'11	1'40	Jodhpore.

(j) The rates are 6'81, 5'44, 4'54, and 3'40 pies.

(k) Between Calcutta and Dattapukur 2½ pies per ton per mile.

(l) Special class rates A, to D. ...

(m) Low class.

(n) Middle class.

(o) High class.

(p) The first and second class fares between Calcutta and Kanchrapara, both included, are one anna and half an anna per mile respectively.

(q) Excludes Assam-Bihar Section.

(r) In through booking only when consignments are not less than 220 maunds or 5'08 tons.

(s) In through booking only when consignments are less than 220 maunds or 5'08 tons and over 50 maunds or 1'24 tons.

(t) 5'44 pies per ton per mile for distances of and over 70 miles.
7'63 " " " for distances less than 70 miles.

(u) 5'44 pies per ton per mile when carried in bulk.
6'18 " " " when carried in bags.

(v) These are for local booking, as also for booking between Bombay, Baroda, and Central India Railway Stations, and Foreign Railway Stations reached via Dadar and Wadhwan.

In all other cases they are as follows:—

1st class	9'53 pies per ton per mile, or 0'35 pies per maund per mile.
2nd	14'45 " " " or 0'53 " " "
3rd	19'05 " " " or 0'70 " " "
4th	23'14 " " " or 0'85 " " "
5th	27'22 " " " or 1'00 " " "

(w) For distances up to 150 miles, 7'23 pies per ton per mile.
" " " from 151 to 400 miles, 7'63 pies per ton per mile.

STATEMENT showing the PASSENGER TRAFFIC on the several

Railways.	PASSENGERS					
	First Class.		Second Class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
		Rs.		Rs.		Rs.
STATE IMPERIAL.						
East Indian	58,566	5,17,971	164,862	6,61,745	668,585	5,61,003
Rajputana-Malwa	16,541	1,87,847	58,451	2,09,663	196,866	1,61,287
Bengal-Nággpur	2,766	4,952	9,634	5,778	17,199	3,760
Mysore	2,629	11,504	6,749	11,578	—	—
Southern Mahratta	4,776	32,154	11,876	32,997	—	—
Cuddapah-Nellore	160	408	654	776	—	—
North Western	37,607	2,71,167	105,504	8,13,329	291,517	2,99,300
Wardha Coal	267	730	212	287	1,331	974
Bengal Central	3,118	5,040	24,494	12,067	134,757	58,984
Katni-Umaria	71	185	181	149	243	115
Total	121,496	9,81,458	382,567	12,48,359	1,250,498	10,85,423
STATE PROVINCIAL.						
Bareilly-Pilibheet	254	766	—	—	876	656
Lucknow-Sitapur-Sihrámau	—	—	(a) 8,601	(a) 6,783	3,390	2,325
Eastern Bengal Railways	41,509	1,18,813	111,739	1,34,366	818,417	3,23,278
Nalháti	620	1,733	5,279	4,644	—	—
Tirhoot	8,008	26,036	9,567	17,272	8,355	7,338
Burma	9,089	86,375	94,476	1,07,634	—	—
Jorhát	(a) 302	(a) 441	—	—	(b) 11,697	(b) 2,857
Cherra-Companyganj	(a) 111	(a) 104	—	—	(b) 16,667	(b) 1,189
Total	59,916	1,84,268	224,662	2,70,699	859,402	3,37,643
'GUARANTEED COMPANIES.						
Mudras	16,090	1,84,007	68,079	1,96,892	—	—
South Indian	13,557	40,386	33,737	45,660	110,255	68,203
Great Indian Peninsula	77,700	3,79,467	437,308	6,08,555	(c) 556,542	(c) 9,99,132
Bombay, Baroda, and Central India	95,102	1,85,085	894,660	2,84,618	(c) 548,147	(c) 7,62,238
Oudh and Rohilkhand	—	—	(a) 38,005	(a) 1,23,645	74,596	95,349
Total	202,449	7,88,945	1,461,789	12,59,370	1,289,540	19,24,922
ASSISTED COMPANIES.						
Darjeeling-Himalayan	2,629	33,404	5,598	38,955	—	—
Deogbur	588	294	—	—	166,385	21,884
Bengal and North-Western	4,774	13,422	11,048	17,742	5,679	4,449
Rohilkhand-Kumaun	2,978	27,392	—	—	5,495	27,158
Thatón-Duyinsák	—	—	—	—	—	—
Dibru-Sadiya	1,820	4,196	1,949	2,513	—	—
Total	12,789	78,708	18,595	59,210	177,559	58,491
NATIVE STATES.						
The Nizam's (Guaranteed Company)	5,504	34,878	27,203	49,348	202,973	1,35,602
The Gaekwar's	—	—	(a) 3,022	(a) 2,373	—	—
The Gaekwar's Mehsána-Vadnagar	—	—	526	352	—	—
Bhávnagar-Gondal	2,923	9,096	14,783	17,868	—	—
Morvi	—	—	(a) 3,046	(a) 5,681	—	—
Jodhpore	730	3,792	2,295	3,924	—	—
Total	9,157	47,766	50,875	79,546	202,973	1,35,602
TOTAL OF ALL RAILWAYS	405,807	20,31,145	2,138,488	29,17,184	3,779,972	35,37,081

(a) Upper class.
(b) Lower class.

RAILWAYS during the Year ending 31st December 1887.

TRAFFIC.					Railways.
Fourth or Lowest.		Other Coaching Traffic.	Total.		
Number.	Receipts.		Number.	Receipts.	
	Rs.	Rs.		Rs.	
13,962,250	1,16,23,028	16,27,794	14,849,263	1,49,91,541	STATE IMPERIAL.
8,124,997	45,64,970	5,83,683	8,386,855	56,56,950	East Indian.
742,429	1,91,127	14,917	773,028	2,20,329	Rajputana-Malwa.
505,932	2,53,073	20,636	515,810	2,96,786	Bengal-Nágpur.
1,830,570	9,91,762	1,01,787	1,847,222	11,56,700	Mysore.
94,253	27,761	1,008	95,067	29,958	Southern Mahratta.
8,858,842	61,15,148	9,69,561	9,293,470	79,68,505	Cuddapah-Nellore.
134,091	34,439	2,746	136,901	89,176	North-Western.
1,167,542	3,83,481	5,021	1,329,906	4,64,598	Wardha Coal.
27,525	9,328	1,121	27,970	10,958	Bengal Central.
					Katni-Umaria.
85,448,431	2,41,94,177	33,28,274	87,202,992	3,08,37,691	Total.
					STATE PROVINCIAL.
108,125	34,004	1,280	107,255	36,706	Bareilly-Pilibhoet.
(b) 852,166	(b) 98,569	5,851	859,157	1,18,528	Lucknow-Sitapur-Sihramau.
5,761,645	21,45,365	3,88,353	6,788,803	31,10,175	Eastern Bengal Railways.
158,584	46,509	5,378	159,488	58,259	Nalhati.
2,021,682	6,51,306	68,104	2,047,692	7,70,056	Tirhoot.
3,298,532	14,75,325	1,20,748	3,402,047	17,40,082	Burma.
—	—	160	11,999	3,458	Jorhat.
—	—	117	16,778	1,410	Cherra-Com panyanj.
11,698,734	44,51,078	5,89,986	12,837,714	58,33,674	Total.
					GUARANTEED COMPANIES.
6,967,761	24,84,724	4,85,395	7,046,980	38,51,018	Madras.
6,767,668	24,39,771	1,24,112	6,925,217	27,18,132	South Indian.
(d) 9,208,325	(d) 47,99,359	18,50,947	10,279,875	80,77,460	Great Indian Peninsula.
(d) 10,798,051	(d) 23,26,549	4,33,265	12,335,960	39,41,755	Bombay, Baroda, and Central India.
(b) 3,942,656	(b) 25,21,939	1,99,854	4,050,257	39,40,787	Oudh and Rohilkhand.
37,684,461	1,45,12,342	25,93,578	40,688,239	2,10,29,152	Total.
					ASSISTED COMPANIES.
26,273	56,901	40,235	34,500	1,69,495	Darjeeling-Himalayan.
—	—	—	166,973	22,178	Deoghur.
1,911,566	6,90,541	51,129	1,933,067	7,77,283	Bengal and North-Western.
114,288	70,304	31,865	129,761	1,56,619	Rohilkhand-Kumaun.
(e) 22,690	(e) 10,686	—	22,690	10,686	Thatón-Dayinsáik.
66,049	37,972	7,815	69,818	51,996	Dibru-Sadiya.
2,140,866	8,66,304	1,30,544	2,349,809	11,88,257	Total.
					NATIVE STATES.
522,492	2,74,572	71,458	758,172	3,65,858	The Nizam's (Guaranteed Company).
(b) 275,073	(b) 83,298	2,506	278,095	88,177	The Gaekwar's.
110,972	18,916	679	111,498	19,947	The Gaekwar's Mehsána-Vadnagar.
822,355	4,51,431	38,491	840,061	5,16,886	Bhánvagar-Gondal.
(b) 122,240	(b) 73,665	7,808	125,286	87,154	Morvi.
266,888	1,20,527	15,639	269,913	1,43,882	Jodhpore.
2,120,020	10,22,409	1,36,581	2,383,025	14,21,904	Total.
89,087,512	4,50,46,310	67,78,958	95,411,779	6,03,10,678	TOTAL OF ALL RAILWAYS.

(c) Third Class passengers by mail train.

(d) Third Class passengers by other than mail.

(e) First, second, and third classes.

STATEMENT showing the GOODS TRAFFIC on the several

Railways.	Goods							
	General Merchandise.		Military Stores.		Railway Materials for Construction.		Coal for Public and Construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
STATE IMPERIAL.								
		Rs.		Rs.		Rs.		Rs.
East Indian	2,024,039	2,45,82,558	9,244	4,05,265	62,055	54,428	1,072,296	55,56,615
Rajputana-Malwa	1,009,118	1,00,36,290	4,287	78,091	18,461	35,515	13,191	90,680
Bengal-Nagpur	201,067	10,43,368	249	330	115,784	76,438	1,029	513
Mysore	69,191	1,79,768	4	57	8,430	14,186	30	107
Southern Mahratta	366,888	12,61,737	573	5,319	173,055	3,27,361	952	2,662
Cuddapah-Nellore	4,130	10,018	2	8	40,396	5,476	—	—
North-Western	1,179,524	1,07,02,106	11,175	2,43,454	490,640	2,69,864	13,001	99,934
Wardha Coal	34,229	63,924	1	1	1,036	1,098	92,669	96,195
Bengal Central	60,579	1,56,642	110	132	387	257	12,438	13,449
Katni-Umaria	5,178	7,201	—	—	44,248	13,772	17,430	31,045
Total	5,453,941	4,80,43,603	25,625	7,32,657	9,54,492	7,98,393	1,223,036	58,91,200
STATE PROVINCIAL.								
Baroilly-Pilibhoat	27,885	49,615	3	3	5,039	2,467	39	10
Lucknow-Sitapur-Sihramau	34,473	53,426	153	732	29,730	19,198	—	—
Eastern Bengal Railways	773,434	51,57,721	312	2,106	1,65,699	1,41,542	35,725	34,877
Nalhati	12,368	19,737	2	9	—	—	7,618	12,878
Tirhoot	255,301	6,86,470	12	111	10,622	32,063	12,548	27,136
Burma	304,553	12,92,532	1,062	20,148	37,508	83,927	16,445	55,209
Jorhat	7,450	41,723	—	—	703	1,438	564	1,491
Cherra-Companyganj	6,270	7,761	—	—	179	181	—	—
Total	1,481,733	75,14,024	3,144	23,114	249,380	2,30,936	72,937	1,31,601
GUARANTEED COMPANIES.								
Madras	705,021	43,19,633	2,179	70,978	10,741	47,346	4,401	27,768
South Indian	657,417	21,18,798	73	2,946	205,613	1,00,334	25	62
Great Indian Peninsula	1,971,717	2,94,25,535	6,549	1,56,470	129,853	1,21,688	64,665	2,30,803
Bombay, Baroda, and Central India	889,802	71,81,466	1,097	31,763	60,851	58,227	23,929	1,33,787
Oudh and Rohilkhand	723,298	23,46,343	3,133	23,017	281,630	1,56,509	6,722	16,856
Total	4,947,355	4,59,91,815	13,030	2,85,174	688,688	4,32,106	99,742	4,10,276
ASSISTED COMPANIES.								
Darjeeling-Himalayan	16,439	2,39,740	—	—	—	—	505	2,906
Dooghur	6,783	2,076	—	—	—	—	—	—
Bengal and North-Western	187,598	8,04,701	8	82	25,200	40,002	1,508	5,181
Rohilkhand-Kumaun	29,297	61,814	123	864	5,989	7,259	40	22
Thatun-Duyinsak	6,379	9,569	—	—	—	—	—	—
Dibru-Sadiya	14,185	1,12,270	—	—	—	—	83,525	2,06,551
Total	260,681	12,80,179	126	946	31,189	47,361	85,578	2,14,750
NATIVE STATES.								
The Nizam's (Guaranteed Company)	124,346	6,96,833	743	8,887	84,705	1,51,059	1,176	7,775
The Gaekwar's	39,113	65,948	—	—	11	7	27	53
The Gaekwar's Mehsana-Vadnagar	6,853	5,543	—	—	3,591	1,022	4	3
Bhavnagar-Gondal	76,054	4,35,835	—	—	1,592	4,504	954	3,457
Morvi	7,681	40,936	—	—	—	—	—	—
Jodhpore	34,963	1,57,966	1	4	3,377	2,776	111	437
Total	269,022	13,92,121	747	8,891	93,176	1,59,368	2,272	11,725
Total of all Railways	12,372,733	10,39,31,742	41,732	10,50,762	2,016,925	17,68,064	1,483,565	66,59,552

RAILWAYS during the Year ending 31st December 1897.

TRAFFIC.										Railways.
Coal for Revenue only.		Revenue Stores other than Coal.		Live Stock		Miscellaneous.	Total.			
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.		
	Rs.		Rs.		Rs.	Rs.		Rs.		STATE IMPERIAL.
176,873	4,16,809	968,341	5,59,765	2,232	94,296	87,313	4,915,090	3,17,53,740		East Indian.
59,897	1,81,165	81,118	1,45,808	197	5,336	15,180	1,194,240	1,05,87,897		Rajputana-Malwa.
6,471	8,113	7,307	5,276	—	99	3,020	331,907	11,37,165		Bengal-Nagpur.
2,946	3,015	11,369	11,190	28	425	1,379	91,068	2,10,133		Mysore.
44,288	55,725	13,311	22,857	54	280	5,790	444,119	16,81,721		Southern Maharastra.
102	163	9,333	2,438	2	9	4	54,315	18,111		Cuddapah-Nellore.
52,621	1,73,763	925,526	9,59,640	1,803	33,802	36,087	2,673,790	1,26,18,710		North-Western.
87	28	5,237	5,735	—	—	327	133,229	1,07,358		Wardha Coal.
3,349	1,113	3,994	2,359	1	9	3,841	80,468	1,77,308		Bengal Central.
—	—	1,578	2,768	1	5	19	85,427	54,810		Katni-Umaria.
346,602	8,38,894	2,027,658	17,17,634	3,618	1,34,335	1,52,900	10,035,173	5,83,07,397		Total.
										STATE PROVINCIAL.
—	—	832	225	—	—	174	33,348	52,409		Hareilly-Pilibheet.
—	—	1	1	—	—	308	64,337	78,753		Lucknow-Nitapur-Bithur-Man.
38,831	55,863	106,532	90,574	87	1,025	34,501	1,120,070	55,18,309		Eastern Bengal Railway.
—	—	630	184	—	—	47	20,016	32,436		Nalhati.
9,770	7,498	5,835	8,240	—	—	11,541	293,048	7,73,059		Tirhoot.
1,211	1,523	34,904	44,300	2,234	33,909	3,559	309,506	15,35,297		Burma.
438	530	31	81	—	—	33	9,190	45,334		Jorhat.
159	126	45	30	—	—	—	6,653	8,086		Cherra-Companyganj.
50,409	65,540	148,410	1,43,615	2,311	34,994	50,940	1,947,334	80,44,064		Total.
										GUARANTEED COMPANIES.
1,251	591	272,759	1,07,880	1,035	33,505	13,093	997,387	49,20,947		Madras.
14,101	26,806	369,737	96,804	402	3,736	4,214	1,247,367	53,52,500		South Indian.
175,379	6,11,466	386,097	7,51,586	8,421	1,02,725	75,118	2,742,691	3,14,75,441		Great Indian Peninsula.
46,356	1,17,549	115,532	1,44,249	13,571	2,79,029	7,808	1,151,258	70,53,618		Bombay, Baroda, and Central India.
41,242	1,50,013	107,259	86,878	114	2,632	15,454	1,163,448	32,90,508		Oudh and Rohilkhand.
278,329	9,06,225	1,251,404	11,86,197	22,543	4,31,626	1,15,467	7,302,141	4,96,98,908		Total.
										ASSISTED COMPANIES.
1,559	7,605	191	655	—	21	777	13,604	3,01,308		Darjeeling-Himalayan.
205	—	—	—	—	—	378	6,098	2,354		Deoghar.
20,089	28,537	542	1,590	108	1,625	2,706	235,053	8,84,444		Bengal and North-Western.
—	—	1,560	2,063	10	176	113	37,024	72,411		Rohilkhand-Kumaon.
—	—	1	6	16	375	—	6,379	9,599		Thaton-Duyinsaik.
—	—	—	—	—	—	—	97,727	3,19,300		Dibru-Sadiya.
21,853	36,163	2,294	4,314	134	2,195	3,974	401,365	13,30,781		Total.
										NATIVE STATES.
16,967	27,339	97,144	33,300	87	2,473	4,549	325,173	9,91,325		The Nizam's (Guaranteed Company).
340	190	1,434	605	31	63	46	40,945	60,012		The Gackwar's.
—	—	2,187	1,328	—	—	44	12,640	7,340		The Gackwar's Mehsana-Vadnagar.
3,773	1,159	1,813	1,570	87	469	871	84,223	4,37,596		Bharnagar-Gondal.
12	13	149	85	1	16	151	7,941	41,117		Morvi.
—	—	—	—	—	—	1,058	35,513	1,52,586		Jodhpore.
21,092	28,751	102,730	41,949	146	3,071	7,349	509,175	16,53,073		Total.
718,235	18,75,573	3,532,486	30,98,759	28,992	5,96,163	3,39,900	20,196,577	11,92,98,225		Total of all Railways.

STATEMENT showing the UNIT MILLAGES of PASSENGERS and GOODS carried

Railways.	PASSENGER TRAFFIC.						General Merchandise.
	Number of Passenger Miles (expressed in the Number of Passengers carried one mile).					Other Coaching Traffic. Ton miles.	
	First Class.	Second Class.	Third or Intermediate Class.	Fourth or Lowest Class.	Total.		
STATE IMPERIAL.							
East Indian - - -	6,832,185	23,246,929	80,228,698	890,268,028	950,575,840	10,603,857	718,184,722
Rajputana-Malwa - - -	1,981,176	10,796,931	10,322,337	432,879,981	455,980,425	3,386,528	234,851,099
Bengal-Nágpur - - -	64,079	190,396	229,923	18,396,465	18,880,863	53,228	17,689,754
Mysore - - -	54,193	95,165	—	16,898,270	17,047,628	64,166	3,546,875
Southern Mahratta - - -	357,089	1,047,208	—	76,208,708	77,612,950	377,363	24,860,853
Cuddapah-Neilore - - -	6,527	24,829	—	2,665,027	2,696,383	3,277	198,519
North-Western - - -	4,509,252	12,540,647	19,265,043	474,347,757	510,662,699	4,684,431	272,585,586
Wardha Coal - - -	9,088	7,694	46,764	3,306,086	3,369,532	8,533	1,034,496
Bengal Central - - -	99,161	470,584	3,284,870	24,829,248	28,683,863	100,999	4,776,785
Katm-Umaria - - -	2,478	4,085	6,608	721,016	734,187	4,874	144,567
Total - - -	13,915,128	48,424,418	63,384,243	1,940,520,581	2,066,244,370	19,287,256	1,277,873,256
STATE PROVINCIAL.							
Bareilly-Pilibheet - - -	8,171	—	27,989	3,264,384	3,300,544	4,638	975,310
Lucknow-Sitapur-Sihramau - - -	—	(a) 144,698	111,622	(b) 9,462,585	9,718,905	31,675	1,792,008
Eastern Bengal Railways - - -	1,718,425	4,343,080	20,350,587	167,798,304	194,210,396	1,324,347	96,909,245
Nalhati - - -	18,521	148,805	—	3,062,054	3,229,380	23,544	200,722
Tirhoot - - -	318,940	425,841	339,918	71,980,043	73,064,742	312,075	18,601,532
Burma - - -	596,005	5,001,406	—	94,420,808	100,018,214	431,330	31,266,375
Jorbát - - -	(a) 8,482	—	(b) 137,151	—	140,633	428	103,442
Cherra-Companyganj - - -	(a) 941	—	(b) 44,868	—	45,809	(c)	(c)
Total - - -	2,664,485	10,063,830	21,012,135	349,988,173	383,728,623	2,128,037	149,850,634
GUARANTEED COMPANIES.							
Madras - - -	2,832,313	6,552,259	—	286,300,075	295,684,647	2,560,480	105,944,818
South Indian - - -	664,565	1,581,590	4,865,183	234,272,968	240,884,306	396,160	47,491,150
Great Indian Peninsula - - -	6,636,377	29,071,985	(d) 64,121,702	(e) 373,880,895	473,710,859	6,631,425	630,962,560
Bombay, Baroda, and Central India. - - -	2,596,991	11,949,952	(d) 51,183,916	(e) 191,131,038	256,861,897	2,472,364	156,523,056
Oudh and Rohilkhand - - -	—	(a) 2,637,766	4,576,783	(b) 193,684,908	200,899,457	1,088,148	91,814,953
Total - - -	12,730,146	51,793,552	124,247,584	1,279,269,884	1,468,041,166	13,148,577	1,032,736,537
ASSISTED COMPANIES.							
Darjeeling-Himalayan - - -	97,478	210,628	—	690,204	998,310	(c)	—
Deoghur - - -	2,817	—	796,984	—	799,801	—	32,491
Bengal and North-Western - - -	157,987	363,241	201,986	66,291,899	67,015,113	207,338	25,620,505
Rohilkhand-Kumaun - - -	166,732	—	347,622	4,334,138	4,848,482	77,629	1,311,074
Thátón-Duyinráik - - -	—	—	—	(f) 181,520	181,520	—	51,032
Dibru-Sadiya - - -	42,209	51,516	—	1,822,643	1,916,368	3,560	554,523
Total - - -	467,218	625,385	1,346,592	78,820,404	75,759,594	288,527	27,569,625
NATIVE STATES.							
The Nizam's (Guaranteed Company). - - -	452,417	3,672,479	10,414,257	26,358,865	39,898,018	662,748	12,681,729
The Gaekwar's - - -	—	(a) 69,754	—	5,529,203	5,598,957	6,978	1,011,650
The Gaekwar's Mehsána-Vadnagar. - - -	—	8,817	—	1,614,218	1,623,035	3,046	106,193
Bhávnapar-Gondal - - -	144,668	560,258	—	32,264,559	32,969,480	178,418	5,648,858
Morvi - - -	—	(a) 121,178	—	(b) 4,193,302	4,314,980	18,700	468,394
Jodhpore - - -	40,445	125,578	—	11,570,584	11,736,607	79,352	2,071,190
Total - - -	637,530	3,558,059	10,414,257	81,531,231	96,141,077	949,242	21,988,014
Total of all Railways - - -	30,414,502	114,465,244	220,404,811	3,724,630,273	4,089,914,830	35,801,639	2,510,018,066

(a) Upper class.
(b) Lower class.
(c) Information not furnished.

on the several RAILWAYS during the Year ending 31st December 1887.

GOODS TRAFFIC.							Railways.
Number of Ton-Miles (expressed in the Number of Tons moved one mile).							
Military Stores.	Railway Materials for Construction.	Coal for the Public and Construction.	Coal for Revenue only.	Revenue Stores other than Coal.	Live Stock.	Total.	
STATE IMPERIAL.							
4,248,710	8,377,796	219,281,740	42,420,886	58,044,099	961,918	1,046,519,871	East Indian.
701,410	1,793,946	2,353,594	9,988,188	8,201,203	39,778	257,679,218	Rajputana-Malwa.
3,927	4,637,933	18,793	567,710	365,655	450	23,283,629	Bengal-Nagpur.
368	489,508	2,148	108,778	500,501	1,994	4,650,172	Mysore.
54,707	8,703,542	93,387	2,454,336	666,649	5,520	36,839,004	Southern Mahratta.
114	197,134	—	7,758	99,948	148	503,621	Cuddapah-Nellore.
2,408,775	15,814,685	5,296,172	12,035,435	66,984,311	231,728	375,356,687	North-Western.
12	38,585	4,097,738	1,838	408,175	—	5,580,839	Wardha Coal.
638	17,918	724,399	84,880	133,323	8	5,737,946	Bengal Central.
—	665,654	662,340	—	57,148	12	1,529,791	Katni-Umaria.
7,418,661	85,786,096	232,530,306	67,619,809	135,461,012	1,241,556	1,757,880,696	Total.
STATE PROVINCIAL.							
87	112,330	78	—	8,216	—	1,096,091	Bareilly-Pilibhoet.
8,517	1,194,949	—	—	39	—	2,995,518	Lucknow-Sitapur-Sihraon.
20,680	7,065,010	1,307,211	2,833,908	4,337,676	20,262	112,393,992	Eastern Bengal Railway.
41	—	205,680	—	11,804	—	418,247	Nalhati.
980	1,094,208	939,326	523,344	549,983	—	21,709,368	Tirhoot.
231,332	2,240,042	2,601,225	50,236	1,444,471	196,694	38,032,375	Burma.
—	7,814	8,000	4,194	358	—	123,608	Jorhat.
—	—	—	—	—	—	(c)	Cherra-Companyganj.
261,637	11,714,148	5,061,520	3,411,682	6,252,547	216,956	176,769,124	Total.
GUARANTEED COMPANIES.							
499,641	1,543,898	766,391	24,942	5,709,319	203,550	114,692,054	Madras.
18,965	4,049,587	2,886	1,259,966	4,176,551	35,164	57,034,271	South Indian.
1,367,707	3,986,326	8,584,993	26,565,571	41,932,020	1,221,955	714,621,122	Great Indian Peninsula.
269,112	2,679,574	7,122,390	6,448,454	6,676,954	2,588,146	189,307,986	Bombay, Baroda, and Central India.
370,144	16,054,925	572,855	10,548,294	6,876,765	15,561	126,253,497	Oudh and Rohilkhand.
2,525,569	28,313,805	17,049,515	44,847,229	65,371,609	4,064,676	1,194,908,940	Total.
ASSISTED COMPANIES.							
—	—	—	—	—	—	(c)	Darjeeling-Himalayan.
—	—	—	989	—	—	83,473	Deoghur.
675	1,147,120	153,450	1,337,844	52,478	25,258	28,337,425	Bengal and North-Western.
8,030	318,545	128	—	84,814	568	1,718,159	Rohilkhand-Kumaon.
—	—	—	—	—	—	51,032	Thabon-Duyinsak.
—	—	5,082,859	—	13	580	5,637,975	Dibru-Sadiya.
8,705	1,460,665	5,236,437	1,338,826	137,305	26,501	85,778,064	Total.
NATIVE STATES.							
90,174	4,456,710	277,270	988,335	1,804,869	11,657	20,260,764	The Nizam's (Guaranteed Company).
—	353	733	10,409	26,256	428	1,049,829	The Gackwar's.
—	38,429	109	—	34,395	—	179,125	The Gackwar's Mchana-Vadnagar.
—	143,758	98,187	54,318	81,400	3,038	6,029,559	Bhavnagar-Gondal.
—	—	—	—	—	—	468,394	Morvi.
27	156,653	7,081	752	3,470	70	2,239,243	Jodhpore.
90,201	4,795,903	383,379	1,008,814	1,950,410	15,193	30,226,914	Total.
10,304,773	82,020,617	260,261,157	118,221,360	209,172,863	5,564,822	3,195,563,734	Total of all Railways.

(d) Third class passengers by mail trains.
(e) Third class passengers by other than mail trains.
(f) 1st, 2nd, and 3rd classes.

CHAPTER VIII.

REVENUE AND TRAFFIC RESULTS.

REVENUE.

ON page 92 will be found a statement giving the Capital outlay (exclusive of Steam-boat Service and Suspense Accounts) for the several lines of railway open for traffic.

The average cost per mile of all open lines (excluding Steam-boat Service and Suspense Accounts) is Rs. 1,24,700. The 5' 6" and the metre gauge lines have averaged, respectively, Rs. 1,64,482 and Rs. 69,952 per mile.

2. The net revenue derived from Railways during the year 1887, including Steam-boat Service, amounted to Rs. 9,36,48,210, as compared with Rs. 9,77,35,532 in 1886.

3. The total Capital debit excluding indirect charges against lines open to traffic on the 31st December 1887 was Rs. 1,82,87,92,655, and the percentage of the net earnings on this outlay amounted to 5·12, as compared with a percentage of 5·73 in 1886 on a capital outlay of Rs. 1,70,49,89,107.

4. Excluding the Steam-boat Service and Capital expenditure on Suspense Accounts the general results of railway working compare as follows for the last three years:—

	1885.	1886.	1887.
Miles open at end of year - - -	12,207·71	12,864·78	14,068·11
Capital outlay at end of year - - - Rs.	1,56,17,76,876	1,65,04,41,095	1,75,42,93,486
Average cost per mile open - - - "	1,27,934	1,28,291	1,24,700
Gross earnings during the year - - - "	17,88,05,185	18,58,41,170	18,36,34,302
Working expenses during the year - - - "	8,77,01,962	8,84,22,951	9,00,94,841
Net earnings of the year - - - "	9,11,03,223	9,74,18,219	9,35,39,461
Percentage of net earnings on capital cost -	5·84	5·90	5·33
Gross earnings per mile per week calculated on mean mileage worked. Rs.	284	285	260

5. On page 93 will be found a statement comparing the net earnings and their percentages on Capital expenditure for the principal railways during the last five years.

6. The net revenue earned by the Imperial and Provincial State lines, East Indian and Branch lines excepted, during the past year, amounted to Rs. 2,27,09,477, being a return of 3·09 per cent. on a total Capital expenditure of Rs. 73,47,70,762. Including the East Indian Railway and State Branch lines worked by it, the net earnings of the State lines were at the rate of 4·90 per cent. on the Capital expended.

7. The net revenue of the East Indian Railway, including the branch lines* worked by it, amounted to Rs. 3,23,83,088, being at the rate of 8·32 per cent. on a total Capital expenditure of Rs. 38,93,18,574. The surplus profits on this line during the past year, after paying annuity and interest charges, were Rs. 79,36,297, of which sum one-fifth or Rs. 15,87,259 was paid over to the working Company as its share under the contract.

8. The statements relating to Guaranteed Railway transactions on pages 96 and 97 are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

The Guaranteed lines returned a net revenue of 3,326,485*l.* The guaranteed interest for the year amounted to 2,725,445*l.*, so that the net earnings were in excess of the guaranteed interest by 601,040*l.*

From the commencement of operations up to 31st December 1886, a gross sum of 58,675,924*l.* has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian and Eastern Bengal and the late Sind, Punjab

* Sindia, Indian Midland, Patna-Gya, Dildárnagar-Gházipur, and Tárákeshwar.

and Delhi Railways, and up to 30th June 1887 the total net earnings of these railways, exclusive of half of any surplus profits realised, amounted to 39,496,154*l.*, leaving a net amount of 19,179,770*l.*, which has been paid by the State.

The surplus profits realised on Guaranteed Railways during the year 1887 amounted to 989,702*l.*, as compared with 1,045,437*l.* in 1886, and 785,866 in 1885.

9. The lines in the hands of assisted companies, including the Tárakeshwar Railway, yielded during 1887 a net revenue of Rs. 14,08,139, being at the rate of 3·78 per cent. on a total capital outlay of Rs. 3,72,25,145.

10. The net revenue earned by the Native State lines during the same period, amounted to Rs. 13,43,513, being at the rate of 2·58 per cent. on a total capital outlay of Rs. 5,20,83,003.

11. On pages 94 and 95 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858.

STATEMENT showing the TOTAL COST of each RAILWAY on 31st December 1887, and the average cost per mile.

Railway.	Length of line open on 31st December 1887.	Total Capital outlay to 31st December 1887 on final heads (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay on open line to 31st December 1887.
	Miles.	Rs.	Rs.	Rs.
STATE IMPERIAL.				
East Indian - - - - -	1,513·36	35,06,74,899	2,31,719	35,79,09,238
Benares Branch - - - - -	6·00	6,11,462	1,01,910	6,11,462
Rajputana-Malwa - - - - -	1,667·42	12,38,94,213	74,304	12,87,69,487
Pátri - - - - -	22·50	8,08,405	35,929	8,08,405
Sindia - - - - -	74·88	92,09,434	1,22,989	92,09,434
Dhond-Manmád - - - - -	145·50	1,09,26,292	75,095	1,09,46,935
Patna-Gya - - - - -	57·20	42,70,250	74,655	42,70,250
Bengal-Nágpur - - - - -	149·00	1,25,79,706	84,428	1,28,90,453
Dildárnagar-Gházipur - - - - -	12·00	7,03,060	58,588	7,03,060
Mysore - - - - -	139·75	63,11,425	45,162	80,93,697
Southern Mahratta - - - - -	759·75	(a) 6,08,74,953	80,125	(a) 6,28,64,462
Indian Midland - - - - -	42·00	32,92,854	78,401	1,54,98,182
Bellary-Kistna - - - - -	90·00	49,38,487	54,872	54,93,345
Cuddapah-Nellore - - - - -	83·00	58,55,449	70,548	60,90,836
North-Western - - - - -	2,340·58	31,51,13,323	1,34,630	33,16,98,490
Wardha Coal - - - - -	45·00	59,22,911	1,31,620	59,94,082
Bengal Central - - - - -	125·02	89,27,034	71,405	91,09,422
Katni-Umaria - - - - -	37·00	47,09,976	1,27,297	48,75,450
Total - - - - -	7,309·96	92,96,25,133	1,27,172	97,58,36,690
STATE PROVINCIAL.				
Bareilly-Pilibheet - - - - -	36·00	15,10,688	41,964	15,10,688
Lucknow-Sitapur-Sihrámau - - - - -	104·59	34,73,156	33,207	37,00,992
Eastern Bengal Railways - - - - -	644·28	8,24,88,829	1,28,033	8,65,33,392
Nalháti - - - - -	27·25	3,26,020	(b) 11,964	3,40,875
Tirhoot - - - - -	259·00	1,82,16,371	70,333	1,92,28,079
Amritsar-Pathámkot - - - - -	64·79	55,35,938	85,444	55,92,937
Burma - - - - -	333·00	2,80,70,159	84,295	2,86,46,552
Jorhát - - - - -	30·60	6,71,759	21,953	6,79,372
Cherra-Companyganj - - - - -	7·50	2,69,756	35,967	2,91,349
Total - - - - -	1,507·01	14,05,62,676	93,273	14,65,24,236
GUARANTEED COMPANIES.				
Madras - - - - -	830·09	11,07,01,322	1,33,361	11,31,72,592
South Indian - - - - -	654·00	4,51,69,182	69,066	4,80,44,868
Great Indian Peninsula - - - - -	1,288·25	26,34,35,584	2,04,491	27,04,68,326
Bombay, Baroda, and Central India - - - - -	438·78	9,06,81,755	2,06,668	9,36,97,911
Oudh and Rohilkhand - - - - -	(c) 691·07	8,88,68,152	1,28,595	9,17,39,884
Total - - - - -	3,902·19	59,88,55,995	1,53,467	61,71,23,581
ASSISTED COMPANIES.				
Darjeeling-Himalayan - - - - -	51·00	26,87,781	52,702	27,43,214
Deoghur - - - - -	4·79	2,75,000	57,411	2,75,043
Bengal and North-Western - - - - -	376·00	(d) 2,26,48,386	60,235	(d) 2,44,77,650
Tárakeshwar - - - - -	22·23	17,28,410	77,751	17,28,410
Rohilkhand-Kumaun - - - - -	55·00	22,07,111	40,129	22,91,619
Thatón-Duyinzáik - - - - -	8·00	3,76,604	47,076	3,76,604
Dioru-Sadiya - - - - -	78·00	53,01,741	67,971	53,32,605
Total - - - - -	595·02	3,52,25,033	59,200	3,72,25,145
NATIVE STATES.				
The Nizam's (Guaranteed Company) - - - - -	204·50	2,69,71,143	1,31,888	2,86,21,689
Khámgaon - - - - -	7·50	4,82,570	64,343	4,89,180
Amráoti - - - - -	5·50	4,34,666	79,030	4,44,308
The Gaekwar's - - - - -	58·80	13,41,986	22,823	13,46,259
The Gaekwar's Mehsána-Vadnagar - - - - -	20·73	5,89,035	28,415	5,89,035
Bhopal-Itársi - - - - -	57·00	59,63,909	1,04,630	60,59,939
Bhávnagar-Gondal - - - - -	193·09	96,11,085	49,775	99,01,410
Morvi - - - - -	68·00	11,06,500	(e) 16,272	11,06,500
Jodhpore - - - - -	123·75	22,81,433	(f) 18,436	22,81,433
Rájpura-Patiála - - - - -	15·06	12,42,322	82,491	12,43,250
Total - - - - -	753·93	5,00,24,649	66,352	5,20,83,003
Total of all Railways - - - - -	14,068·11	1,75,42,93,486	1,24,700	1,82,87,92,655

(a) Includes outlay on section (3·50 miles) not opened in 1887.

(b) Calculated on the amount paid by the State for the purchase of the line.

(c) Excludes 3·24 miles of the Benares Branch of the East Indian Railway leased to the Oudh and Rohilkhand Railway Company.

(d) Excludes interest on Capital during construction (Rs. 10,90,011).

(e) This is 2' 6" gauge line and is laid with permanent-way materials of a very light description.

(f) Line laid on metre gauge. The comparatively small outlay is due to the works being very light. There are no large bridges; the permanent-way is partly of old 30 lb. iron rails purchased second-hand from the Rajputana Railway; the sleepers are mostly jungle-wood, costing less than a third the price of Deodar.

STATEMENT showing the NET EARNINGS and their PERCENTAGE on the CAPITAL EXPENDITURE finally charged off (excluding Suspense Accounts) for the principal Railways during the last Five Years—1883 to 1887.

Railway.	1887.		1886.		1885.		1884.		1883.	
	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.	Percentage of Net Earnings per annum on Capital Expenditure.
5' 6" GAUGE.										
STATE IMPERIAL.										
East Indian (including branches)	Rs. 3,23,63,088	8·76	Rs. 3,13,32,323	8·62	Rs. 3,03,19,333	8·95	Rs. 2,70,04,193	7·87	Rs. 2,17,20,543	8·98
North-Western	57,07,543	1·79	1,19,65,007	4·17	14,28,034	1·96	3,01,243	1·23	3,93,018	0·63
Punjab Northern					64,24,734	7·55	37,01,064	4·42	32,18,633	3·97
Indus Valley					61,55,000	5·17	41,95,308	3·55	40,07,503	4·15
Eastern Bengal Railways	45,04,782	5·36	10,78,953	4·00	13,08,231	4·01	23,36,230	5·52	36,54,611	7·73
Bengal					18,043	1·93	20,097	3·19	43,045	3·45
Calcutta & South-Eastern					12,67,373	5·70	6,44,964	3·03	6,51,514	3·15
Kaunia-Dharla					—28,743	—	—41,845	—	Not opened	—
Northern Bengal										
Dacca										
GUARANTEED COMPANIES.										
Madras	28,80,029	2·60	32,29,244	2·66	33,70,168	2·92	29,35,097	2·62	25,20,549	2·26
Great Indian Peninsula	(a) 2,12,23,120	8·08	(a) 2,10,07,724	8·06	(a) 1,80,47,220	8·90	(a) 1,80,52,310	8·96	(b) 1,76,50,053	6·98
Bombay, Baroda, and Central India	(c) 70,68,316	7·90	(c) 79,52,756	8·53	(c) 75,35,716	8·44	(c) 69,57,133	7·95	(c) 67,23,303	7·93
Oudh and Rohilkhand	31,35,349	3·55	28,60,753	3·53	10,05,361	3·21	23,23,166	3·68	24,20,303	4·21
NATIVE STATES.										
The Nizam's (Guaranteed Company)	5,52,905	2·06	6,94,524	2·56	4,37,023	2·27	3,50,774	2·94	2,77,938	1·90
METRE GAUGE.										
STATE IMPERIAL.										
Rajputana-Malwa (including Rewari-Ferozepore).	81,25,471	6·56	90,47,111	7·31	77,33,000	7·26	59,27,333	5·74	61,31,748	6·40
Cawnpore-Achnera					1,10,335	1·02	2,65,343	2·60	2,07,496	2·06
Bengal-Nagpur	5,60,248	4·45	5,34,029	4·71	4,93,574	4·70	5,29,080	5·63	6,53,960	7·23
Southern Mahratta	(d) 10,30,336	1·69	4,03,326	1·44	1,40,337	0·77	—18,133	—	Not opened.	
STATE PROVINCIAL.										
Tirhoot	6,95,725	3·70	5,01,189	3·08	3,59,239	3·49	2,66,361	1·68	2,59,705	2·23
Burma	15,53,303	5·55	9,43,271	3·36	4,73,123	1·73	3,21,265	4·19	5,52,296	4·19
GUARANTEED COMPANIES.										
South Indian	16,09,557	3·56	14,91,256	3·36	15,26,337	3·62	15,05,197	3·47	13,22,353	3·06
ASSISTED COMPANIES.										
Bengal and North-Western	(e) 8,37,004	3·62	(e) 3,00,199	(f) 3·79	(g) 6,10,799	(g) 3·40	—26,221	—	Not opened.	
NATIVE STATES.										
Bhavnagar-Gondal	4,42,103	4·60	4,15,140	4·37	3,91,247	4·17	4,97,471	5·21	3,25,513	3·73

- (a) Net earnings of the Great Indian Peninsula Railway only.
(b) 5·84, deducting amount paid to Government as rent of leased lines.
(c) Calculated on the capital outlay on the Bombay, Baroda, and Central India Railway, exclusive of the Patni Branch.
(d) Calculated on the capital outlay of the Southern Mahratta Railway only, though the net earnings include the Bellary-Kistna Railway.
(e) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 10,50,014).
(f) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 3,91,753).
(g) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 6,45,520).

STATEMENT showing the direct ANNUAL GAIN or

Year.	Guaranteed Railways.					State			
	Capital raised to end of each Year.	Capital withdrawn for Expenditure to end of each Year.	Net Traffic Receipts, less Moieties of surplus Profits paid to Companies.	Guaranteed Interest.	Loss or Gain to State. -or +	Capital expended to end of each Year.	Net Traffic Receipts.	Interest† and Annuity.	
	£	£	£	£	£	£	£	£	
1858-59	22,998,405	19,151,531	232,365	838,411	-606,046	—	—	—	
1859-60	28,573,287	26,322,995	403,057	1,199,929	-796,872	—	—	—	
1860-61	34,397,817	33,901,710	889,413	1,485,745	-1,096,332	—	—	—	
1861-62	42,979,539	40,508,922	391,162	1,788,153	-1,396,991	—	—	—	
1862-63	48,218,541	46,867,266	625,615	2,166,755	-1,541,140	—	—	—	
1863-64	54,332,994	51,122,919	821,548	2,456,182	-1,634,634	—	—	—	
1864-65	57,541,917	55,245,159	1,129,851	2,683,787	-1,553,936	—	—	—	
1865-66	60,860,247	60,882,025	2,865,574	2,889,241	-23,667	—	—	—	
1866-67	67,258,917	68,179,728	2,847,085	3,031,087	-684,002	107,212	—	—	
1867-68	76,571,751	75,299,809	1,989,112	3,480,677	-1,491,565	107,806	—	14	
1868-69	82,417,905	79,167,736	2,229,509	3,881,013	-1,651,504	671,927	-1,379	12,455	
1869-70	86,773,825	83,910,587	2,627,941	4,126,025	-1,498,084	866,865	-790	29,180	
1870-71	91,426,816	87,686,857	2,556,707	4,341,609	-1,784,902	1,310,044	68	43,585	
1871-72	93,550,803	90,183,585	2,877,153	4,542,183	-1,665,030	1,956,039	-4,063	68,199	
1872-73	93,736,915	90,660,830	2,785,657	4,862,188	-2,076,531	3,400,947	5,362	107,787	
1873-74	94,725,814	91,353,883	3,532,545	4,959,244	-1,426,699	5,864,898	-6,563	187,178	
1874-75	95,119,118	92,441,794	3,742,303	5,030,233	-1,287,930	9,085,829	44,162	302,264	
1875-76	95,072,441	93,392,600	4,054,421	5,146,157	-1,091,736	12,360,929	96,601	433,534	
1876-77	94,833,129	94,188,059	4,618,106	5,450,007	-631,901	15,364,303	90,012	559,504	
1877-78	96,313,173	95,420,309	5,862,044	5,372,238	+489,806	19,573,392	152,343	703,753	
1878-79	97,174,046	96,444,666	4,364,979	5,702,898	-1,337,919	23,210,401	229,080	860,675	
1879-80	97,959,284	96,829,969	3,974,645	5,667,875	-1,693,230	27,829,689	327,124	1,029,272	
1880-81	67,282,930	66,348,478	2,555,069	3,921,412	-1,366,343	32,941,576	646,007	1,194,655	
1881-82	67,463,609	67,021,756	3,232,294	3,945,306	-663,012	35,831,582	838,357	1,380,086	
1882-83	68,065,868	67,431,448	3,095,456	4,077,125	-981,669	37,913,941	1,086,203	1,482,576	
1883-84	69,154,961	68,769,369	3,118,197	4,047,246	-929,049	41,533,488	1,376,118	1,593,293	
1884-85	65,924,277	66,658,570	3,046,805	4,028,654	-981,849	50,405,981†	1,725,066	1,829,434	
1885-86	56,981,094	56,814,758	3,327,946	4,231,707	-903,761	70,101,472‡	2,214,550	2,196,624	
1886-87	57,695,294	57,046,325	3,112,518	3,721,864	-609,346	75,448,655	2,557,460	3,212,000	
Total	—	—	76,159,077	109,074,951	-32,915,874	—	11,375,788	17,226,068	
1887-88	Budget	53,273,094	53,372,352	3,007,000	3,732,300	-725,300	73,393,504	2,454,200	3,531,500
	Revised	53,035,294	57,729,184	2,871,000	3,856,800	-985,800	77,904,335	2,234,300	3,391,800
1888-89	Budget	53,035,294	53,487,984	2,935,000	3,873,700	-938,700	81,392,575	2,576,900	3,508,300
GRAND TOTAL	—	—	81,965,077	116,805,451	-34,840,374	—	16,137,488	24,126,168	

The decrease in the transactions of the Guaranteed Railways in 1880-81, in 1884-85, and in 1885-86, compared with the year immediately preceding
NOTE.—The figures from 1872-73 have

* This sum is thus arrived at—

Capital of East Indian Railway at time of purchase (a)	£
25 per cent. premium thereon	26,200,000
Debentures and debenture stock	6,550,000
Outlay subsequent to purchase	4,450,000
	154,248
Total	37,354,248

(a) Of these amounts, 27,623,336£. will be redeemed by an annuity terminable in 1853, which annuity is entered in the column "Interest and Annuity."

† Interest on capital outlay calculated at 4 per cent., except on 1,000,000£. lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‡ Includes capital expenditure on Eastern Bengal Railway prior to purchase as under—

Share capital at time of purchase	£
Premium on ditto	2,255,430
Debentures and debenture stock	1,136,437
	1,023,658
Total	4,415,575

Loss to the STATE from RAILWAY OUTLAY since 1858.

Railways.	Imperial Lines in the Hands of Companies.			East Indian Railway.				Total Loss or Gain to State. - or +	Year.
	Loss or Gain to State. - or +	Net Traffic Receipts.	Interest.¶	Loss or Gain to State. - or +	Capital expended.	Net Traffic Receipts, less Surplus paid to Shareholders.	Interest and Annuity.		
£	£	£	£	£	£	£	£	£	
—	—	—	—	—	—	—	—	-606,046	1858-59
—	—	—	—	—	—	—	—	-796,872	1859-60
—	—	—	—	—	—	—	—	-1,096,332	1860-61
—	—	—	—	—	—	—	—	-1,396,991	1861-62
—	—	—	—	—	—	—	—	-1,541,140	1862-63
—	—	—	—	—	—	—	—	-1,634,634	1863-64
—	—	—	—	—	—	—	—	-1,553,936	1864-65
—	—	—	—	—	—	—	—	-23,667	1865-66
—	—	—	—	—	—	—	—	-684,002	1866-67
-14	—	—	—	—	—	—	—	-1,491,579	1867-68
-18,834	—	—	—	—	—	—	—	-1,665,388	1868-69
-29,970	—	—	—	—	—	—	—	-1,528,054	1869-70
-48,517	—	—	—	—	—	—	—	-1,628,419	1870-71
-72,262	—	—	—	—	—	—	—	-1,787,292	1871-72
-102,425	—	—	—	—	—	—	—	-2,178,956	1872-73
-193,741	—	—	—	—	—	—	—	-1,620,440	1873-74
-258,102	—	—	—	—	—	—	—	-1,546,082	1874-75
-336,938	—	—	—	—	—	—	—	-1,428,869	1875-76
-469,492	—	—	—	—	—	—	—	-1,101,598	1876-77
-551,410	—	—	—	—	—	—	—	-61,604	1877-78
-631,595	—	—	—	—	—	—	—	-1,969,514	1878-79
-702,078	—	—	—	37,354,248*	949,154	41,357	+907,797	-1,487,511	1879-80
-548,648	—	—	—	418,435	2,647,756	1,661,493	+986,268	-926,728	1880-81
-541,729	—	2,426	-2,426	455,269	3,063,595	2,002,181	+1,061,414	-145,753	1881-82
-396,373	—	45,288	-45,288	148,197	2,531,948	2,062,359	+469,584	-953,691	1882-83
-217,175	-95	116,301	-116,396	233,298	3,002,620	2,052,418	+950,202	-312,418	1883-84
-104,368	61	162,791	-162,730	279,192	2,481,190	2,084,856	+396,334	-852,618	1884-85
+17,926	20,982	257,716	-236,784	247,518	2,821,218	2,207,459	+613,859	-508,760	1885-86
-654,540	66,238	471,590	-405,352	158,858	2,985,440	2,298,993	+686,447	-982,791	1886-87
-5,850,280	87,136	1,056,057	-968,921	39,295,008	20,488,016	14,411,116	+6,071,900	-33,663,176	Total.
-877,300	178,000	519,400	-341,400	105,000	2,355,300	2,295,000	+560,300	-1,383,700	Budget
-1,157,000	175,700	639,100	-463,400	70,000	2,980,300	2,370,000	+610,300	-1,995,900	Revised } 1887-88
-981,400	241,500	892,600	-651,100	65,000	2,940,300	2,376,000	+564,300	-1,956,900	Budget 1888-89
-7,938,680	504,336	2,587,757	-2,083,421	39,430,008	26,403,616	19,157,116	+7,246,500	-37,613,976	GRAND TOTAL.

is due to the removal of the East Indian, Eastern Bengal, and Sind, Punjab, and Delhi Railways from the category of Guaranteed Railways, been revised according to present classification.

§ Includes capital expenditure on the Sind, Punjab, and Delhi Railway prior to purchase as under—

Share capital at time of purchase	£	11,075,728
Premium on ditto	£	2,582,704
Total	£	<u>13,658,432</u>

¶ Includes the following amounts for advances, and repayments of advances, of interest :-

	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.
Advances	£	5,188	16,907	34,134	46,228	—	—	—
Repayments	£	2,788	4,524	2,249	618	119	1,616	27,200
Net	£	2,400	12,383	31,885	45,610	-119	-1,616	-27,200

GUARANTEED INTEREST.—INDIAN RAILWAYS.

STATEMENT of the Total Amount of INTEREST advanced to each of the under-mentioned Railway Companies to 31st December 1887.

Railway Company.	Interest advanced to 31st December 1886.	Interest advanced during 1887.				Total.
		England.	India.	Interest charged on overdrawn capital. (a)	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Madras	12,595,488 10 0	520,331 18 3	—	1,253 2 8	521,585 0 11	13,117,018 10 11
South Indian	8,539,327 18 1	208,644 19 10	—	365 7 5	209,010 7 3	3,748,338 5 4
Bombay, Baroda, and Central India.	9,086,904 18 5	408,478 13 0	285 4 2	779 10 8	409,543 7 5	9,496,448 5 10
Great Indian Peninsula	26,183,300 19 9	1,172,663 5 2	2,650 0 0	8,640 10 0	1,183,953 15 2	27,367,254 14 11
Oudh and Rohilkhand	4,555,856 18 8	380,557 0 1	549 15 0	9,901 0 4	381,007 15 5	4,946,864 14 1
Total	55,960,824 4 11	2,690,673 16 4	3,484 19 2	20,939 10 8	2,715,100 6 2	58,675,924 11 1

(a) Interest on overdrawn capital is for the year 1887, being charged in that year by transfer entry.

STATEMENT showing approximately the Amount advanced on account of GUARANTEED INTEREST to the under-mentioned Railway Companies to 30th June 1887.

Railway Company.	Total Amount advanced to 31st December 1887. (b)	Aggregate of Net Revenue Balances for the several half years to 30th June 1887.	Net Amount advanced.
	£	£	£
Madras	13,117,018	5,901,671	7,215,347
South Indian	3,748,338	1,889,055	1,859,283
Bombay, Baroda, and Central India	9,496,448	6,907,057	2,589,391
Great Indian Peninsula	27,367,255	22,167,423	5,199,832
Oudh and Rohilkhand	4,946,865	2,630,948	2,315,917
Total	58,675,924	39,496,154	19,179,770

(b) The interest for the half year ended 30th June 1887 not being paid until the succeeding half year.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT showing the Amount of SURPLUS PROFITS earned by Guaranteed Railways to 31st December 1887, inclusive.

Railway Company.	To end of 1879.	Half Year ending							
		June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.
	£	£	£	£	£	£	£	£	£
East Indian	5,855,427	—	—	—	—	—	—	—	—
Eastern Bengal	323,043	—	99,197	4,414	149,764	15,304	104,054	45,426	46,276
Bombay, Baroda, and Central India.	36,939	†	—	158,450	—	147,830	—	201,974	7,003
Great Indian Peninsula	1,353,293	101,578	—	338,319	1,243	590,124	—	609,303	—
Sind, Punjab, and Delhi	—	3,872	—	—	—	—	—	—	—
Total	7,474,596	105,448	99,197	501,183	151,012	753,258	104,054	857,203	54,179

Railway Company—cont.	Half Year ending								Total.
	June 1884.	December 1884.	June 1885.	December 1885.	June 1886.	December 1886.	June 1887.	December 1887.	
	£	£	£	£	£	£	£	£	£
East Indian	—	—	—	—	—	—	—	—	5,855,427
Eastern Bengal	—	†	—	—	—	—	—	—	863,377
Bombay, Baroda, and Central India.	247,076	—	306,960	61,141	250,392	60,870	236,197	609	1,616,231†
Great Indian Peninsula	453,873	—	405,433	—	603,455	125,730	752,396	—	5,330,750
Sind, Punjab and Delhi	—	—	23,337	—	—	—	—	—	27,209
Total	701,849	—	734,725	61,141	853,847	186,690	989,093	609	13,682,984

* Surplus profits of the East Indian Railway, after it had been acquired by the State, are omitted from this statement.
† Surplus profits were earned by the Bombay, Baroda, and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the re-construction of the Nerbudda Bridge.
‡ The Eastern Bengal, and Sind, Punjab, and Delhi Railways were taken over by the State from 1st July 1874 and 1st January 1886 respectively, and are now worked under State management.

GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for Year to 31st December.	Guaranteed Interest for Year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
1870	£ 83,910,587	£ 2,846,600	£ 4,344,118	£ 1,497,518	—
1871	87,686,857	2,686,260	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	4,613,578	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	94,108,059	6,117,226	4,662,635	—	1,464,591
1878	95,430,863	5,002,028	4,708,134	—	293,894
1879	96,444,666	5,062,188	4,748,238	—	313,955
1880*	65,907,288	2,662,213	3,263,179	600,966	—
1881	66,349,320	3,110,824	3,272,651	161,827	—
1882	67,021,755	3,319,439	3,279,407	—	40,032
1883	67,431,448	3,542,973	3,289,439	—	253,534
1884	68,769,369	3,207,313	3,243,015	35,702	—
1885†	66,658,570	3,505,142	3,191,169	—	318,978
1886‡	56,814,758	3,378,242	2,702,701	—	675,541
1887	57,046,325	3,326,485	2,725,445	—	601,040

* East Indian Railway excluded from this and subsequent years.

† Eastern Bengal Railway excluded from this and subsequent years.

‡ Sind, Punjab, and Delhi Railway excluded from this and subsequent years.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

RESULTS OF WORKING the GUARANTEED RAILWAYS for the YEAR ending 31st December 1887.

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra Dividend in excess of Guaranteed Interest received by the Companies as Surplus Profits.	
					Rate per Cent. for Half Year ending 30th June 1887.	Rate per Cent. for Half Year ending 31st Dec. 1887.
Madras - - - -	£ 264,003	£ 521,585	—	£ 257,582	£ s. d.	£ s. d.
South Indian - - - -	154,249	210,356	—	56,107	—	—
Bombay, Baroda, and Central India	647,975	411,168	236,807	—	1 8 6	—
Great Indian Peninsula - - -	1,945,727	1,187,842	757,885	—	1 9 4	—
Oudh and Rohilkhand - - -	314,531	394,404	—	79,963	—	—
Total - - - - £	3,326,485	2,725,445	994,692	893,652	—	—

NOTE.—Rupees converted into sterling at the contract rate of exchange.

TRAFFIC RESULTS.

12. The table on pages 102 and 103 of this Report contains detailed information of receipts and expenditure connected with the passenger and goods traffic on all lines for the year 1887, and that on pages 100 and 101 a summary giving the general results of working of the principal railways for the same period. The main results, excluding the steam-boat services, are summarised below for these railways, and compared with similar figures for 1886 and 1885 :—

	1885.	1886.	1887.
Mean mileage open for traffic	12,091·27	12,548·83	13,577·96
Number of passengers carried	80,864,779	88,436,318	95,411,779
Number of tons of goods moved	18,925,385	19,576,365	20,195,677
Passenger unit miles	3,640,337,596	3,894,076,609	4,089,914,830
Ton mileage of goods	3,319,574,447	3,388,606,208	3,195,563,738
Train-miles	45,222,502	45,475,834	45,779,096
Gross receipts	Rs. 17,88,05,185	18,58,41,170	18,36,34,302
Working expenses	8,77,01,962	8,84,22,951	9,00,94,841
Net receipts	9,11,03,223	9,74,18,219	9,35,39,461

In round numbers, the average length open during the year 1887 was 13,578 miles, upon which the traffic work performed was equivalent to 4,090 millions of passengers and 3,196 millions of tons of goods carried one mile.

Passenger
traffic.

13. The total number of passengers carried shows an increase of 7·89 per cent., as compared with the number carried in 1886. The passenger mileage has increased 5·03 per cent., and the receipts from passenger traffic 5·01 per cent. The number of passengers per open mile was 7,027 in 1887, as compared with 7,047 in 1886, and 6,687 in 1885. Of the total number carried in 1887, the lower class passengers constituted 97·33 per cent., the second class 2·24, and the first class only 0·43 per cent.

The distances travelled by each class of passengers were on an average first class 75 miles, second class 54 miles, and lower classes 42 miles; and for these journeys the first class passenger paid Rs. 5-0-1, the second class passenger Rs. 1-5-10, and the lower class passenger Rs. 0-8-4, or 12·8, 4·9, and 2·4 pies per mile respectively.

The average receipts per coaching train-mile were Rs. 3·24; the highest on the principal railways being Rs. 4·15 on the East Indian Railway, broad gauge, and Rs. 4·50 on the Mysore Railway, metre gauge; the lowest, Rs. 1·71, on the Wardha Coal Railway, broad gauge, and Rs. 2·44 on the Bengal and North-Western Railway, metre gauge.

The largest average number of passengers carried in a passenger train was 292·65 on the Madras Railway, the smallest 146·71 on the Wardha Coal Railway, and 161·82 on the Bengal Central and on the Great Indian Peninsula Railways.

The lowest average cost of hauling one passenger unit one mile was, on the broad gauge, 0·71 pies on the East Indian Railway, on which line the average sum received for this work was 2·70 pies, and on the narrow gauge, 0·94 pies on the Tirhoot Railway, the average receipts being 1·84 pies.

Goods traffic.

14. The total tonnage of goods lifted during the year shows an increase of 3·16 per cent., and the total ton mileage a decrease of 5·70 per cent., as compared with 1886. The receipts from goods traffic show a decrease of 3·69 per cent. in 1887 as compared with 1886. The number of tons of goods carried per mile open was 1,487 in 1887, as compared with 1,560 in 1886 and 1565 in 1885.

The average receipts per goods train-mile were Rs. 4·39, the highest on the principal railways being Rs. 7·80 on the Bombay, Baroda, and Central India Railway, broad gauge, and Rs. 3·91 on the Bengal-Nágpur Railway, metre gauge; and the lowest, Rs. 1·63, on the Bengal Central Railway, broad gauge, and Rs. 2·02 on the South Indian Railway, metre gauge.

The lowest average cost of hauling one ton of goods one mile was 1·90 pies on the East Indian Railway, broad gauge, and 3·67 pies on the Bengal and North-Western Railway, metre gauge, the average sums received on these lines for doing this work being 5·83 pies and 5·99 pies respectively.

15. Including the Steam-boat Service, the gross receipts during the year amounted to Rs. 18,46,81,289, of which Rs. 4,75,33,860 were obtained on the East Indian Railway (including the branches worked by it), Rs. 7,20,24,213 on the Guaranteed lines, Rs. 5,86,76,651 on State Railways, excluding East Indian and branches, Rs. 32,51,423 on lines in Native States, and Rs. 31,90,142 on the Assisted Companies' lines. Gross receipts.

Of the total earnings, Rs. 6,03,10,678 were due to coaching, Rs. 11,92,93,226 to goods, and Rs. 50,77,385 to Steam-boat Service and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show a decrease of 1.20 per cent. The total receipts per mile open were Rs. 13,524 in 1887, Rs. 14,809 in 1886, and Rs. 14,787 in 1885.

The receipts per train-mile in 1887 were Rs. 4.03, as compared with Rs. 4.11 in 1886, and Rs. 3.98 in 1885.

16. Excluding steam-boat expenditure, the total working expenses during 1887 amounted to Rs. 9,00,94,841, the percentage on gross receipts being 49.06, as compared with a similar percentage of 47.58 in 1886, and of 49.27 in 1885. Working expenses.

The lowest percentages in 1887 were 31.88 on the East Indian Railway, 39.86 on the Jodhpore Railway, and 41.89 on the Bombay, Baroda, and Central India Railway.

The expenses per train-mile for all lines average Rs. 1.99 and were lowest on the Jodhpore Railway, Rs. 1.35. On the East Indian Railway the expenses per train-mile were Rs. 1.69.

The table on page 106 gives a summary of the principal articles of merchandise, &c. carried on the several railways in 1887, as compared with 1886. Summary of commodities carried.

GENERAL RESULTS of WORKING of the PRINCIPAL INDIAN RAILWAY

Progressive Numbers.	HEADINGS.	5-FOOT 6-INCH GAUGE.								
		East Indian. (b)	North-Western. (c)	Wardha Coal.	Bengal Central.	Eastern Bengal Railways. (j)	Madras.	Great Indian Peninsula. (g)	Bombay, Baroda and Central India. (f)	Udich and Rohilkhand.
1	Miles open on 31st December 1887.	1,731·67	2,420·48	45·00	123·02	644·23	830·09	1,503·75	461·23	(j) 694·31
1a	Mean mileage worked during the year. Miles	1,724·99	2,211·57	45·00	123·02	634·73	845·31	1,501·17	461·23	688·43
2	Total Capital Outlay Rs.	38,93,18,463	33,16,98,490	59,94,032	91,09,422	8,65,33,392	11,31,72,592	27,04,68,326	9,45,06,316	9,17,39,884
3	" per mile open. (a)	2,14,837	1,34,630	1,31,620	71,405	1,28,033	133,361	2,04,401	1,98,340	(k) 1,28,595
4	Coaching receipts - "	1,49,91,541	79,68,505	39,176	4,64,593	81,10,175	33,51,018	80,77,460	39,41,735	29,40,787
5	Goods receipts - "	3,17,53,740	1,25,18,710	1,67,356	1,77,802	55,18,209	46,20,847	3,14,75,441	79,53,618	32,96,592
6	Gross receipts - "	4,75,88,890	2,09,33,346	2,92,972	6,48,494	94,30,399	81,72,535	3,99,27,467	1,21,84,856	66,46,213
7	Working expenses - "	1,51,55,772	(d) 1,52,25,803	2,26,808	6,56,422	49,25,617	52,92,507	(h) 1,87,01,347	50,98,040	35,10,964
8	Ditto per cent. of gross receipts.	31·83	72·73	80·76	101·23	52·23	64·76	46·84	41·69	52·83
9	Net earnings - - Ra.	3,23,83,088	57,07,543	56,370	-7,928	45,04,782	28,80,028	2,12,26,120	70,68,816	31,35,249
10	Ditto per cent. on capital outlay.	8·33	1·72	0·94	-0·09	5·21	2·54	7·85	7·54	3·42
11	Ditto ditto on paid up capital.	-	-	-	-	-	2·48	7·91	7·59	3·37
12	Passenger train miles No.	3,617,137	2,340,945	22,967	177,261	1,003,607	1,010,345	2,927,313	1,165,615	893,696
13	Goods train miles - "	5,335,158	3,799,831	64,948	108,931	1,166,918	1,313,153	5,943,155	1,020,018	1,055,101
14	Total train miles - "	8,952,295	6,140,776	87,915	286,192	2,160,525	2,323,498	8,870,468	2,185,633	1,918,797
15	Coaching receipts per passenger train mile.	4·15	3·39	1·71	2·62	3·10	3·32	2·76	3·38	3·40
16	Goods receipts per goods train mile.	5·95	3·30	2·58	1·63	4·65	3·52	5·30	7·80	3·12
17	Gross receipt per train mile.	5·31	3·40	3·33	2·27	4·31	3·52	4·50	5·37	3·46
18	Working expenses per train mile.	1·69	2·47	2·69	2·30	2·25	2·28	2·11	2·33	1·83
19	Net earnings per train mile.	3·62	0·93	0·64	-0·03	2·06	1·24	2·39	3·24	1·63
20	Average number of passengers in a passenger train.	262·80	217·51	146·71	161·82	193·51	299·65	161·82	220·37	232·60
21	Average number of tons in a goods train.	196·18	98·78	85·93	52·68	94·70	87·34	120·24	178·73	119·66
22	Average number of vehicles (excluding brake-vans)—									
22a	In each passenger train	16·50	11·59	-		13·35	12·03	13·00	12·48	13·85
22b	In each goods train	34·67	20·93	15·53		33·73	22·01	25·00	40·36	31·83
22c	In each mixed train	14·94	10·44	(e) 4·24	Worked by Eastern Bengal.	8·70	7·96	7·00	8·30	31·46
22d	Goods vehicles	4·64	8·15	(e) 12·87		10·88	12·35	8·00	15·86	
23	Number of passengers carried one mile.	930,875,840	510,662,699	3,369,532	28,683,863	194,210,396	295,684,647	473,710,859	256,861,897	200,899,467
24	Number of tons of goods carried one mile.	1,046,519,871	375,356,637	5,630,839	5,737,946	112,393,992	114,692,054	714,621,132	132,307,936	126,253,497
25	Average cost of hauling for one mile—									
25a	One passenger unit Pies	0·71	1·68	2·50	1·86	1·48	1·29	1·43	1·16	0·99
25b	One ton of goods	1·90	5·01	6·25	12·43	4·74	4·90	3·83	3·45	3·15
26	Average sum received for carrying for one mile—									
26a	One passenger unit Pies	2·70	2·63	2·06	3·08	2·69	1·86	2·73	2·62	2·62
26b	One ton of goods - "	5·83	6·40	5·70	5·95	9·43	7·74	8·46	8·38	5·01

(a) Excluding steamer service and suspense accounts.

(b) Includes the branch lines worked by the East Indian Railway Company.

(c) Includes the Amritsar-Pathankot and Rajpura-Patiala Railways, except in items 2, 3, 9, and 10.

(d) Includes rent of leased lines (Ra. 25,467).

(e) In the statement for 1886 the number of passenger carriages and goods vehicles attached to a mixed train were erroneously shown as 13·10 and 31·40 instead of 4·43 and 12·54 respectively.

(f) This system consists of the Eastern Bengal Railway, which is on the 5' 6" gauge, the Northern Bengal, Assam-Bihar and Dacca lines, which are on the metre gauge, and the Kania-Dharia line, which is on the 2' 6" gauge.

(g) Includes the Bhopal-Itarsi, Dhond-Banmad, and Berar State Railways, except in items 2, 3, 9, 10, and 11.

(h) Includes rent of leased lines (Ra. 3,14,037), but excludes Ra. 15,181, being charges incurred direct by the State on the branch lines.

during the Year ending 31st December 1887.

METRE GAUGE												
The Nizam's (Guaranteed Company).	Rajputana-Malwa.	Bengal-Nagpur. (n)	Mysore.	Southern Mah-ratta. (o)	Tirhoot.	Burma.	South Indian. (g)	Berhal and North-Western.	The Gorkhwa's (5' 6" Gauge.)	Bihar-Nagpur-Goo-da.	Jodhpore.	Progressive Numbers
(2) 204'50	(m) 1,667'42	140'00	159'75	840'75	250'00	333'00	603'00	376'00	56'80	106'00	123'75	1
207'57	1,664'48	140'00	159'75	671'07	240'03	333'00	603'00	376'00	56'80	106'00	110'70	1a
2,96,21,689	12,67,69,487	1,22,90,453	80,93,697	6,22,64,463	1,92,22,079	2,96,46,553	4,90,44,868	2,44,77,650	12,46,329	90,61,410	22,11,123	2
1,31,868	74,304	84,423	45,162	90,125	70,333	84,296	60,066	60,235	22,533	40,775	18,436	3
5,65,858	56,56,960	2,20,529	2,96,788	11,58,700	7,70,056	17,40,062	27,18,132	7,77,383	82,177	5,16,566	1,43,828	4
9,36,326	1,05,87,867	11,37,155	2,10,125	16,81,721	7,73,059	15,25,297	23,22,500	8,84,444	66,912	467,898	1,02,226	5
15,42,391	1,65,22,203	13,69,701	5,13,784	30,32,417	17,22,955	23,24,263	51,13,142	19,44,002	1,26,322	980,627	2,16,706	6
9,95,986	84,02,732	8,09,453	3,67,853	20,01,561	10,27,230	17,55,960	24,27,082	11,06,998	1,09,012	528,794	1,27,026	7
64'31	50'84	59'09	71'60	66'01	59'62	53'12	68'20	26'94	69'72	54'02	20'26	8
5,52,965	81,25,471	5,60,242	1,45,929	10,20,826	6,96,725	15,58,308	16,26,054	2,27,004	47,530	442,102	1,91,677	9
1'93	3'31	4'35	1'80	1'64	3'62	5'44	3'25	3'42	3'52	4'47	6'40	10
1'39	—	1'46	1'00	1'07	—	—	2'25	3'05	—	—	—	11
196,236	2,113,953	84,220	66,002	450,442	305,890	505,709	652,120	318,017	21,522	172,614	47,480	12
220,172	3,080,359	291,019	84,517	603,062	297,014	305,512	1,162,204	272,222	22,741	122,429	46,242	12
422,409	5,194,792	375,239	150,512	1,253,510	602,913	901,222	2,021,064	607,125	67,270	200,052	92,976	14
2'28	2'68	2'60	4'50	2'97	2'22	2'44	2'12	2'44	2'77	2'02	2'02	12
4'07	3'44	2'91	2'49	2'09	2'00	2'22	2'02	2'24	1'27	2'49	2'20	16
3'63	2'12	2'64	2'41	2'42	2'26	2'69	2'22	2'79	2'21	2'22	2'20	17
2'24	1'62	2'15	2'44	1'60	1'71	1'06	1'72	1'59	1'61	1'20	1'22	18
1'29	1'56	1'49	0'97	0'82	1'12	1'72	0'80	1'20	0'70	1'42	2'04	19
203'22	212'70	222'60	252'29	172'20	222'65	197'72	220'69	210'12	172'60	120'20	247'20	20
68'02	62'70	80'01	55'02	45'27	72'09	96'15	49'00	74'02	26'27	46'07	42'10	21
12'00	12'22	12'20	14'22	14'22	14'12	21'00	12'22	—	17'12	14'02	(s)	22
20'00	22'20	24'56	12'70	19'66	29'22	22'40	12'64	22'00	17'12	27'46	(s)	23
9'52	11'22	7'65	10'00	14'00	12'22	12'04	12'22	12'00	10'22	12'72	7'06	24
12'21	9'22	12'40	9'20	2'00	9'02	12'72	12'22	9'00	2'22	2'12	6'00	
20,298,012	455,920,425	12,220,222	17,047,622	77,612,220	72,064,742	100,012,214	240,224,206	67,012,112	2,298,227	22,220,420	11,722,607	25
20,220,764	227,279,212	22,222,222	4,650,172	26,220,004	21,702,222	22,022,272	27,064,271	22,227,422	1,042,222	4,022,222	2,220,242	26
1'67	0'20	1'69	1'20	1'00	0'24	1'22	1'02	1'14	1'41	1'00	(s)	27
5'21	4'20	5'20	2'22	6'02	4'22	4'72	6'27	2'67	11'42	2'21	(s)	28
2'22	2'14	2'02	2'11	2'61	1'24	2'11	2'02	2'02	2'24	2'79	2'0	29
2'27	7'22	2'22	2'67	2'76	6'22	7'72	7'22	2'29	12'24	12'24	12'97	30

(d) Includes the Patri Branch, except in items 10 and 11.
 (e) Includes 2'24 miles of the Benares Branch of the East Indian Railway worked by the Oudh and Rohilkhand Railway.
 (f) Calculated on 691'07 miles only.
 (g) Of this length 3'06 miles are worked over twice by every train.
 (h) Includes 3 miles of the broad-gauge line worked over by the East Indian Railway.
 (i) This is the old Nagpur-Chhattuargh line which has been made over to the Bengal-Nagpur Railway Company, and is being converted from metre to 5' 6" gauge.
 (j) Includes Bellary-Kistna Railway, except in items 2, 3, 10, and 11.
 (k) Includes outlay on 3'20 miles of unopened line as it cannot be separated from the total.
 (l) Includes the Pondicherry Railway, except in items 2, 3, 10 and 11.
 (m) Excludes interest on Capital during construction (Rs. 10,20,014).
 (n) Information not available.

STATEMENT showing the TOTAL RECEIPTS and EXPENSES and the NET RECEIPTS per TRAIN

Railway.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscel- (including Re-
	Rs.	Per Passenger Train Mile.	Rs.	Per Goods Train Mile.	Rs.	Per Train Mile.	Rs.
STATE IMPERIAL.							
East Indian (a)	1,49,91,541	4·15	3,17,53,740	5·95	4,67,45,281	5·22	7,93,579
Rajputana-Malwa (b)	56,56,950	2·68	1,05,87,867	3·44	1,62,44,817	3·13	2,83,386
Dhond-Manmád	—	—	—	—	—	—	(h) 2,40,098
Bengal-Nágpur	2,20,529	2·60	11,87,155	3·91	13,57,684	3·61	12,017
Mysore	2,96,786	4·50	2,10,125	2·49	5,06,911	3·37	6,873
Southern Mahratta	11,58,700	2·57	16,81,721	2·09	28,40,421	2·27	1,91,996
Cuddapah-Nellore	29,953	2·56	18,111	0·84	48,064	1·45	388
North-Western (c)	79,68,505	3·89	1,25,18,710	3·30	2,04,87,215	3·33	4,46,131
Wardha Coal	39,176	1·71	1,67,356	2·58	2,06,532	2·35	26,440
Bengal Central	4,64,593	2·62	1,77,802	1·63	6,42,395	2·25	6,099
Katni-Umaria	10,958	0·85	54,810	1·66	65,768	1·43	12,236
Total	3,08,37,691	3·46	5,83,07,397	4·28	8,91,45,340	3·96	20,79,243
STATE PROVINCIAL.							
Bareilly-Pilibheest	36,706	3·21	52,499	2·88	89,205	3·01	8,632
Lucknow-Sitapur-Sihrámau	1,13,528	1·82	78,753	1·17	1,92,281	1·48	2,352
Eastern Bengal Railways (d)	31,10,175	3·10	55,18,209	4·65	86,28,384	3·94	8,02,015
Nalhati	58,259	2·34	32,335	1·78	91,094	2·10	1,053
Tirhoot	7,70,056	2·52	7,73,059	2·60	15,43,115	2·56	1,79,840
Amritsar-Patháankot	—	—	—	—	—	—	(k) 70,042
Burma	17,40,082	3·44	15,35,287	3·88	32,75,369	3·63	48,894
Jorhát	3,458	0·70	45,334	2·27	48,792	1·96	407
Cherra-Companyganj	1,410	0·58	8,088	0·84	9,498	0·79	207
Total	58,33,674	3·04	80,44,064	4·00	1,38,77,738	3·53	11,13,442
GUARANTEED COMPANIES.							
Madras	33,51,018	3·32	46,20,847	3·52	79,71,865	3·43	2,00,670
South Indian (e)	27,18,132	3·16	23,52,500	2·02	50,70,632	2·50	42,510
Great Indian Peninsula (f)	80,77,460	2·76	3,14,75,441	5·30	3,95,52,901	4·46	3,74,566
Bombay, Baroda, and Central India (g)	30,41,755	3·38	79,53,618	7·80	1,18,95,373	5·44	2,69,483
Oudh and Rohilkhand	29,40,787	3·40	32,96,502	3·12	62,37,289	3·25	4,08,924
Total	2,10,29,152	3·08	4,96,98,908	4·73	7,07,28,060	4·08	12,96,153
ASSISTED COMPANIES.							
Darjeeling-Himalayan	1,69,495	4·49	3,01,803	4·43	4,71,298	4·45	5,858
Deoghur	22,178	—	2,354	—	24,532	1·87	—
Bengal and North-Western	7,77,283	2·44	8,84,444	2·34	16,61,727	2·38	2,82,275
Rohilkhand-Kumaun	1,56,619	4·20	72,411	2·04	2,29,030	3·14	(l) 90,244
Thatón-Duyinzáik	10,686	—	9,569	—	20,255	2·30	—
Dibru-Sadiya	51,996	1·36	3,19,200	5·01	3,71,196	3·64	33,782
Total	11,88,357	(m) 2·67	15,89,781	(m) 2·89	27,78,038	2·78	4,12,104
NATIVE STATES.							
The Nizam's (Guaranteed Company)	5,65,858	2·88	9,36,326	4·07	15,02,184	3·52	46,707
Khámgaon	—	—	—	—	—	—	(h) 16,995
Amráoti	—	—	—	—	—	—	(h) 36,262
The Gaekwar's	88,177	2·77	66,912	1·87	1,55,089	2·29	1,263
The Gaekwar's Mehsána-Vadnagar	19,947	2·29	7,940	1·11	27,887	1·75	3
Bhopal-Itárai	—	—	—	—	—	—	(h) 20,671
Bhávnagar-Gondal	5,16,886	2·98	4,37,895	3·49	9,54,781	3·19	26,046
Morvi	87,154	1·71	41,117	1·01	1,28,271	1·40	1,136
Jodhpore	1,43,882	3·03	1,62,886	3·50	3,06,768	3·26	11,935
Rájpura-Patíaála	—	—	—	—	—	—	(k) 15,425
Total	14,21,904	2·79	16,53,076	3·40	30,74,980	3·09	1,76,443
Total of all Railways	6,03,10,678	(m) 3·24	11,92,93,326	(m) 4·39	17,96,03,904	3·92	50,77,385

(a) Includes Sindia, Patna-Gya, Dildárnagar-Gházipur, Tarakeshwar Railways, and Indian Midland Railway, Cawnpore-Kalpi Section.

(b) Includes Cawnpore-Achnera Railway.

(c) Includes Amritsar-Patháankot Railway and Rájpura-Patíaála State Railways.

(d) Includes Northern Bengal, Dacca, Kaunia-Dharila, and Assam-Bihar State Railways.

(e) Includes Pondicherry Railway.

(f) Includes the earnings and expenses of the branch lines worked, with the exception of the charges incurred direct by the State.

(g) Includes Patri branch.

(h) Government share of receipts due to working by the Great Indian Peninsula Railway.

(i) Expenditure incurred direct by the State.

MILE on the several RAILWAYS during the YEAR ending 31st December 1887.

Miscellaneous Steamboat Receipts).	Gross Receipts.		Working Expenses.		Net Receipts.		Railway.
	Per Train Mile.	Rs.	Per Train Mile.	Rs.	Per Train Mile.	Rs.	
							STATE IMPERIAL.
Ra.		Rs.		Rs.		Rs.	
0·09	4,75,38,860	5·31	1,51,55,772	1·69	3,23,83,088	3·62	East Indian. (a)
0·05	1,65,28,303	3·18	84,02,732	1·62	81,25,471	1·56	Rajputana-Malwa. (b)
—	(h) 2,40,098	—	(i) 2,760	—	2,27,338	—	Dhond-Manmad.
0·03	18,69,701	3·64	8,09,453	2·15	5,60,248	1·49	Bengal-Nagpur.
0·04	5,13,784	3·41	3,67,855	2·44	1,45,929	0·97	Mysore.
0·15	30,32,417	2·42	20,01,591	1·60	10,30,826	0·82	Southern Mahratta.
0·01	48,452	1·46	71,280	2·15	-22,828	-0·69	Cuddapah-Nellore.
0·07	2,09,33,346	3·40	1,52,25,803	2·47	57,07,543	0·93	North-Western. (c)
0·08	(j) 2,92,972	3·33	(j) 2,36,602	2·59	(j) 56,370	0·64	Wardha Coal.
0·02	6,48,494	2·27	6,56,422	2·30	-7,928	-0·03	Bengal Central.
0·27	78,004	1·70	90,809	1·98	-12,805	-0·28	Katni-Umaria.
0·09	9,12,24,331	4·05	4,80,31,079	1·91	4,31,93,252	2·14	Total.
							STATE PROVINCIAL.
0·29	97,837	3·80	62,921	2·36	37,916	0·94	Bareilly-Pilibheet.
0·02	1,94,633	1·50	1,43,039	1·10	51,594	0·40	Lucknow-Sitapur-Sihraman.
0·37	94,30,399	4·31	49,25,617	2·25	45,04,782	2·06	Eastern Bengal Railways. (d)
0·02	92,147	2·12	65,021	1·50	27,126	0·62	Nalhati.
0·80	17,22,955	2·86	10,27,230	1·71	6,95,725	1·15	Tirhoot.
—	(k) 70,042	—	—	—	(k) 70,042	—	Amritsar-Pathankot.
0·06	33,24,263	3·69	17,65,960	1·96	15,58,303	1·73	Burma.
0·02	49,199	1·93	62,971	2·53	-18,772	-0·55	Jorhat.
0·02	9,705	0·81	82,108	2·68	-22,408	-1·87	Cherra-Companyganj.
0·28	1,49,91,180	3·81	80,91,867	2·06	68,99,313	1·75	Total.
							GUARANTEED COMPANIES.
0·09	81,72,535	3·52	52,92,507	2·28	28,80,028	1·24	Madras.
0·02	51,13,142	2·52	34,87,088	1·72	16,26,054	0·80	South Indian. (e)
0·04	3,99,27,467	4·50	1,87,01,847	2·11	2,12,26,120	2·39	Great Indian Peninsula. (f)
0·13	1,21,64,856	5·57	50,96,040	2·38	70,68,816	3·24	Bombay, Baroda, and Central India. (g)
0·21	66,46,218	3·46	35,10,964	1·83	31,35,249	1·63	Oudh and Rohilkhand.
0·08	7,20,24,213	4·16	3,60,87,946	2·08	3,59,36,267	2·08	Total.
							ASSISTED COMPANIES.
0·05	4,77,151	4·50	2,66,528	2·51	2,10,623	1·99	Darjeeling-Himalayan.
—	24,532	1·87	12,424	0·95	12,108	0·92	Deoghur.
0·41	19,44,002	2·79	11,06,998	1·59	8,37,004	1·20	Bengal and North-Western.
1·24	3,19,274	4·38	2,02,474	2·78	1,16,800	1·60	Rohilkhand-Kumaun.
—	20,255	2·30	23,465	2·66	-3,210	-0·36	Thaton-Duyinsakik.
0·38	4,04,928	3·97	3,02,368	2·96	1,02,540	1·01	Dibru-Sadiya.
0·41	31,90,142	3·19	19,14,277	1·91	12,75,865	1·28	Total.
							NATIVE STATES.
0·11	15,48,891	3·63	9,95,986	2·34	5,52,905	1·29	The Nizam's (Guaranteed Company).
—	(h) 16,995	—	(i) 6	—	16,989	—	Khamsan.
—	(h) 36,263	—	(i) 408	—	35,854	—	Anrasoti.
0·02	1,56,352	2·31	1,09,012	1·61	47,339	0·70	The Gackwar's.
—	27,890	1·75	22,326	1·40	5,564	0·35	The Gackwar's Mehsana-Vadnagar.
—	(h) 20,671	—	(i) 2,008	—	18,663	—	Bhopal-Itard.
0·09	9,80,827	3·28	5,38,724	1·80	4,42,103	1·48	Bhavnagar-Gondal.
0·01	1,29,407	1·41	1,12,412	1·22	16,994	0·19	Morvi.
0·13	3,18,703	3·39	1,27,026	1·35	1,91,677	2·04	Jodhpore.
—	(k) 15,425	—	—	—	(k) 15,425	—	Rajpura-Patiāla.
0·17	32,51,423	3·26	19,07,910	1·91	13,43,513	1·35	Total.
0·11	18,46,81,289	4·03	9,10,33,079	1·99	9,36,48,210	2·04	Total of all Railways.
	(n)		(o)				

(j) Excludes figures of the Warora Colliery, which are—

Earnings	Rs.
Expenditure	4,75,000
Net earnings	3,50,400
	76,611

(k) Amount received from North-Western Railway as rent.
(i) Includes cart road service.
(m) Excludes Deoghur and Thaton-Duyinsakik Railways.
(n) The steamboat receipts amount to Rs. 10,46,997.
(o) The steamboat expenses amount to Rs. 2,26,226.

TABLE showing EXPENDITURE ON REVENUE ACCOUNT on the several

Railway.	Maintenance of Way, Works and Stations.			Locomotive.			Carriage and Waggon.			Traffic.		
	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.
STATE IMPERIAL.												
East Indian (a)	Rs. 46,78,395	0.52	9.84	Rs. 37,15,337	0.41	7.81	Rs. 12,21,592	0.14	2.87	Rs. 30,55,976	0.34	6.43
Rajputana-Malwa (b)	18,44,699	0.35	11.16	32,51,917	0.63	19.67	6,89,090	0.13	4.17	13,77,544	0.27	8.34
Dhond-Manmád	—	—	—	—	—	—	—	—	—	—	—	—
Bengal-Nágpur	1,76,400	0.47	12.88	2,75,414	0.73	20.11	77,548	0.21	5.66	1,29,637	0.34	9.47
Mysore	1,49,092	0.99	29.00	95,727	0.63	18.63	14,573	0.10	2.64	48,947	0.32	9.53
Southern Mahratta	5,41,390	0.43	17.85	6,54,957	0.52	21.60	62,414	0.05	2.06	3,46,922	0.23	11.48
Cuddapat-Nellore	35,877	1.10	73.66	16,448	0.49	33.94	4,300	0.12	8.87	7,192	0.21	14.66
North-Western (c)	44,54,637	0.72	21.23	52,95,988	0.86	25.30	14,42,666	0.24	6.89	22,72,928	0.37	10.66
Wardha Coal	63,943	0.73	21.83	54,334	0.62	18.56	22,508	0.23	7.68	28,068	0.32	9.53
Bengal Central	2,10,299	0.73	22.43	1,40,201	0.49	21.62	45,653	0.16	7.04	1,25,310	0.44	19.32
Katni-Umaria	22,353	0.49	28.66	17,035	0.37	21.84	5,463	0.12	7.00	13,723	0.30	17.59
Total	1,21,76,765	0.54	13.35	1,35,18,406	0.60	14.82	36,85,807	0.16	3.93	74,07,307	0.33	8.12
STATE PROVINCIAL.												
Bareilly-Filibheet	12,178	0.41	12.45	13,661	0.46	13.96	3,033	0.10	3.10	15,030	0.51	15.36
Lucknow-Sitapur-Sih-ránu.	42,015	0.32	21.59	—	—	—	—	—	—	—	—	—
Eastern Bengal Rail-ways. (d)	14,60,391	0.67	15.46	11,27,216	0.51	11.95	3,68,555	0.17	3.89	9,68,655	0.44	10.27
Nalháti	21,578	0.50	23.42	9,977	0.23	10.83	3,507	0.08	3.81	10,427	0.24	11.32
Tirhoot	1,73,106	0.29	10.05	2,23,926	0.37	13.00	51,789	0.09	3.01	2,44,031	0.40	14.15
Amritsar-Pathánot	—	—	—	—	—	—	—	—	—	—	—	—
Burma	4,90,301	0.55	14.75	5,21,722	0.58	15.69	1,45,612	0.16	4.33	3,69,961	0.41	11.13
Jorhát	12,933	0.52	26.29	17,732	0.71	36.04	3,150	0.13	6.40	17,347	0.70	35.26
Cherra-Companyganj	4,110	0.34	42.35	8,223	0.69	84.73	1,415	0.12	14.53	10,481	0.87	108.00
Total	22,16,612	0.56	14.86	19,22,457	0.49	12.88	5,75,061	0.15	3.85	16,35,932	0.42	10.27
(GUARANTEED COMPANIES.)												
Madras	14,44,329	0.62	17.67	18,35,484	0.79	22.46	7,23,522	0.31	8.89	7,70,612	0.33	9.43
South Indian (e)	14,28,685	0.70	27.94	9,68,047	0.48	18.93	2,83,834	0.14	5.55	4,23,168	0.21	8.34
Great Indian Peninsula (a)	43,20,522	0.54	12.07	71,50,774	0.81	17.91	20,91,691	0.24	5.24	27,17,824	0.31	6.81
Bombay, Baroda, and Central India. (f)	15,12,463	0.69	12.43	16,32,075	0.75	13.42	5,42,945	0.25	4.46	7,51,127	0.34	6.18
Oudh and Rohilkhand	9,73,564	0.51	14.65	10,91,393	0.57	16.42	2,76,187	0.14	4.16	6,07,022	0.32	9.13
Total	1,01,79,593	0.59	14.13	1,26,77,773	0.73	17.60	39,21,149	0.23	5.44	52,72,773	0.30	7.33
ASSISTED COMPANIES.												
Darjeeling-Himalayan	49,962	0.47	10.47	78,958	0.75	16.55	27,840	0.26	5.83	38,247	0.36	8.01
Deoghur	2,042	0.22	11.99	3,903	0.30	15.91	297	0.02	0.21	4,334	0.33	17.67
Bengal and North-Western.	2,08,544	0.30	10.73	2,80,952	0.40	14.45	50,544	0.07	2.60	1,85,138	0.27	9.52
Rohilkhand-Kumaun	36,297	0.50	11.37	33,693	0.45	10.24	7,175	0.10	2.25	(j) 77,834	1.07	24.33
Thatán-Duyinsáik	5,494	0.62	27.12	4,791	0.54	23.65	2,880	0.33	14.22	10,300	1.17	50.85
Dibru-Sadiya	85,302	0.23	21.07	61,080	0.60	15.08	19,268	0.19	4.76	34,463	0.34	8.51
Total	3,88,541	0.39	12.13	4,62,377	0.46	14.49	1,08,004	0.11	3.39	3,50,316	0.35	10.98
NATIVE STATES.												
The Nizam's (Guaran- teed Company). Khamgaon	2,77,130	0.65	17.69	3,18,268	0.75	20.55	62,901	0.15	4.06	1,41,246	0.33	9.12
Amráoti	—	—	—	—	—	—	—	—	—	—	—	—
The Gaekwar's	36,965	0.55	23.64	36,005	0.53	23.03	7,234	0.11	4.63	17,790	0.26	11.38
The Gaekwar's Mehsána-Vadnagar. Bhopal-Itárai	9,568	0.60	34.31	5,548	0.35	19.89	7,190	0.07	4.27	2,396	0.15	8.59
Bhávnagar-Gondal	1,01,123	0.34	10.31	1,50,263	0.50	15.32	29,959	0.10	3.06	1,08,782	0.36	11.09
Morvi	36,133	0.39	27.92	33,162	0.42	29.49	4,046	0.05	3.74	17,749	0.19	15.72
Jodhpore	43,336	0.46	13.59	53,651	0.57	16.84	6,838	0.07	2.15	14,439	0.16	4.53
Rájpura-Patáála	—	—	—	—	—	—	—	—	—	—	—	—
Total	5,04,245	0.51	15.58	6,01,632	0.61	18.60	1,12,968	0.11	3.49	3,02,402	0.30	9.34
Total of all Railways	2,54,63,756	0.53	13.79	2,91,62,945	0.64	15.81	63,02,389	0.18	4.50	1,49,68,760	0.30	8.11

(a) Includes branch lines worked.

(b) Includes Cawnpore-Achnera Railway.

(c) Includes Amritsar-Pathánot and Rájpura-Patáála Railways.

(d) Include Northern Bengal, Dacca, Káunia-Dharla, and Assam-Bihar State Railways.

(e) The figures shown against South Indian Railway include the traffic over the Pondicherry Railway.

RAILWAYS during the YEAR ending 31st December 1887.

General.			Steamboat.			Special and Miscellaneous.			Total.			Railway.
Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	
Rs. 26,80,815	Rs. 0.23	4.38	Rs. 1,38,168	Rs. 0.02	0.29	Rs. (p) 2,05,496	Rs. 0.03	0.56	Rs. 1,81,65,778	Rs. 1.69	31.88	STATE IMPERIAL.
11,29,441	0.23	6.83	—	—	—	1,10,071	0.03	0.67	84,02,733	1.63	50.84	East Indian. (a)
(A) 12,760	—	—	—	—	—	—	—	—	(A) 12,760	—	—	Rajputana-Malwa. (b)
1,37,190	0.37	10.01	—	—	—	13,214	0.03	0.66	8,09,453	2.15	59.09	Dhond-Manmad.
58,508	0.59	11.39	—	—	—	1,098	0.01	0.21	2,67,853	2.44	71.60	Bengal-Nagpur.
3,74,891	0.30	12.36	—	—	—	19,917	0.03	0.66	30,01,301	1.60	66.01	Mysore.
7,314	0.22	15.10	—	—	—	441	0.01	0.91	71,280	2.15	147.11	Southern Madras.
13,00,016	0.21	6.21	1,86,987	0.03	0.89	2,71,579	0.04	1.30	1,52,36,903	2.47	72.73	Cuddapah-Nellore.
61,908	0.70	21.13	—	—	—	5,791	0.06	1.98	2,31,002	2.09	80.76	North-Western. (c)
1,13,019	0.40	17.43	—	—	—	21,940	0.08	3.38	6,56,423	2.30	101.23	Wardha Coal.
31,000	0.67	39.74	—	—	—	1,235	0.03	1.58	90,800	1.98	116.41	Bengal Central.
53,06,864	0.24	5.83	3,25,149	0.01	0.35	7,10,781	0.03	0.78	4,20,31,079	1.91	47.17	Katni-Umaria.
—	—	—	—	—	—	—	—	—	—	—	—	Total.
20,043	0.68	20.49	—	—	—	5,976	0.30	6.11	60,021	2.36	71.47	STATE PROVINCIAL.
—	—	—	—	—	—	(f) 1,01,024	0.78	51.90	1,43,039	1.10	73.49	Bareilly-Pilibhoat.
4,72,797	0.22	5.01	3,07,313	0.17	3.90	1,62,601	0.07	1.73	40,25,017	2.25	52.23	Lucknow-Sitapur-Sihonou.
19,097	0.44	20.73	—	—	—	435	0.01	0.47	68,021	1.50	70.37	Eastern Bengal Railway. (d)
1,73,004	0.29	10.04	1,07,640	0.18	6.25	53,704	0.09	3.12	10,27,230	1.71	59.03	Nalhati.
—	—	—	—	—	—	—	—	—	—	—	—	Tirhoot.
2,09,481	0.23	6.30	—	—	—	28,333	0.03	0.87	17,05,900	1.06	52.13	Amritsar-Pathankot.
11,276	0.45	23.93	—	—	—	533	0.02	1.06	62,971	2.33	127.99	Burma.
4,042	0.39	47.83	3,237	0.27	33.35	—	—	—	32,108	2.68	230.54	Jorhat.
9,10,340	0.23	6.10	4,78,189	0.12	3.20	3,53,246	0.09	2.37	80,91,407	2.06	84.22	Cherra-Companyranj.
—	—	—	—	—	—	—	—	—	—	—	—	Total.
4,81,009	0.21	5.89	—	—	—	34,551	0.02	0.42	81,92,507	2.25	64.76	(GUARANTEED COMPANIES.
3,62,119	0.18	7.08	—	—	—	18,215	0.01	0.36	34,37,028	1.72	66.20	Madras.
12,45,477	0.14	3.12	—	—	—	6,75,059	0.07	1.69	1,37,01,347	2.11	46.84	South Indian. (e)
5,54,991	0.25	4.53	—	—	—	1,02,400	0.05	0.84	50,90,040	2.23	41.99	Great Indian Peninsula. (a)
4,71,571	0.24	7.10	—	—	—	91,257	0.05	1.37	33,10,004	1.43	32.63	Bombay, Baroda, and Central India. (f)
31,15,167	0.18	4.33	—	—	—	9,21,491	0.05	1.23	3,60,47,246	2.08	50.10	Oudh and Kohlikhand.
—	—	—	—	—	—	—	—	—	—	—	—	Total.
59,677	0.56	12.50	—	—	—	11,844	0.11	2.60	2,05,525	2.51	55.86	ASSISTED COMPANIES.
948	0.07	8.66	—	—	—	—	—	—	12,424	0.66	50.64	Darjeeling-Himalayan.
2,56,412	0.37	13.19	1,05,346	0.15	5.48	30,022	0.03	1.08	11,06,998	1.69	43.94	Dooghur.
42,011	0.57	13.16	—	—	—	6,464	0.09	2.03	2,02,474	2.78	63.48	Bombay and North-Western.
—	—	—	—	—	—	—	—	—	23,465	2.66	113.64	Kohlikhand-Kumaon.
69,539	0.68	17.17	29,554	0.29	7.30	3,122	0.03	0.79	3,02,348	2.96	74.69	Thaton-Duyinsak.
4,28,567	0.43	13.43	1,34,900	0.13	4.23	41,552	0.04	1.30	19,14,277	1.91	60.00	Dibru-Sadiya.
—	—	—	—	—	—	—	—	—	—	—	—	Total.
1,59,294	0.37	10.29	—	—	—	37,177	0.09	2.40	9,95,966	2.24	64.31	NATIVE STATES.
(A) 6	—	—	—	—	—	—	—	—	(A) 6	—	—	The Nizam's (Guaranteed Company), Khamgaon.
(A) 408	—	—	—	—	—	—	—	—	(A) 408	—	—	Amroht.
11,016	0.16	7.05	—	—	—	3	—	—	1,09,013	1.61	69.73	The Gaekwar's.
2,027	0.13	7.27	—	—	—	1,597	0.10	5.72	22,326	1.40	30.05	The Gaekwar's.
(A) 2,008	—	—	—	—	—	—	—	—	(A) 2,008	—	—	Mohana-Vadnagar, Bhupal-Karni.
1,36,892	0.43	13.96	—	—	—	11,700	0.04	1.19	5,38,724	1.60	54.93	Bhavnagar-Gondal.
14,733	0.16	11.39	—	—	—	790	0.01	0.61	1,12,413	1.23	66.67	Morvi.
6,421	0.07	2.08	—	—	—	2,321	0.03	0.73	1,27,028	1.25	39.66	Jodhpore.
—	—	—	—	—	—	—	—	—	—	—	—	Rajpura-Patala.
3,32,775	0.33	10.26	—	—	—	33,529	0.03	1.06	19,47,210	1.91	54.95	Total.
1,00,93,733	0.22	5.47	9,33,238	0.02	0.51	20,20,636	0.04	1.12	8,10,23,079	1.99	49.31	Total of all Railways.

(f) Includes Patri Branch.

(g) Includes 5 per cent. loan of rolling stock to the Cawnpore-Kalpi and Tarakeswar Railways.

(h) Expenditure incurred direct by the State.

(i) Total working expenses, exclusive of maintenance.

(j) Includes Rs. 42,126 on account of cart-road services.

SUMMARY of the PRINCIPAL COMMODITIES carried, and the RECEIPTS therefrom, on the several Railways during the Year 1887, as compared with the previous Year (details given in Appendix).

Classification Number.	Description of Commodity.	Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
		Previous Year.	1887.	Previous Year.	1887.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I.	Coal - - - -	1,535,742	1,634,313	68,13,201	72,56,021	148,571	—	4,42,820	—	I.
II.	Cotton, raw - - -	424,937	465,476	93,47,160	97,91,746	40,539	—	4,44,536	—	II.
III.	Cotton, twist, and yarn -	88,882	88,374	13,12,270	13,50,838	—	508	38,368	—	III.
IV.	Cotton piece-goods - -	213,550	217,887	56,46,398	55,45,206	4,337	—	—	1,01,192	IV.
V.	Drugs and Chemicals - -	17,329	18,873	3,44,755	3,66,318	1,544	—	21,563	—	V.
VI.	Dyes and tans - - -	100,440	107,687	13,80,896	13,93,833	7,247	—	13,987	—	VI.
VII.	Grains - - - -	4,086,447	3,971,908	3,07,04,764	2,60,97,467	—	114,544	—	46,07,297	VII.
VIII.	Hides and skins - - -	105,220	98,190	13,13,924	12,31,600	—	7,030	—	82,324	VIII.
IX.	Horns - - - -	17,344	18,056	3,32,495	3,60,761	212	—	—	21,734	IX.
X.	Jute - - - -	401,637	478,622	31,34,142	37,84,321	76,865	—	6,50,179	—	X.
XI.	Lac - - - -	19,620	22,972	2,50,386	2,94,314	3,352	—	43,428	—	XI.
XII.	Leather, manufactured -	9,139	9,167	2,03,725	2,14,536	18	—	10,811	—	XII.
XIII.	Liquors - - - -	51,010	55,664	7,63,258	7,97,352	4,654	—	34,094	—	XIII.
XIV.	Metals - - - -	314,743	391,177	48,32,512	56,42,410	76,432	—	7,59,898	—	XIV.
XV.	Oils - - - -	98,336	102,741	12,52,275	12,64,235	4,355	—	11,960	—	XV.
XVI.	Oil-seeds - - - -	1,335,968	1,224,831	1,13,82,777	1,00,90,818	—	111,087	—	12,91,959	XVI.
XVII.	Opium - - - -	18,182	17,607	4,93,501	4,97,954	—	575	4,453	—	XVII.
XVIII.	Paper and paste-board -	7,059	7,934	1,50,024	1,74,343	875	—	24,319	—	XVIII.
XIX.	Provisions - - - -	232,179	266,639	28,77,242	31,85,792	34,460	—	3,03,550	—	XIX.
XX.	Railway plant and rolling-stock.	1,519,533	2,433,465	68,02,028	54,31,614	9,13,912	—	—	8,70,414	XX.
XXI.	Salt - - - -	1,104,985	1,090,943	72,62,431	69,64,664	—	14,042	—	2,97,767	XXI.
XXII.	Saltpetre - - - -	60,473	69,139	5,50,077	6,21,431	8,716	—	71,354	—	XXII.
XXIII.	Silk, raw - - - -	2,362	2,508	44,530	54,781	241	—	10,251	—	XXIII.
XXIV.	Silk piece-goods - - -	1,052	1,081	28,078	27,926	—	31	—	152	XXIV.
XXV.	Spices - - - -	35,004	34,056	4,84,861	4,48,092	—	948	—	36,769	XXV.
XXVI.	Sugar - - - -	638,858	697,799	48,97,315	51,28,069	58,941	—	2,30,754	—	XXVI.
XXVII.	Stone and lime - - -	495,413	402,014	11,73,534	9,74,891	—	93,399	—	1,98,643	XXVII.
XXVIII.	Tea - - - -	36,795	30,991	5,90,813	6,11,668	—	5,804	20,855	—	XXVIII.
XXIX.	Timber - - - -	393,779	427,894	15,99,657	16,60,748	34,115	—	70,091	—	XXIX.
XXX.	Tobacco - - - -	115,798	104,001	11,84,830	10,37,731	—	11,797	—	1,47,099	XXX.
XXXI.	Umbrellas - - - -	428	465	14,665	14,601	67	—	—	64	XXXI.
XXXII.	Wool - - - -	26,636	25,996	3,45,133	3,47,102	—	640	1,969	—	XXXII.
XXXIII.	All other articles of merchandise.	1,941,357	1,992,654	1,10,36,736	1,11,11,797	51,297	—	76,061	—	XXXIII.
	Total - - - -	15,450,759	16,561,104	11,86,49,893	11,42,83,830	1,110,345	—	—	43,66,063	Total.

SUMMARY.

The total extent of railways open for traffic in India on the 31st March 1888 is 14,383 miles, of which 4,565 miles are in the hands of guaranteed, assisted, and other companies, 8,994 miles are State lines, either Imperial or Provincial, worked by State agency, or leased to companies, and 824 miles belong to Native States.

On the same date the extent of railway mileage sanctioned for construction was 2,487 miles, of which 181 miles are in the hands of guaranteed, assisted, and other companies, 1,857½ miles are under construction by the State, and 448½ miles by Native States.

The total capital outlay on the railways and connected steamer services amounted on the 31st December 1887 to 182,879,266*l.* (at the conventional exchange of 2 shillings to the rupee), of which 61,712,358*l.* have been expended by guaranteed companies, 112,236,093*l.* on the State railways (Imperial and Provincial), inclusive of the cost of the East Indian Railway, which stands at (a) 35,790,924*l.*, 3,722,515*l.* on assisted companies' lines, and 5,208,300*l.* on Native State lines.

The gross receipts during the calendar year 1887 amounted to 18,468,129*l.*, compared with 18,704,536*l.* in 1886; the working expenses have been 9,103,308*l.*, as compared with 8,930,983*l.* The net revenue amounted to 9,364,821*l.*, of which the East Indian Railway, including the branches worked by the Company, contributed 3,238,309*l.*, the guaranteed lines 3,593,627*l.*, the assisted companies 127,586*l.*, the State lines (Imperial and Provincial), excluding the East Indian Railway and branches, 2,270,948*l.*, and the lines in Native States 134,351*l.*

The total net earnings on all lines in 1887 yielded a return of 5*l.* 2*s.* 5*d.* per cent. per annum, as compared with 5*l.* 14*s.* 8*d.* in 1886, or, excluding steam-boat services and suspense items, of 5*l.* 6*s.* 8*d.* as compared with 5*l.* 18*s.* 1*d.* Including steam-boat service and suspense, the East Indian Railway and branches produced 8*l.* 6*s.* 4*d.* per cent., the guaranteed lines paid 5*l.* 16*s.* 6*d.* per cent., the State lines (Imperial and Provincial), excluding the East Indian Railway and branches, yielded 3*l.* 1*s.* 10*d.* per cent., the assisted lines, excluding the Tarakeshwar, 3*l.* 11*s.* 11*d.*, and the Native State lines, 2*l.* 11*s.* 7*d.* per cent.

The total number of passengers carried was 95,411,779, as compared with 88,436,318 in 1886, and the receipts from coaching traffic have amounted to 6,031,068*l.*, as compared with 5,793,152*l.*

The aggregate tonnage moved has amounted to 20,195,677 tons, as compared with 19,576,365 tons, and the receipts from goods traffic have amounted to 11,929,323*l.*, as compared with 12,385,914*l.* in 1886.

The summary on page 106 of the principal articles of merchandise carried on all Indian railways shows an improvement of 1,110,345 tons, or, excluding railway plant and rolling-stock, the total weight moved has increased by 196,433 tons; 21 out of the 33 items of public traffic tabulated show increases.

Summary of
principal
commodities.

(a) Excludes the cost of the Benares branch, 61,146*l.*

APPENDIX.—STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the

Classification Number.	Description of Commodity.	IMPERIAL							
		East Indian.				Bengal Nágpur.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal	1,038,182	1,150,902	55,80,158	59,09,150	7,008	7,501	14,009	8,625
II.	Cotton, raw	58,482	60,016	14,37,420	14,37,437	509	273	3,505	2,325
III.	Cotton, twist and yarn	9,468	9,040	2,39,991	2,23,320	2,121	2,424	16,522	10,840
IV.	Cotton piece goods	74,434	70,713	22,83,203	21,76,927	1,671	1,420	14,903	12,155
V.	Drugs and chemicals	4,689	4,650	1,32,771	1,26,323	341	358	3,094	3,143
VI.	Dyes and tans	19,426	22,023	3,93,929	4,06,849	4,032	3,404	22,465	18,941
VII.	Grains	695,103	693,987	62,41,404	58,87,296	147,225	13,192	7,62,703	6,43,604
VIII.	Hides and skins	35,034	28,781	5,59,622	4,75,836	906	1,084	5,190	6,473
IX.	Horns	589	698	9,112	11,092	127	56	822	420
X.	Jute	43,798	45,756	5,32,156	5,01,583	2,145	1,969	15,472	13,823
XI.	Lac	17,819	19,273	2,30,832	2,06,018	268	546	2,169	3,227
XII.	Leather, manufactured	3,091	3,079	1,11,832	1,16,021	69	31	226	102
XIII.	Liquors	7,443	7,036	1,98,310	1,78,019	558	528	1,416	1,736
XIV.	Metals	113,571	170,059	20,59,779	25,20,924	1,363	1,713	7,915	10,616
XV.	Oils	11,712	15,744	1,37,308	3,29,837	896	736	5,120	4,183
XVI.	Oil-seeds	434,164	335,818	34,49,830	30,63,093	24,016	22,619	1,48,302	1,34,252
XVII.	Opium	13,490	13,591	3,27,525	3,61,355	13	8	464	250
XVIII.	Paper and paste-board	3,132	3,508	66,351	74,606	—	—	—	—
XIX.	Provisions	54,045	56,779	10,63,982	10,59,473	279	334	1,334	4,450
XX.	Railway plant and rolling-stock	—	—	—	—	8,709	24,813	8,619	25,087
XXI.	Salt	230,707	233,946	14,36,733	13,23,461	16,576	16,621	81,453	83,645
XXII.	Saltpetre	42,087	41,796	4,10,889	4,43,637	2	3	9	26
XXIII.	Silk, raw	1,214	1,037	22,504	20,933	7	12	58	134
XXIV.	Silk piece-goods	424	276	15,500	11,133	1	6	5	58
XXV.	Spices	8,059	5,951	1,50,326	1,00,869	204	212	1,218	974
XXVI.	Sugar	159,779	159,034	10,22,293	9,16,548	747	842	5,134	5,462
XXVII.	Stone and lime	63,112	76,113	3,13,764	3,20,691	45	40	347	281
XXVIII.	Tea	1,770	1,573	45,140	32,868	4	1	32	5
XXIX.	Timber	34,873	37,165	1,58,121	1,62,252	3,019	4,057	14,307	23,574
XXX.	Tobacco	26,334	19,644	3,47,649	2,15,803	286	226	1,334	937
XXXI.	Umbrellas	366	332	13,693	13,436	—	—	—	—
XXXII.	Wool	2,422	2,406	84,001	76,039	23	7	232	56
XXXIII.	All other articles of merchandise	159,172	154,029	13,07,339	14,22,611	(a) 17,158	(b) 107,539	(a) 42,150	(b) 1,06,512
	Total	3,503,913	3,694,808	3,05,58,617	3,00,66,599	240,393	331,907	11,80,680	11,34,035

(a) Includes 9,006·00 tons and 3,765 Rs. on account of capital ballast.

(b) Includes 97,751·83 tons and 53,119 Rs. on account of capital ballast.

RECEIPTS therefrom, on the several RAILWAYS during the Year 1887, as compared with the previous Year.

STATE RAILWAYS.												Classification Number.
Mysore.				* Southern Mahratta.				Cuddapah-Nallora.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
—	19	—	70	69	431	115	944	—	—	—	—	I.
6	8	19	18	11,408	30,521	1,04,088	2,77,035	—	—	—	—	II.
1,507	1,590	8,980	9,487	—	—	—	—	—	10	—	31	III.
—	—	—	—	4,701	7,201	40,898	69,119	—	69	—	244	IV.
91	98	473	184	112	875	1,573	2,946	—	—	—	—	V.
275	148	905	551	808	2,721	6,655	17,221	—	68	—	157	VI.
11,893	24,137	30,932	49,257	60,250	113,467	2,01,775	3,33,362	—	486	—	1,044	VII.
1,008	1,218	3,460	4,057	928	1,392	4,331	6,916	—	87	—	80	VIII.
—	—	—	—	—	—	—	—	—	—	—	—	IX.
—	—	—	—	—	—	—	—	—	—	—	—	X.
5	10	16	39	2	11	21	77	—	—	—	—	XI.
87	25	235	122	26	68	193	434	—	—	—	—	XII.
327	445	1,954	2,324	1,410	1,492	7,174	11,895	—	57	—	157	XIII.
1,200	1,451	5,431	6,522	2,274	6,522	22,534	42,632	—	64	—	164	XIV.
422	402	1,924	2,042	2,245	2,090	15,641	17,475	—	25	—	65	XV.
—	—	—	—	—	—	—	—	—	200	—	546	XVI.
—	—	—	—	—	—	—	—	—	—	—	—	XVII.
—	—	—	—	—	—	—	—	—	—	—	—	XVIII.
—	—	—	—	1,061	4,615	9,328	20,224	—	461	—	1,228	XIX.
1,305	2,430	5,224	14,185	—	—	—	—	—	—	—	—	XX.
2,540	2,700	8,422	7,062	4,241	9,202	16,551	22,340	—	1,512	—	2,027	XXI.
—	—	—	—	17	25	58	102	—	—	—	—	XXII.
18	21	69	62	174	224	2,267	2,022	—	—	—	—	XXIII.
—	—	—	—	—	—	—	—	—	—	—	—	XXIV.
145	140	476	444	268	247	2,502	6,400	—	8	—	22	XXV.
1,544	949	5,176	2,152	5,012	9,656	22,205	40,512	—	72	—	226	XXVI.
1,408	1,204	1,265	1,492	2,179	4,275	5,616	12,561	—	50	—	48	XXVII.
—	—	—	—	—	—	—	—	—	—	—	—	XXVIII.
791	4,196	10,535	14,222	—	—	—	—	—	272	—	540	XXIX.
476	446	1,222	947	224	1,426	1,250	9,245	—	126	—	212	XXX.
—	—	—	—	—	—	—	—	—	—	—	—	XXXI.
101	77	425	422	115	224	1,120	2,972	—	—	—	—	XXXII.
21,422	44,222	21,022	20,222	201,749	2,22,422	5,24,409	7,24,791	—	494	—	1,222	XXXIII.
58,694	91,971	1,00,022	2,02,221	202,229	221,222	10,22,022	15,72,222	—	4,121	—	10,221	Total.

* Includes Bellary-Kistna State Railway.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

Classification Number.	Description of Commodity.	IMPERIAL STATE							
		North-Western.				Wardha Coal.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal - - - -	15,388	9,517	1,01,098	78,962	96,290	92,728	98,832	96,223
II.	Cotton, raw - - -	18,846	22,313	2,50,906	4,20,747	2,231	1,481	7,093	4,887
III.	Cotton, twist and yarn - -	2,992	3,595	67,068	85,736	680	755	2,711	3,118
IV.	Cotton piece goods - - -	27,752	20,461	7,18,688	7,21,185	253	359	1,286	1,654
V.	Drugs and chemicals - - -	5,421	6,211	98,571	1,18,382	123	111	574	469
VI.	Dyes and tans - - - -	9,573	8,897	1,98,317	1,91,022	145	137	427	394
VII.	Grains - - - - -	522,537	414,859	44,88,292	24,10,633	4,183	8,607	7,428	10,327
VIII.	Hides and skins - - - -	10,356	9,887	1,46,008	1,41,409	165	225	612	750
IX.	Horns - - - - -	244	428	2,863	6,124	18	11	74	47
X.	Jute - - - - -	16,685	13,834	1,20,092	1,11,391	263	390	797	1,181
XI.	Lac - - - - -	358	198	6,574	2,866	1	5	2	22
XII.	Leather, manufactured - -	2,208	2,026	49,946	58,798	4	2	14	7
XIII.	Liquors - - - - -	12,224	12,533	1,69,083	1,85,383	27	24	100	128
XIV.	Metals - - - - -	33,161	34,324	6,35,350	1,15,845	2,129	631	3,247	1,444
XV.	Oils - - - - -	10,761	7,933	1,77,876	1,59,708	253	290	679	744
XVI.	Oil-seeds - - - - -	72,641	92,644	7,72,470	10,43,141	9,275	13,373	12,843	17,138
XVII.	Opium - - - - -	8	6	298	256	1	1	7	9
XVIII.	Paper and paste-board - -	-	-	-	-	-	-	-	-
XIX.	Provisions - - - - -	35,102	39,861	5,57,106	7,25,750	60	242	220	885
XX.	Railway plant and rolling-stock -	986,832	1,552,793	33,71,883	17,94,325	1,496	698	1,728	689
XXI.	Salt - - - - -	98,885	86,605	5,77,776	4,96,023	4,700	4,340	11,300	10,828
XXII.	Salt petre - - - - -	2,778	4,759	27,438	43,131	1	1	4	2
XXIII.	Silk, raw - - - - -	183	286	5,306	7,547	-	-	1	2
XXIV.	Silk piece-goods - - - -	39	38	1,051	1,816	-	-	-	-
XXV.	Spices - - - - -	6,108	7,059	86,065	1,02,930	64	74	247	307
XXVI.	Sugar - - - - -	100,310	96,022	9,42,779	9,56,961	180	242	598	911
XXVII.	Stone and lime - - - - -	49,226	61,068	2,47,153	1,84,306	1	5	6	19
XXVIII.	Tea - - - - -	2,520	2,207	73,152	58,335	-	-	1	-
XXIX.	Timber - - - - -	91,991	83,438	2,74,945	2,37,376	1,009	755	3,061	2,333
XXX.	Tobacco - - - - -	4,313	6,127	53,417	73,333	53	39	226	172
XXXI.	Umbrellas - - - - -	-	-	-	-	-	-	-	-
XXXII.	Wool - - - - -	13,486	12,616	3,58,393	4,37,233	8	10	35	47
XXXIII.	All other articles of merchandise-	79,561	53,062	12,19,103	8,27,396	(a) 3,407	(a) 7,495	(a) 8,798	(a) 12,263
	Total - - - - -	2,227,554	2,072,487	1,63,52,961	1,25,15,533	127,029	133,229	1,62,907	1,67,029

(a) Includes ballast and Revenue stores.

on the several RAILWAYS during the Year 1887, as compared with the previous Year—*cont.*

RAILWAYS— <i>continued.</i>												Classification Number.
Bengal Central.				Katni-Umaria.				Total.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
9,512	15,787	11,006	14,561	2,328	17,430	4,147	31,044	1,108,577	1,304,313	55,10,265	61,30,470	I.
53	31	119	84	1	1	4	4	91,808	114,630	18,03,314	21,42,323	II.
—	—	—	—	—	—	—	2	16,777	17,674	2,35,372	2,41,534	III.
1,591	2,169	4,009	5,456	1	8	2	33	110,403	108,460	20,71,069	20,90,773	IV.
—	—	—	—	—	1	1	4	10,776	11,644	2,32,067	2,51,461	V.
—	—	—	—	15	103	25	163	24,374	37,500	6,22,733	6,36,263	VI.
4,651	9,750	7,529	16,053	68	1,087	114	1,723	1,645,910	1,308,269	1,17,40,177	93,32,300	VII.
462	404	1,031	993	1	18	4	37	48,900	42,946	7,10,258	6,26,801	VIII.
—	—	—	—	—	—	—	2	978	1,198	12,871	17,094	IX.
3,770	16,279	11,729	66,705	2	40	7	84	66,960	60,316	7,39,263	6,94,707	X.
—	—	—	—	—	325	1	268	18,453	20,568	2,45,015	2,72,677	XI.
—	—	—	—	—	—	1	—	5,345	5,329	1,02,447	1,76,000	XII.
—	—	—	—	—	5	—	15	21,969	22,120	3,78,021	3,79,717	XIII.
714	1,039	1,539	2,939	33	351	75	933	155,806	216,314	27,36,920	24,02,023	XIV.
1,035	1,317	1,784	3,069	1	23	5	54	27,325	30,079	3,20,497	4,17,183	XV.
4,375	4,770	5,512	6,242	47	589	75	912	544,512	630,012	43,89,103	48,65,334	XVI.
—	—	—	—	—	—	—	—	13,502	13,606	3,26,234	3,02,371	XVII.
—	—	—	—	—	—	—	—	3,132	3,508	66,351	74,600	XVIII.
1,313	3,029	3,023	5,312	6	24	13	58	91,768	104,265	16,35,064	18,37,991	XIX.
6,721	4,381	2,904	2,616	3,178	47,250	3,541	17,048	1,013,241	1,638,365	28,96,997	18,53,950	XX.
1,923	2,494	2,630	3,312	17	214	28	320	265,249	268,429	21,24,953	19,02,309	XXI.
—	—	—	—	—	—	—	—	44,355	46,594	4,26,206	4,26,206	XXII.
—	—	—	—	—	—	—	—	1,601	1,699	20,755	22,327	XXIII.
—	—	—	—	—	—	—	—	464	322	16,537	12,407	XXIV.
—	—	—	—	—	1	2	2	14,008	14,200	2,41,327	2,11,949	XXV.
7,228	5,783	17,511	15,009	6	71	11	127	265,513	272,677	20,17,607	19,58,914	XXVI.
—	—	—	—	84	148	210	220	123,065	144,108	5,08,461	5,19,692	XXVII.
—	—	1	—	—	—	—	1	4,204	3,941	1,12,926	91,253	XXVIII.
330	440	734	1,105	27	309	72	405	134,040	120,763	4,61,716	4,46,822	XXIX.
609	577	945	994	2	9	8	28	22,196	25,030	4,06,771	3,91,151	XXX.
—	—	—	—	—	—	—	—	205	292	12,008	12,494	XXXI.
—	—	—	—	—	2	—	9	16,160	15,452	4,74,516	5,14,794	XXXII.
7,993	11,102	19,500	29,541	31	412	96	1,045	500,498	700,973	28,22,487	28,45,312	XXXIII.
51,220	80,327	91,955	1,73,968	10,246	62,426	8,427	54,726	6,612,620	7,299,251	4,26,22,224	4,69,76,999	Total.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

Classification Number.	Description of Commodity.	PROVINCIAL							
		Bareilly-Pilibheet.				Lucknow-Sitapur-Shrámou.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year	1887.	Previous Year.	1887.	Previous* Year.	1887.	Previous* Year.	1887.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I.	Coal	—	—	—	—	4	—	4	—
II.	Cotton, raw	41	22	144	70	—	45	—	190
III.	Cotton, twist and yarn	62	5	166	13	29	368	123	806
IV.	Cotton piece-goods	—	305	—	965	20	611	84	1,779
V.	Drugs and chemicals	87	93	262	264	1	50	9	286
VI.	Dyes and tans	78	37	174	84	3	360	13	1,250
VII.	Grains	12,663	7,771	21,081	12,175	3,139	18,417	4,503	27,737
VIII.	Hides and skins	140	100	275	320	18	251	35	580
IX.	Horns	51	54	140	128	—	5	—	12
X.	Jute	281	381	855	1,052	65	427	144	987
XI.	Lac	10	13	19	28	—	21	—	43
XII.	Leather, manufactured	13	13	35	38	—	6	—	27
XIII.	Liquors	1	2	9	5	4	56	19	180
XIV.	Metals	72	928	223	2,383	381	801	1,106	2,748
XV.	Oils	50	33	134	69	3	63	7	276
XVI.	Oil-seeds	1,703	1,353	2,680	2,337	92	2,734	143	4,410
XVII.	Opium	—	1	1	3	—	20	—	152
XVIII.	Paper and paste-board	—	—	—	—	11	14	20	62
XIX.	Provisions	31	682	95	1,297	14	329	52	1,463
XX.	Railway plant and rolling stock	—	—	—	—	81	4,577	91	7,263
XXI.	Salt	2,123	2,076	3,000	3,427	152	3,012	251	6,012
XXII.	Saltpetre	2	64	6	110	1	14	1	18
XXIII.	Silk, raw	—	—	—	—	—	—	—	—
XXIV.	Silk piece-goods	—	—	—	—	—	—	—	—
XXV.	Spices	410	323	1,211	887	—	35	—	130
XXVI.	Sugar	2,171	3,034	4,464	6,019	32	3,294	55	5,517
XXVII.	Stone and lime	109	67	229	106	30	212	65	385
XXVIII.	Tea	15	7	53	20	—	—	—	—
XXIX.	Timber	3,075	4,399	4,770	6,411	525	1,391	726	1,024
XXX.	Tobacco	38	47	109	129	1	29	3	85
XXXI.	Umbrellas	—	—	—	—	—	—	—	—
XXXII.	Wool	13	126	41	169	1	3	2	14
XXXIII.	All other articles of merchandise	17,461	10,347	13,100	13,783	3,485	27,212	2,727	14,922
	Total	40,705	33,348	53,905	52,325	8,091	64,357	10,243	78,357

* From week ending 20th

on the several RAILWAYS during the Year 1887, as compared with the previous year—*cont.*

STATE RAILWAYS.												Classification Number.
Eastern Bengal Railways.				Nalhati.				Tirhoot.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
75,307	74,586	1,17,978	90,740	6,305	7,616	10,427	12,878	16,371	22,518	22,338	24,624	I.
2,133	1,536	16,408	10,559	151	169	578	633	409	570	2,427	4,048	II.
32,617	30,877	2,58,431	3,19,352	14	2	53	8	446	478	1,961	2,168	III.
6	—	37	—	618	608	2,497	2,369	8,714	8,457	55,925	52,678	IV.
—	—	—	—	5	5	—	20	94	164	740	1,478	V.
—	—	—	—	40	29	103	96	2,782	2,201	18,282	21,052	VI.
195,605	144,641	5,28,974	4,49,936	3,449	7,599	2,329	3,229	65,686	104,822	1,53,629	2,53,569	VII.
8,064	7,238	48,968	52,408	72	48	298	164	3,766	2,760	12,704	10,000	VIII.
—	—	—	—	—	—	—	—	34	22	104	121	IX.
227,885	246,377	19,06,927	25,82,069	299	292	694	668	2,633	2,109	9,208	11,220	X.
—	—	—	—	7	6	—	23	510	573	1,412	1,470	XI.
32	—	237	—	26	22	166	194	86	104	548	684	XII.
53	—	302	—	30	16	—	116	945	222	1,600	1,541	XIII.
16,210	16,413	1,08,527	1,33,087	223	237	700	763	3,012	2,617	15,626	12,172	XIV.
6,653	7,612	37,178	49,349	24	52	116	170	981	1,377	2,228	4,707	XV.
24,890	21,509	71,328	57,253	791	478	1,172	763	47,212	45,464	99,240	94,921	XVI.
—	—	—	—	—	—	—	—	—	119	—	200	XVII.
—	—	—	—	19	18	39	112	156	176	1,047	962	XVIII.
6,637	8,149	32,241	51,806	246	416	652	1,036	2,226	1,964	12,264	2,116	XIX.
187,220	2,72,221	2,04,472	2,32,177	268	620	245	164	10,225	12,267	27,220	40,202	XX.
63,214	45,864	2,10,906	2,03,201	206	229	226	241	29,147	29,004	57,204	49,206	XXI.
—	—	—	—	1	—	1	—	7,471	7,011	19,719	18,684	XXII.
4	—	29	—	276	277	1,512	1,517	—	—	—	—	XXIII.
—	—	—	—	200	156	1,074	683	—	—	—	—	XXIV.
48	—	328	—	146	68	271	212	2,406	2,112	10,266	9,228	XXV.
15,320	15,222	24,910	42,712	244	277	620	601	1,249	2,091	4,244	4,041	XXVI.
—	—	—	—	172	122	229	222	2,022	2,409	4,624	2,429	XXVII.
21,149	15,566	3,02,741	2,51,272	1	—	—	—	22	15	224	98	XXVIII.
19,266	24,014	29,722	42,566	22	46	52	109	2,726	7,022	7,262	17,974	XXIX.
25,077	19,626	1,77,179	1,94,476	62	61	122	124	10,226	9,922	24,264	22,264	XXX.
—	—	—	—	2	2	5	9	25	16	178	96	XXXI.
—	—	—	—	—	—	—	—	27	119	760	224	XXXII.
27,222	69,241	4,22,222	6,27,224	202	224	2,222	2,222	17,227	12,224	22,727	22,210	XXXIII.
1,074,672	1,120,262	42,79,222	54,22,222	14,246	20,216	22,221	22,722	241,229	222,222	6,44,222	7,64,229	Total.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

Classification Number.	Description of Commodity.	PROVINCIAL					
		Burma.				Jorhát.	
		Quantity.		Receipts.		Quantity.	
		Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal	6,580	16,127	22,505	54,919	355	1,003
II.	Cotton, raw	23	19	228	222	—	—
III.	Cotton, twist and yarn	1,176	1,523	8,943	12,431	—	—
IV.	Cotton piece-goods	1,530	2,704	12,163	20,078	—	—
V.	Drugs and chemicals	336	388	2,932	3,261	—	—
VI.	Dyes and tans	10,316	11,224	45,596	49,072	—	—
VII.	Grains	1179,531	195,537	6,22,485	7,94,841	283	782
VIII.	Hides and skins	1,036	495	5,921	4,724	—	—
IX.	Horns	80	37	362	361	—	—
X.	Jute	2,956	3,753	19,048	14,052	—	—
XI.	Lac	164	92	1,603	1,016	—	—
XII.	Leather, manufactured	59	48	568	523	—	—
XIII.	Liquors	1,030	1,326	15,597	18,294	—	—
XIV.	Metals	1,037	1,841	9,453	16,254	198	314
XV.	Oils	3,134	4,095	23,639	37,998	—	—
XVI.	Oil-seeds	1,946	3,377	8,878	14,695	—	—
XVII.	Opium	7	10	90	311	—	—
XVIII.	Paper and paste-board	—	—	—	—	—	—
XIX.	Provisions	14,830	20,521	1,09,532	1,50,395	1,120	2,007
XX.	Railway plant and rolling stock	37,263	73,940	50,111	1,30,110	727	733
XXI.	Salt	4,652	4,825	19,344	20,471	—	—
XXII.	Saltpetre	—	1	—	3	—	—
XXIII.	Silk, raw	40	106	446	1,152	—	—
XXIV.	Silk piece-goods	17	28	293	365	—	—
XXV.	Spices	21	44	255	570	—	—
XXVI.	Sugar	2,566	2,721	16,534	19,438	—	—
XXVII.	Stone and lime	3,136	5,454	7,101	9,327	243	211
XXVIII.	Tea	235	201	2,984	1,964	2,069	2,064
XXIX.	Timber	25,229	33,001	67,417	65,548	—	—
XXX.	Tobacco	1,567	1,657	14,110	15,437	—	—
XXXI.	Umbrellas	—	49	—	423	—	—
XXXII.	Wool	30	91	325	946	—	—
XXXIII.	All other articles of merchandise	10,223	11,963	79,388	68,769	1,529	2,051
	Total	310,660	396,283	11,71,364	14,97,759	6,344	9,185

on the several RAILWAYS during the Year 1887, as compared with the previous Year—cont.

STATE RAILWAYS—continued.											Classification Number.
Receipts.		Cherra-Companyganj.				Total.					
Quantity.		Quantity.		Receipts.		Quantity.		Receipts.			
Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.		
Rs. 595	Rs. 2,091	Tons. 10	Tons. 159	Rs. 9	Rs. 126	Tons. 104,741	Tons. 121,779	Rs. 1,83,848	Rs. 1,95,318	I.	
—	—	—	—	—	—	2,846	2,361	20,940	15,747	II.	
—	—	—	—	—	—	24,344	53,258	2,09,677	3,34,778	III.	
—	—	—	—	—	—	10,822	12,000	70,599	78,000	IV.	
—	—	—	—	—	—	529	700	4,034	5,229	V.	
—	—	—	—	—	—	12,119	14,911	64,709	72,125	VI.	
1,471	3,464	—	—	—	—	460,361	479,589	12,26,002	12,16,948	VII.	
—	—	—	—	—	—	13,006	10,972	68,135	63,226	VIII.	
—	—	—	—	—	—	113	129	606	629	IX.	
—	—	—	—	—	—	294,031	354,809	19,23,773	22,10,332	X.	
—	—	—	—	—	—	691	705	2,057	2,560	XI.	
—	—	—	—	—	—	216	203	1,548	1,406	XII.	
—	—	—	—	—	—	1,343	1,622	12,731	20,120	XIII.	
1,466	2,130	—	—	—	—	21,199	23,151	1,27,201	1,20,502	XIV.	
—	—	—	—	—	—	10,614	12,132	69,259	62,569	XV.	
—	—	—	—	—	—	76,580	74,920	1,22,440	1,74,902	XVI.	
—	—	—	—	—	—	7	120	91	606	XVII.	
—	—	—	—	—	—	126	207	1,126	1,126	XVIII.	
5,221	7,426	—	—	—	—	25,726	24,002	1,20,237	2,21,612	XIX.	
1,453	1,568	16	179	12	121	226,570	262,697	2,24,045	4,11,702	XX.	
—	—	—	—	—	—	92,596	85,110	2,92,720	2,22,847	XXI.	
—	—	—	—	—	—	7,475	7,000	12,726	12,226	XXII.	
—	—	—	—	—	—	420	422	1,922	2,609	XXIII.	
—	—	—	—	—	—	217	124	1,222	1,220	XXIV.	
—	—	—	—	—	—	2,021	2,562	12,519	11,422	XXV.	
—	—	—	—	—	—	21,222	24,229	60,727	60,212	XXVI.	
1,004	904	3,600	6,254	2,447	7,702	9,266	12,725	12,711	24,221	XXVII.	
14,274	16,129	—	—	—	—	22,227	17,272	2,21,222	2,02,702	XXVIII.	
—	—	—	—	—	—	21,242	69,214	1,10,009	1,22,722	XXIX.	
—	—	—	—	—	—	27,222	21,222	2,22,272	2,42,222	XXX.	
—	—	—	—	—	—	27	67	122	622	XXXI.	
—	—	—	—	—	—	121	222	1,122	2,024	XXXII.	
9,222	11,201	42	61	27	79	122,242	141,212	6,24,722	7,22,124	XXXIII.	
25,207	45,222	2,272	6,222	2,122	2,022	1,700,222	1,944,222	65,21,124	79,22,224	Total.	

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

Classification Number.	Description of Commodity.	GUARANTEED									
		Madras.				South Indian.				Great Indian	
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.	
		Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal - - -	3,637	7,113	18,128	41,174	—	—	—	—	60,112	64,638
II.	Cotton, raw - -	10,934	23,302	2,63,346	3,10,691	13,102	13,139	63,894	60,809	142,476	162,467
III.	Cotton, twist and yarn.	7,089	7,161	84,627	80,985	4,320	4,391	30,144	58,231	10,692	10,318
IV.	Cotton piece-goods -	7,568	7,582	1,14,795	1,15,043	8,900	8,846	1,20,310	1,20,318	30,528	29,957
V.	Drugs and chemicals	1,246	1,570	20,348	23,451	—	—	—	—	440	485
VI.	Dyes and tans -	20,880	20,413	2,03,156	1,61,634	6,415	5,889	31,998	30,340	9,228	9,208
VII.	Grains -	180,706	175,024	7,42,809	7,00,158	127,603	154,536	3,36,876	4,97,658	783,720	738,430
VIII.	Hides and skins -	21,153	21,979	2,88,623	3,00,944	6,027	5,822	53,181	56,926	15,166	15,278
IX.	Horns - - -	150	192	2,390	2,153	—	—	—	—	—	—
X.	Jute - - -	5,936	6,341	47,530	51,372	—	—	—	—	20,370	21,388
XI.	Lao - - -	100	140	839	1,318	—	—	—	—	—	849
XII.	Leather, manufactured.	419	140	4,192	1,757	—	—	—	—	838	1,036
XIII.	Liquors - - -	7,531	8,634	91,121	1,08,693	2,633	3,607	14,162	16,906	6,686	7,617
XIV.	Metals - - -	13,161	16,350	1,34,665	1,75,223	10,024	10,298	64,325	67,796	35,839	38,890
XV.	Oils - - -	9,523	10,293	57,441	61,096	11,691	11,130	55,531	48,736	25,118	24,166
XVI.	Oil-seeds - - -	45,187	53,327	1,52,117	2,03,310	87,169	69,463	1,95,527	1,38,260	273,706	234,216
XVII.	Opium - - -	2	5	18	34	—	—	—	—	734	276
XVIII.	Paper and paste-board.	213	286	3,651	3,958	—	—	—	—	2,076	2,365
XIX.	Provisions - - -	64,480	71,344	4,38,693	4,80,041	18,341	20,136	1,04,740	1,03,763	6,070	6,972
XX.	Railway plant and rolling stock.	18,100	21,048	1,83,213	2,32,800	—	—	—	—	101,260	159,315
XXI.	Salt - - -	67,331	64,900	4,40,134	4,11,240	62,398	53,981	1,67,690	1,40,115	118,205	125,263
XXII.	Saltpetre - - -	312	363	3,312	3,463	—	—	—	—	—	—
XXIII.	Silk, raw - - -	17	23	311	432	—	—	—	—	12	23
XXIV.	Silk piece-goods -	108	150	1,772	2,571	—	—	—	—	241	336
XXV.	Spices - - -	2,653	2,913	19,916	23,207	814	810	5,651	5,765	4,464	4,526
XXVI.	Sugar - - -	34,400	26,445	1,88,647	1,33,715	41,659	45,547	1,47,969	1,35,081	41,591	46,269
XXVII.	Stone and lime -	10,522	13,775	26,945	29,683	262,647	139,396	3,16,023	1,55,293	9,185	13,849
XXVIII.	Tea - - -	239	400	7,061	8,159	10	14	105	125	90	140
XXIX.	Timber - - -	33,224	35,106	1,64,431	1,97,935	22,677	21,712	49,345	47,195	17,969	18,419
XXX.	Tobacco - - -	9,780	9,459	57,162	57,145	3,970	3,827	24,923	27,640	5,955	4,498
XXXI.	Umbrellas - - -	35	26	789	449	—	—	—	—	—	—
XXXII.	Wool - - -	628	496	8,136	5,523	—	—	—	—	342	347
XXXIII.	All other articles of merchandise.	73,993	104,906	4,83,326	4,89,094	69,617	85,045	3,23,129	3,99,787	261,179	299,752
	Total -	660,296	711,601	42,53,649	44,13,429	759,127	657,469	21,40,727	21,21,744	1,969,810	2,042,903

on the several RAILWAYS during the Year 1887, as compared with the previous Year—cont.

RAILWAYS.														Classification Number.
Peninsula.		Bombay, Baroda, and Central India. (a)				Oudh and Rohilkhand.				Total.				
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
2,14,385	2,30,750	38,838	35,384	1,90,937	2,30,080	66,918	47,964	1,87,015	1,66,808	109,565	155,060	6,10,465	6,57,881	I.
43,08,007	45,44,790	125,424	117,846	26,43,077	24,06,855	9,910	10,097	94,475	98,830	310,038	327,441	73,72,709	74,81,976	II.
3,15,575	2,97,079	7,579	8,656	1,55,183	1,74,175	2,637	2,887	27,599	26,238	32,337	33,913	6,43,127	6,38,308	III.
11,00,017	10,64,400	29,572	29,796	10,17,177	9,96,297	10,022	10,537	92,309	91,021	86,890	86,718	24,44,008	23,77,079	IV.
21,049	18,760	1,698	1,825	46,157	43,510	1,688	1,416	11,905	11,034	5,061	5,296	96,359	96,755	V.
1,59,483	1,46,603	9,857	11,433	2,45,118	2,67,404	3,286	3,836	23,463	23,301	40,636	50,781	6,68,238	6,54,183	VI.
1,00,75,348	93,87,857	429,038	358,232	46,25,450	29,52,514	309,101	296,765	9,36,519	9,71,246	1,530,166	1,721,977	1,89,16,996	1,45,00,453	VII.
3,56,714	3,35,050	7,908	6,833	1,37,277	1,06,280	6,430	5,781	29,927	31,300	41,977	40,355	5,14,013	4,96,430	VIII.
3,36,020	3,50,468	—	—	—	—	396	436	2,241	2,189	15,712	13,906	8,61,345	8,39,303	IX.
—	15,278	—	—	—	—	171	194	652	800	271	1,183	1,491	17,394	XI.
8,982	10,941	993	1,039	16,080	17,516	473	672	3,965	4,713	2,722	3,667	23,219	24,907	XII.
1,36,287	1,35,637	4,750	4,840	73,855	72,455	2,842	3,361	19,523	27,431	24,442	23,250	3,24,922	3,61,122	XIII.
6,15,503	6,84,707	44,732	45,466	9,47,562	8,86,302	24,900	27,317	1,52,393	1,59,026	127,636	138,331	16,14,445	16,73,054	XIV.
4,86,705	4,67,202	8,724	7,596	1,51,024	1,29,134	2,167	3,066	15,236	20,244	57,223	56,251	7,65,967	7,27,012	XV.
37,69,714	32,47,264	179,489	148,790	21,92,597	16,91,781	53,696	47,863	1,50,208	1,20,198	644,896	564,179	64,60,103	53,19,813	XVI.
46,827	19,204	2,532	2,458	87,613	92,220	1,002	703	23,809	17,758	4,270	3,442	1,54,267	1,20,226	XVII.
69,709	81,080	—	—	—	—	1,422	1,249	9,127	8,520	2,741	3,240	22,517	23,566	XVIII.
1,53,618	1,68,123	10,717	10,351	2,58,300	2,34,180	6,815	6,922	51,301	50,567	106,422	115,726	10,06,712	10,29,094	XIX.
14,92,245	26,20,619	—	—	—	—	37,248	20,751	1,51,724	63,051	156,606	201,264	18,27,122	29,06,470	XX.
14,94,030	15,31,869	270,794	280,985	24,09,027	22,16,946	65,022	64,118	1,84,510	1,26,620	628,746	669,277	46,96,591	44,94,794	XXI.
—	—	6,023	11,746	83,565	1,02,577	890	1,777	2,622	6,305	7,225	13,894	20,469	1,12,345	XXII.
754	1,583	207	302	10,285	17,627	1	7	10	42	237	265	11,760	19,074	XXIII.
7,938	11,215	—	—	—	—	1	14	21	100	550	500	9,721	13,896	XXIV.
85,895	79,707	5,094	4,797	91,442	88,409	1,688	1,582	10,091	9,398	14,713	14,622	2,12,963	2,05,496	XXV.
5,93,998	6,93,796	112,763	122,157	13,24,434	15,09,199	108,407	132,796	4,58,272	5,27,024	328,220	379,212	27,13,220	29,92,815	XXVI.
40,181	52,955	33,001	35,906	1,21,123	1,21,237	11,156	14,127	28,080	26,053	326,600	217,064	5,22,967	3,64,951	XXVII.
3,388	4,877	631	642	23,265	27,512	888	447	4,722	6,521	1,406	1,548	46,571	47,294	XXVIII.
1,64,080	1,72,516	78,854	89,135	4,60,277	4,75,398	25,021	24,786	74,970	71,013	177,745	129,156	9,14,022	9,54,392	XXIX.
68,617	67,362	21,942	19,170	2,52,649	2,03,798	2,036	2,365	10,561	10,225	45,543	29,319	5,23,911	4,66,220	XXX.
—	—	—	—	—	—	—	7	—	20	25	23	729	508	XXXI.
20,702	19,141	6,405	6,101	3,23,403	2,22,296	225	232	2,147	2,900	2,100	7,222	2,54,288	2,11,200	XXXII.
32,05,020	33,51,590	128,722	127,822	21,20,755	20,24,267	646,629	419,260	5,90,122	4,21,971	1,240,216	1,024,496	27,97,262	26,07,299	XXXIII.
2,93,71,776	2,96,12,201	1,626,423	1,555,011	2,03,53,031	1,75,08,204	1,407,272	1,163,334	33,26,370	32,78,412	7,448,623	6,120,234	5,26,52,522	5,71,07,061	Total.

(a) Includes Rajputana-Malwa.
 (b) Includes Rs. 32,545 for old adjustment.
 (c) Includes figures due to railway stores other than railway plant and rolling-stock

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

Classification Number.	Description of Commodity.	ASSISTED							
		Darjeeling-Himalayan.				Bengal and North-Western.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Coal -	2,125	2,064	9,535	10,601	21,508	21,596	30,769	33,738
II.	Cotton, raw -	—	—	—	—	177	297	1,511	2,109
III.	Cotton, twist and yarn -	—	—	—	—	—	179	—	1,398
IV.	Cotton piece-goods -	707	748	19,018	20,056	4,798	6,622	39,746	46,020
V.	Drugs and chemicals -	17	16	307	337	346	676	3,363	6,932
VI.	Dyes and tans -	—	—	—	—	1,638	2,224	14,499	17,474
VII.	Grains -	6,293	5,853	78,954	75,642	73,774	87,403	3,30,201	3,21,577
VIII.	Hides and skins -	52	57	734	1,054	1,091	1,035	8,486	8,654
IX.	Horns -	—	—	—	—	36	45	367	463
X.	Jute -	—	—	—	—	3,535	4,266	22,934	24,963
XI.	Leo -	—	—	—	—	171	399	390	658
XII.	Leather, manufactured -	—	—	—	—	—	64	—	429
XIII.	Liquors -	496	474	10,554	10,619	182	164	1,542	1,481
XIV.	Metals -	1,279	1,180	26,907	23,551	1,762	2,814	11,244	16,764
XV.	Oils -	333	380	6,863	7,363	272	404	1,389	1,821
XVI.	Oil-seeds -	—	—	—	—	46,919	41,959	2,40,678	1,91,876
XVII.	Opium -	—	—	—	—	335	351	6,375	4,869
XVIII.	Paper and paste-board -	—	—	—	—	—	53	—	404
XIX.	Provisions -	788	432	17,632	9,369	797	1,056	6,090	6,832
XX.	Railway plant and rolling-stock -	413	191	1,784	635	42,813	25,742	1,25,397	41,592
XXI.	Salt -	539	536	8,743	8,525	10,483	18,516	33,152	51,329
XXII.	Saltpetre -	—	—	—	—	793	1,421	2,093	2,173
XXIII.	Silk, raw -	—	—	—	—	3	3	22	15
XXIV.	Silk piece goods -	—	—	—	—	—	—	—	—
XXV.	Spices -	76	111	2,214	2,456	351	551	2,247	3,337
XXVI.	Sugar -	266	253	4,636	4,609	7,692	8,768	55,847	55,384
XXVII.	Stone and lime -	440	436	4,011	4,102	2,334	1,216	6,118	3,435
XXVIII.	Tea -	3,550	3,539	70,599	70,190	5	14	47	65
XXIX.	Timber -	19	16	162	182	451	1,126	2,219	4,996
XXX.	Tobacco -	72	104	1,391	1,786	1,143	2,676	6,102	8,796
XXXI.	Umbrellas -	—	—	—	—	—	3	—	33
XXXII.	Wool -	35	43	877	787	24	96	211	489
XXXIII.	All other articles of merchandise -	2,143	2,256	39,905	49,899	3,419	3,202	24,991	19,863
	Total -	19,646	18,694	3,04,926	3,01,603	226,852	234,945	9,78,029	8,90,113

on the several RAILWAYS during the Year 1887, as compared with the previous Year—cont.

COMPANIES.												Classification Number.	
Bohilkhand-Kumann.				Dibru-Sadiya.				Total.					
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	—	1	—	18	63,204	63,535	1,54,577	2,06,551	60,027	107,196	1,06,181	2,50,902	I.
	2	3	10	17	8	1	51	22	123	301	1,573	2,148	II.
	9	2	77	14	49	45	1,091	998	58	236	1,153	2,410	III.
	—	112	—	1,011	—	—	—	—	5,505	7,423	53,703	67,097	IV.
	16	17	205	123	37	18	351	303	416	737	4,226	7,507	V.
	8	4	18	27	8	2	41	21	1,649	2,230	14,353	17,322	VI.
	7,418	6,615	10,467	9,763	5,624	5,697	39,589	39,996	93,109	105,573	4,59,211	4,40,903	VII.
	62	67	149	155	1	1	9	13	1,206	1,100	9,373	9,376	VIII.
	2	4	—	21	—	—	—	1	38	49	375	694	IX.
	2	51	11	211	—	—	—	—	3,537	4,317	22,045	25,174	X.
	—	—	—	—	—	—	4	2	171	299	394	661	XI.
	36	8	176	51	1	—	10	2	37	73	186	432	XII.
	834	1,124	3,714	5,350	90	93	1,706	1,594	1,606	1,335	17,316	19,044	XIII.
	28	759	223	2,000	790	906	10,150	12,161	3,659	5,743	43,320	54,478	XIV.
	96	83	739	580	126	126	3,702	2,637	637	906	11,753	12,431	XV.
	1,424	2,550	2,064	5,174	54	26	595	351	48,297	64,537	2,45,327	1,97,401	XVI.
	1	1	6	11	—	—	—	—	226	328	6,281	4,280	XVII.
	—	—	—	—	—	—	—	—	—	53	—	494	XVIII.
	43	1,319	323	5,756	339	195	4,224	2,506	1,907	3,002	23,298	24,533	XIX.
	—	—	—	—	—	—	—	—	43,226	23,923	1,27,181	41,297	XX.
	1,016	1,095	3,361	3,860	164	124	1,206	1,007	12,302	20,271	43,539	64,721	XXI.
	—	—	—	—	—	—	—	—	793	1,421	2,095	2,173	XXII.
	1	—	4	—	—	—	1	—	4	2	27	15	XXIII.
	—	—	—	—	—	—	—	—	—	—	—	—	XXIV.
	51	43	321	220	2	4	54	67	451	709	4,906	6,159	XXV.
	199	411	210	1,064	33	43	709	942	2,120	9,420	62,023	61,290	XXVI.
	21,806	5,631	19,610	4,723	19	8	203	—35	24,299	7,221	20,007	12,175	XXVII.
	87	98	437	475	3,901	2,909	26,557	22,223	7,542	7,610	1,03,740	1,03,063	XXVIII.
	3,703	2,327	2,769	6,205	—	—	—	—	4,173	4,469	5,149	11,574	XXIX.
	35	47	304	402	19	37	226	649	1,229	2,264	2,123	11,029	XXX.
	—	—	—	—	—	—	—	—	—	2	—	22	XXXI.
	15	16	—	127	—	—	—	—	74	122	1,120	1,412	XXXII.
	14,474	13,596	29,270	24,362	1,927	2,309	11,542	10,342	21,963	21,503	1,05,714	1,10,292	XXXIII.
	51,168	37,014	75,242	72,022	76,220	37,710	2,05,426	2,18,227	274,123	296,243	10,23,222	12,72,726	Total.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom,

Classification Number.	Description of Commodity.	NATIVE					
		The Nizam's Guaranteed Company.				The	
		Quantity.		Receipts.		Quantity.	
		Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I.	Coal	213	1,086	795	7,342	3	27
II.	Cotton, raw	165	227	1,924	2,837	2,129	1,802
III.	Cotton, twist and yarn	3,152	1,030	47,712	15,308	54	75
IV.	Cotton piece-goods		2,169		34,194	170	193
V.	Drugs and chemicals	373	386	3,861	4,387	33	46
VI.	Dyes and Tans	484	715	3,754	4,960	60	35
VII.	Grains	32,205	32,325	1,72,509	1,58,278	4,426	5,077
VIII.	Hides and Skins	991	2,245	7,179	17,534	12	11
IX.	Horns		777		2,561	—	—
X.	Jute	833	1,058	6,344	7,895	—	—
XI.	Lac	15	19	152	168	—	—
XII.	Leather, manufactured	585	55	6,168	814	8	10
XIII.	Liquors	1,544	1,690	16,151	16,369	10	7
XIV.	Metals	3,435	3,020	28,244	32,226	252	246
XV.	Oils	976	951	7,264	7,263	56	23
XVI.	Oil-Seeds	13,637	19,550	73,680	1,02,804	2,110	3,371
XVII.	Opium	—	—	11	4	—	—
XVIII.	Paper and paste-board	—	320	—	4,508	—	—
XIX.	Provisions	5,084	7,338	41,654	60,523	460	481
XX.	Railway plant and rolling-stock	69,933	186,906	1,69,723	2,17,241	—	—
XXI.	Salt	19,991	21,916	84,904	98,577	1,677	1,828
XXII.	Salt-petre	—	18	—	189	3	3
XXIII.	Silk, raw	20	3	502	96	—	—
XXIV.	Silk piece-goods		15		382	—	—
XXV.	Spices	1,429	1,374	10,635	9,184	168	254
XXVI.	Sugar	1,323	1,613	8,305	10,098	234	265
XXVII.	Stone and lime	2,025	2,626	10,271	13,954	6,814	9,417
XXVIII.	Tea	21	23	289	335	—	—
XXIX.	Timber	10,832	13,313	30,394	48,631	3,108	2,921
XXX.	Tobacco	534	368	4,768	3,260	34	23
XXXI.	Umbrellas	—	10	—	98	—	—
XXXII.	Wool	120	200	1,338	2,299	3	4
XXXIII.	All other articles of merchandise	4,273	4,332	51,089	47,461	13,919	13,023
	Total	174,267	325,036	7,90,163	9,51,776	34,671	39,140

on the several RAILWAYS during the Year 1887, as compared with the previous Year—cont.

STATES.										
Gaekwar's.		The Gaekwar's Mehsana-Vadnagar.				Bhavnagar-Gondal.				Classification Number.
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
4	53	—	3	—	3	3,700	4,737	3,003	4,017	I.
3,506	3,029	—	3	—	3	15,978	16,043	1,31,104	1,23,540	II.
143	196	—	13	—	16	1,237	1,449	11,333	12,002	III.
469	568	—	132	—	218					IV.
95	117	—	9	—	4	73	33	314	319	V.
159	98	—	44	—	64	606	321	5,135	3,930	VI.
6,999	3,940	—	959	—	804	17,053	23,335	60,155	31,900	VII.
30	23	—	—	—	8	253	161	1,907	1,303	VIII.
—	—	—	—	—	—	10	—	119	—	IX.
—	—	—	—	—	—	—	—	—	—	X.
—	—	—	—	—	—	19	6	177	46	XI.
25	31	—	14	—	112	—	53	—	447	XII.
23	24	—	2	—	3	65	75	761	691	XIII.
560	508	—	535	—	423	1,745	1,911	12,307	14,437	XIV.
140	58	—	134	—	131	1,097	1,045	7,019	6,564	XV.
3,358	5,353	—	2,994	—	1,598	6,348	4,339	23,331	21,313	XVI.
—	—	—	—	—	3	8	9	147	189	XVII.
—	—	—	—	—	—	—	—	—	—	XVIII.
356	364	—	13	—	13	429	1,034	3,433	6,903	XIX.
—	—	—	—	—	—	—	—	—	—	XX.
3,436	2,373	—	39	—	39	2,533	2,370	5,070	6,023	XXI.
4	7	—	31	—	30	8	21	75	195	XXII.
—	—	—	—	—	—	1	—	6	—	XXIII.
—	—	—	—	—	—					XXIV.
503	650	—	6	—	6	146	163	1,231	1,097	XXV.
408	444	—	506	—	429	2,367	2,340	13,339	15,303	XXVI.
7,301	9,374	—	113	—	115	700	367	2,344	1,334	XXVII.
—	3	—	—	—	—	3	3	23	19	XXVIII.
6,923	6,503	—	331	—	309	11,251	12,169	69,767	69,600	XXIX.
96	63	—	30	—	5	330	443	3,373	2,603	XXX.
—	—	—	—	—	—	—	—	—	—	XXXI.
3	15	—	23	—	26	313	273	1,721	1,323	XXXII.
25,023	26,315	—	397	—	1,305	6,090	6,337	49,351	46,373	XXXIII.
59,709	63,091	—	6,930	—	3,345	74,391	89,731	4,39,233	4,30,431	Total.

STATEMENT showing the QUANTITIES of the principal COMMODITIES carried, and the RECEIPTS therefrom, on the several RAILWAYS during the Year 1887, as compared with the previous Year—concluded.

Classification Number.	Description of Commodity.	NATIVE STATES—concluded.												Classification Number.
		Morvi.				Jodhpore.				Total.				
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
		Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	Previous Year.	1887.	
I.	Coal	—	—	—	—	17	93	40	427	5,942	5,936	12,442	12,441	I.
II.	Cotton, raw	1,160	2,648	11,957	20,879	38	13	144	163	19,370	20,734	1,48,635	1,49,353	II.
III.	Cotton, twist and yarn	—	8	—	53	873	929	3,338	5,049	5,368	3,503	63,026	33,614	III.
IV.	Cotton piece-goods	—	83	—	623	—	—	—	—	170	2,567	469	35,801	IV.
V.	Drugs and chemicals	2	2	17	17	6	36	243	332	527	506	5,029	5,176	V.
VI.	Dyes and tans	9	62	35	313	511	588	2,124	3,316	1,762	2,265	11,203	14,701	VI.
VII.	Grains	318	1,499	993	5,214	2,297	3,336	5,723	12,582	56,899	66,532	2,52,378	2,71,825	VII.
VIII.	Hides and skins	—	6	1	25	216	323	1,202	2,526	481	2,757	3,140	21,407	VIII.
IX.	Horns	—	2	—	10	—	—	—	—	1,001	779	7,298	2,671	IX.
X.	Jute	—	189	—	752	—	—	—	—	638	1,197	6,344	6,647	X.
XI.	Lao	—	292	—	783	—	—	—	—	34	317	329	996	XI.
XII.	Leather, manufactured	—	1	—	5	20	28	132	242	613	166	6,325	1,651	XII.
XIII.	Liquors	—	4	—	39	9	15	92	207	1,628	1,802	17,032	17,333	XIII.
XIV.	Metals	37	135	193	793	727	1,306	2,815	3,851	6,196	7,743	45,414	52,291	XIV.
XV.	Oils	15	46	80	280	43	85	186	724	2,187	2,285	14,689	15,030	XV.
XVI.	Oil-seeds	80	312	339	1,129	123	177	453	619	22,207	31,233	1,06,666	1,33,312	XVI.
XVII.	Opium	1	7	15	79	58	41	305	338	67	57	478	613	XVII.
XVIII.	Paper and paste-board	—	6	—	45	—	—	—	—	—	326	—	4,551	XVIII.
XIX.	Provisions	332	311	683	1,683	23	232	183	1,870	6,228	9,479	46,861	71,956	XIX.
XX.	Railway plant and rolling-stock.	—	—	—	—	—	—	—	—	69,933	108,906	1,69,723	2,17,241	XX.
XXI.	Salt	—	—	—	1	91	11,445	138	51,832	24,192	37,846	92,598	1,58,994	XXI.
XXII.	Saltpetre	—	—	—	2	114	135	282	767	125	208	361	1,190	XXII.
XXIII.	Silk, raw	—	—	—	1	—	—	—	—	—	3	—	90	XXIII.
XXIV.	Silk piece-goods	—	—	—	—	—	—	—	—	21	15	508	383	XXIV.
XXV.	Spices	—	32	—	160	37	107	256	974	1,811	1,836	12,624	12,071	XXV.
XXVI.	Sugar	100	294	537	1,678	4,915	5,899	20,470	30,106	9,144	11,430	43,809	53,023	XXVI.
XXVII.	Stone and lime	—	1,036	—	1,633	2,764	4,261	6,092	5,911	12,303	17,800	25,398	32,362	XXVII.
XXVIII.	Tea	—	—	—	1	—	—	6	2	26	24	318	859	XXVIII.
XXIX.	Timber	65	140	313	702	272	306	1,413	1,761	25,878	34,070	1,08,710	1,27,486	XXIX.
XXX.	Tobacco	50	133	237	695	566	568	2,678	3,491	1,714	1,580	11,147	10,186	XXX.
XXXI.	Umbrellas	—	—	—	—	—	—	—	—	—	10	—	98	XXXI.
XXXII.	Wool	—	77	2	764	1,830	1,649	10,462	10,602	2,171	2,223	13,411	15,551	XXXII.
XXXIII.	All other articles of merchandise.	390	416	1,731	2,568	16,272	6,924	27,706	23,591	40,434	31,919	1,55,460	1,43,463	XXXIII.
	Total	2,359	7,631	17,037	40,966	31,362	33,511	86,517	1,61,233	319,360	498,059	13,74,330	16,36,052	Total.