

EAST INDIA (RAILWAYS).

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1898-99

BY

A. BRERETON, Esq.,

*DIRECTOR OF RAILWAY TRAFFIC AND STATISTICS.*

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Presented to both Houses of Parliament by Command of Her Majesty.

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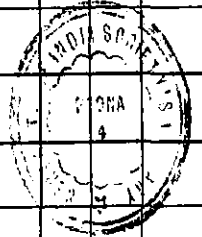
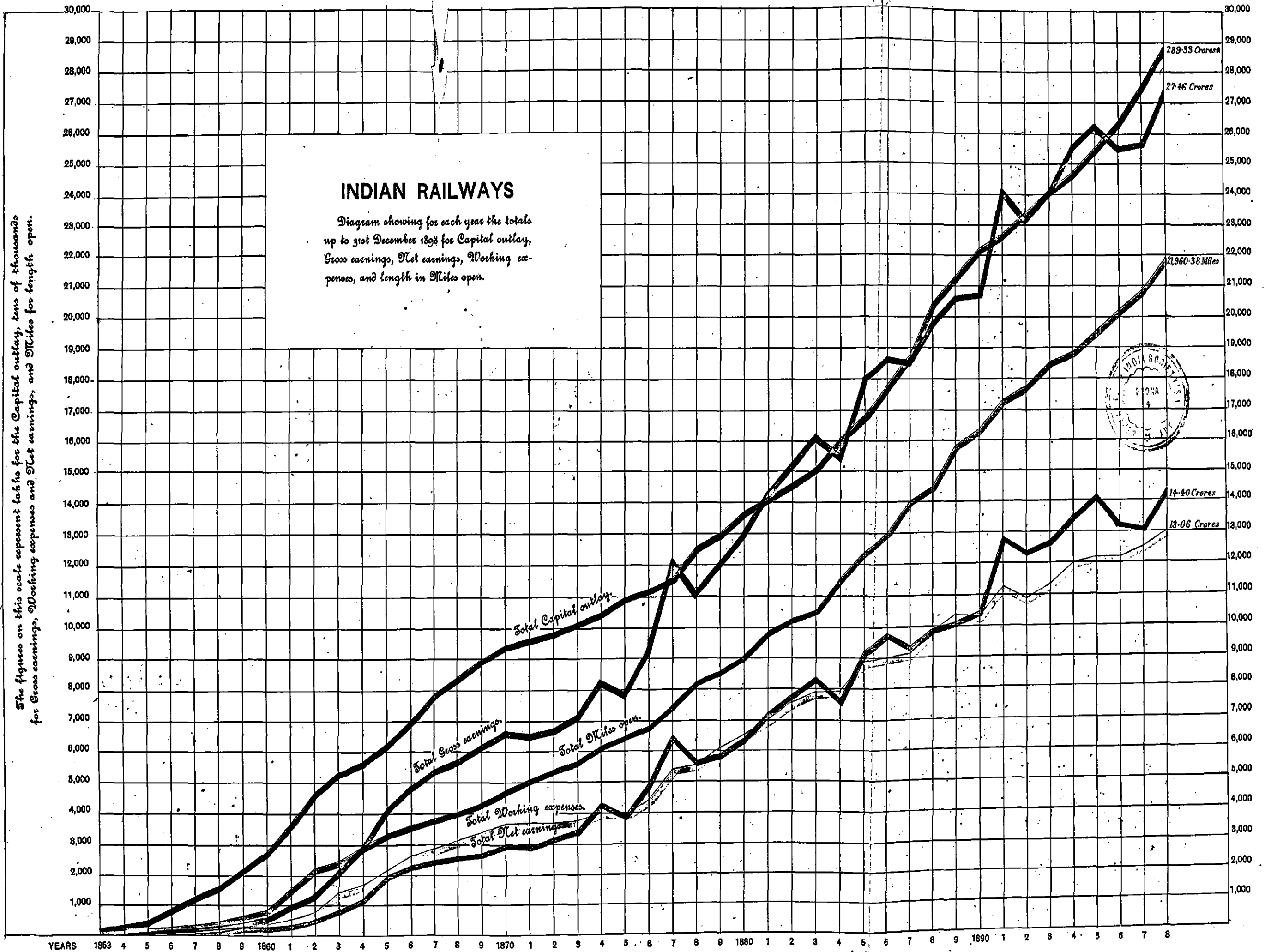


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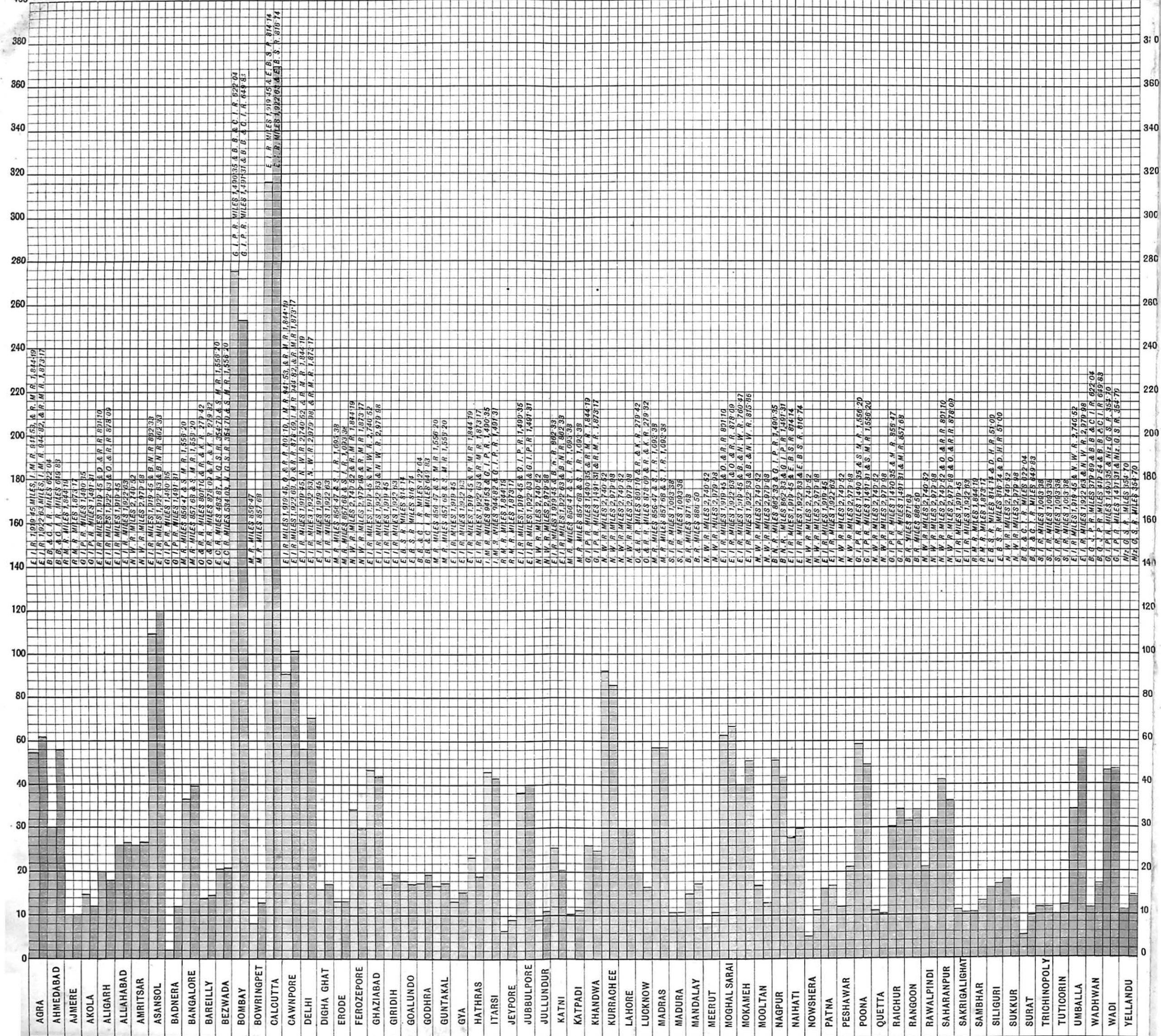


DIAGRAM ILLUSTRATING THE TOTAL EARNINGS IN RUPEES (BOTH COACHING & GOODS, OUTWARDS & INWARDS) AT THE PRINCIPAL CENTRES ARRANGED IN ALPHABETICAL ORDER ON THE SEVERAL RAILWAYS IN INDIA DURING 1897 COMPARED WITH 1896.

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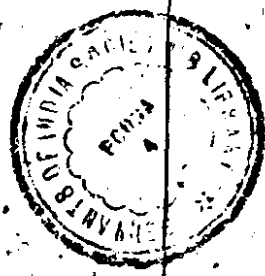
Earnings for 1896.....  
Do. 1897.....

- |               |                            |                  |   |
|---------------|----------------------------|------------------|---|
| E. I. R.      | Stands for East Indian Ry. | Niz. G. S. R.    | Stands for Nizam's Guaranteed State Ry. |
| E. B. S. R.   | Eastern Bengal State Ry.   | S. M. R.         | Southern Mahratta Ry.                   |
| B. N. R.      | Bengal Nagpur Ry.          | B. B. & O. I. R. | Bombay, Baroda, & Central India Ry.     |
| B. & N. W. R. | Bengal & North Western Ry. | M. R.            | Madras Ry.                              |
| O. & R. R.    | Oudh & Rohilkhand S. Ry.   | G. I. R.         | Great Indian Peninsula Ry.              |
| I. M. R.      | Indian Midland Ry.         | B. R.            | Burma Ry.                               |
| G. I. P. R.   | Great Indian Peninsula Ry. | B. G. J. P. R.   | Bhavanagar-Gondal                       |
| R. M. R.      | Rajputana-Malwa Ry.        | D. H. R.         | Darjeeling Himalayan Ry.                |
| N. W. R.      | North Western S. Ry.       |                  |   |
| R. & K. R.    | Rohilkhand & Kumaon Ry.    |                  |   |
| E. C. R.      | East Coast S. Ry.          |                  |   |

Notes.—1. Only those centres of traffic are shown whose combined station earnings, outwards & inwards, during 1897 have amounted to Rs. 10,00,000 and over.  
2. Ahmedabad includes Sabarmati.  
Asansol includes Raneegunj, Barakar, Sitarampur, & Dhanbaid.  
Bombay includes Colaba & Dadar.  
Calcutta includes Howrah, Sealdah, Bracs Bridge Hall, Kidderpore Docks, & Chitpore.  
Kurrachee includes Kiamari.  
Bangoon includes Pazundaung.

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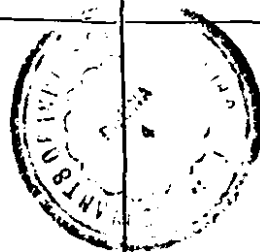


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NOTE.—The standard gauge of the railways in India is 5 feet 6 inches.

# ADMINISTRATION REPORT

ON

## THE RAILWAYS IN INDIA

FOR

### 1898-99.

### PART I.

#### CHAPTER I.

##### General.

The total length of railways open and sanctioned on the 31st March 1899, after allowing for minor corrections of mileage, was 26,059½ miles, being a net increase of 604½ miles during the year. The total length of railways open for traffic on the same date was 22,491 miles, being a net increase of 1,334½ miles, leaving 3,568½ miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 21,475½ miles, being an increase of 944½ miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1898 to Rs. 268.09 crores, being an increase of Rs. 8.52 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1898 amounted to Rs. 27,46,42,349, or Rs. 1,86,90,657 more than in the previous year; the working expenses amounted to Rs. 13,06,43,525, and absorbed 47.56 per cent. of the gross earnings against 48.88 per cent. in 1897. The net earnings amounted to Rs. 14,39,98,824, being an increase of Rs. 1,31,58,763.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5.37 per cent. against 5.04 per cent. in the previous year.

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

3. The total mileage of railways open and sanctioned at the close of the previous year, *viz.*, on the 31st March 1898, was as follows:

	Standard gauge.	Metre gauge.	Special gauge.	TOTAL.
Miles . . . . .	14,177½	10,735½	542	25,454½

The additional mileage sanctioned for construction between the 1st April 1898 and the 31st March 1899 was as follows:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies . . . . .	Miles	129	133½	...	262½
State lines worked by the State . . . . .	"	...	...	...	...
Lines worked by guaranteed companies . . . . .	"	...	...	...	...
Assisted companies . . . . .	"	...	...	187½	187½
Lines owned by native states and worked by companies . . . . .	"	...	65	...	65
Lines owned by native states and worked by state railway agency . . . . .	"	...	...	...	...
Lines owned and worked by native states . . . . .	"	...	72½	44½	116½
<b>Total length sanctioned during 1898-99 . . . . .</b>	<b>"</b>	<b>129</b>	<b>270½</b>	<b>232</b>	<b>631½</b>

The sanctions during the year under review were confined to commercial lines as detailed below :

## BRITISH INDIA—

*Standard gauge—*

	Miles.	Miles.	Miles.
Bengal-Nágpur (Kharápur to Midnapore)	...	8	
Agra-Delhi Chord (Agra to Delhi)	...	121	
		<u>        </u>	129

*Metre gauge—*

South Indian (Negapatam to Nagore)	...	4½	
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## Burma—

Meiktila to Myingyan	...	57½	
Sagaing and Monywa to Alos	...	71	
		<u>        </u>	128½

*Special gauges—*

Kalka-Simla (a).	...	68	
		<u>        </u>	68

## NATIVE STATES—

*Metre gauge—*

Shoranur-Cochin	...	65	
Jodhpore-Bikaner (Bikaner section)—			
Ganganur to Palanur	...	9½	
Lunkaranar to Suratgarh	...	63	
		<u>        </u>	72½

*Special gauge—*

Gwalior Light (Gwalior to Bhind)	...	...	44½
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TOTAL ... 518

Further details of the mileage sanctioned during 1898-99 will be found in the table given in Appendix B.

After allowing for minor corrections of mileage, etc., the total mileage open and sanctioned on the 31st March 1899 was :

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	..	4,626½	7,756½	56½	12,439½
State lines worked by the State	..	5,188½	738	28½	5,954½
Lines worked by guaranteed companies	..	2,721½	...	...	2,721½
Assisted companies	..	875½	505½	293½	1,674½
Lines owned by native states and worked by companies	..	704	676	148	1,528
Lines owned by native states and worked by state railway agency	..	204½	...	34½	238½
Lines owned and worked by native states	..	...	1,217½	211½	1,429½
Foreign lines	..	...	73½	...	73½
Total to the end of March 1899	..	<u>14,319½</u>	<u>10,967½</u>	<u>772½</u>	<u>26,059½</u>

Details of the total sanctioned mileage on the 31st March 1899 will be found in Appendix A.

4. The total length of railways open for traffic at the close of the previous year, *viz.*, on the 31st March 1898, was as follows :

Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
	12,210	8,631½	315½	21,156½

(a) In addition to the Kalka-Simla railway, the Tarakoahwar-Magra, 31½ miles, Tespur-Balipara, 20½ miles, Howrah-Amra, 28½ miles, Howrah-Sheakhalla, 19½ miles, and the Ranaghat-Krishnagarh, 20½ miles, which were originally sanctioned as steam-tramways, have had the Indian Railways Act applied to them from the 19th May 1896, 3rd May 1898, 7th October 1898, and 23rd February 1899; and have been treated as railways and included in all statements, etc., except where otherwise stated.

The additional length opened for traffic between the 1st April 1898 and the 31st March 1899 was as follows :

		Standard gauge.	Metre gauge.	Special ganges.	TOTAL.
State lines worked by companies	Miles	397½	281½	...	678½
State lines worked by the State	"	380½	...	...	380½
Lines worked by guaranteed companies	"	...	...	...	...
Assisted companies	"	59½	51	99½	209½
Lines owned by native states and worked by companies	"	...	...	5	5
Lines owned by native states and worked by state railway agency	"	...	...	3½	3½
Lines owned and worked by native states	"	...	63	...	63
Foreign lines	"	...	...	...	...
<b>Total length opened during 1898-99</b>	<b>"</b>	<b>836½</b>	<b>395½</b>	<b>107½</b>	<b>1,340</b>

Details of the mileage open during 1898-99 will be found in the table given in Appendix C, and the principal railways opened during the year are referred to in paragraph 7.

After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1899 was :

		Standard gauge.	Metre gauge.	Special ganges.	TOTAL.
State lines worked by companies	Miles	4,190½	6,887½	...	11,078½
State lines worked by the State	"	4,893½	644	28½	5,566
Lines worked by guaranteed companies	"	2,588	...	...	2,588
Assisted companies	"	643½	285½	172½	1,101½
Lines owned by native states and worked by companies	"	630½	188½	102½	921½
Lines owned by native states and worked by state railway agency	"	124	...	22½	146½
Lines owned and worked by native states	"	...	922	94½	1,016½
Foreign lines	"	...	73½	...	73½
<b>Total to the end of March 1899</b>	<b>"</b>	<b>13,070½</b>	<b>9,000½</b>	<b>420</b>	<b>22,491</b>

Details of the open mileage on the 31st March 1899 will be found in Appendix A.

In addition to the above, there were 61½ miles of steam tramways working outside municipal limits.

Appendix D shows the length of railways open at the end of the official years 1893-94 and 1898-99, also the progress made in opening railways during the years 1894-95 to 1898-99. Similar information for the calendar years will be found in Appendix E.

5. The mileage remaining under construction or sanctioned on the 31st March 1899 was as follows :

		Standard gauge.	Metre gauge.	Special ganges.	TOTAL.
State lines worked by companies	Miles	435½	869	56½	1,361
State lines worked by the State	"	294½	94	...	388½
Lines worked by guaranteed companies	"	133½	...	...	133½
Assisted companies	"	232	220	121½	573½
Lines owned by native states and worked by companies	"	73½	487½	45½	606½
Lines owned by native states and worked by state railway agency	"	80½	...	12	92½
Lines owned and worked by native states	"	...	295½	117½	413
<b>Total mileage under construction or sanctioned at the end of the year.</b>	<b>"</b>	<b>1,249½</b>	<b>1,966½</b>	<b>352½</b>	<b>3,568½</b>

Details of the mileage under construction or sanctioned on the 31st March 1899 will be found in the table given in Appendix F, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7.

6. Subsequent to the close of the 1898-99, *vis.*, from the 1st April 1899 additions to open mileage up to date (16th May), the following railways were reported to have been opened for public traffic, *vis.* :

North Western State (Mári-Attock line)—	Miles.	Date of opening.
Campbellpur Cantonment to Béal (New Pind Sultan) . . . . .	81.75	
Jand to Daud Khel* . . . . .	55.60	
	— 86.75	1-4-99
Eastern Bengal State (Shivarampur to Faridpur) . . . . .	7.40	1-4-99
Brahmaputra-Sultanpur (Santahar to Bogra) . . . . .	24.85	1-4-99
Ránaghat-Krishnagar (Astoia Ghat to Krishnagar) . . . . .	20.20	5-4-99
Cooch Behar (Cooch Behar to Alipur Duar) . . . . .	11.50	15-4-99
Madras (Wajah Road (Arcot) to Ranipet) . . . . .	4.35	17-4-99

7. The following gives a brief abstract of the important works completed by the 31st March 1899, and the progress made and in progress according to the latest reports received :

*East Indian railway.*—The Moghal Sarai-Gya extension, excepting the bridge over the Soane river, will probably be opened for public traffic at the end of June 1899 and the Soane bridge by March 1900. The Háthras City branch was opened for public traffic on the 10th January 1899. A branch from Bárun, 49½ miles from Gya to Daltonganj, has been sanctioned, earthwork started and land is being acquired.

*Bengal-Nágpur railway.*—Of the Sini-Khargpur-Howrah and Khargpur-Cuttack extensions, the section from Sini to Khargpur was opened for goods traffic on the 1st June 1898, from Khargpur to Kola Ghat and Khargpur to Balasore on the 17th December 1898 and from Balasore to Barang (Cuttack) on the 10th January 1899. All these sections were opened for passenger traffic also during the year, traffic being carried over diversions at the bridge sites. Work on the remaining section, from Kola Ghat to Howrah, is in progress, and, it is expected, will be completed during 1899-1900. The construction of a branch from Khargpur to Midnapore has been sanctioned and work commenced. Work on the Raipur-Dhamtari feeder line is in progress.

*Indian Midland railway.*—The remaining section of the Saugor-Katni extension from Damoh to Katni-Murwara was opened for public traffic on the 1st January 1899.

*North Western State railway.*—The Lyallpur-Toba Tek Singh extension of the Wazirabad-Lyallpur branch will probably be opened for public traffic shortly; and work on the Khánawal extension is nearly finished, excepting the Ravi bridge and platelaying. The abutments and all the piers of the Indus bridge at Kotri have been completed and two spans of girders erected. The Mári-Attock railway was opened for public traffic on the 1st April 1899. The down line from Kíámári to Kurrachee City, 3 miles, was opened for traffic on the 30th May 1898. This completed the whole of the double line between Kíámári and Kotri.

*Hyderabad-Shadipalli-Bálotra railway.*—In December 1898, it was decided to convert the entire length of the existing standard gauge line from Hyderabad to Shadipalli to the metre gauge and to construct a new standard gauge line from Hyderabad to Rahoki. On the British section of the Shadipalli-Bálotra railway, earthwork is nearly completed; and bridging half finished on the portion from Shadipalli to Chor.

*Oudh and Rohilkhand State railway.*—Orders issued during the year to proceed with the work on the Gháziabad-Moradabad railway. The bulk of the earthwork was completed by the end of March 1899, and work started on the bridge-work. It is expected that the railway, with the exception of the Ganges bridge, 11 spans of 200 feet, will be completed by the 31st March 1900 and the bridge by the 30th June 1900.

*Eastern Bengal State railway.*—The work on the bridge over the Teesta river at Kaunia is in progress. The portion of the Rajbári-Faridpur branch

\* The length between Béal (New Pind Sultan) and Jand, 16 miles, is part of the open mileage of the Khabalgari branch of the North Western State railway.



from Panchóoria to Shivarampur was opened for traffic on the 20th October 1898 and from Shivarampur to Faridpur on the 1st April 1899.

*East Coast State railway.*—The approach on the right bank of the Gódávari bridge is completed for 38 chains, the remaining 14 chains being about two-thirds finished; the approach on the left bank is practically complete, together with the station near the river, and both abutments and 20 piers are ready to receive the girders; on 10 more piers the superstructure is in progress; and 2 pier wells are being hearted and 22 are in course of sinking.

*Bezwada-Madras railway (Ennúr-Bezwada section).*—The Gudur-Nellore section of the South Indian railway was finally converted and the first standard gauge train ran over it on the 1st November 1898; and the sections from Nellore to Kistna Canal Junction and from Ennúr to Gudur were opened for public traffic on the 20th December 1898 and 23rd February 1899, respectively.

*Great Indian Peninsula railway.*—The work of constructing the Amalner-Jalgaon branch was in progress throughout the year; and the construction of a branch from Chalisgaon to Dhulia has been sanctioned and work is in progress.

*Bombay, Baroda and Central India railway.*—The new administrative offices, opposite Church Gate Street station, have been completed. Of the double lines, the length from Amroli to Kim has been opened, Kim to Broach is approaching completion and Broach to Miyágám is ready for opening. Between Dáhanu and Sachin, the earthwork is nearly complete, and girderwork and ballast are in progress. About 97 per cent. of the work of renewing the 60-foot Warren girders with steel-plate girders was executed at the end of February 1899, and it is expected that the work will be completed by the end of June 1899.

*Madras railway.*—Since the close of the year, the Calicut-Cannanore extension, which embraces a further length from Cannanore to Baliapatam, has been sanctioned for construction on the standard gauge. The Nílgeri railway was opened for goods traffic from the 1st October 1898; but owing to numerous slips and failures of work, it was closed on the 29th of that month. Necessary protective works are in active progress, and it is expected that the line will be re-opened shortly. The Walajah Road (Arcot)-Ranipet branch was opened for public traffic on the 17th April 1899.

*Southern Punjab (Delhi-Samásata) railway.*—The construction of a branch from Narwana to Kaithal was commenced in May 1898, and it was opened for public traffic on the 8th March 1899.

*Tápti Valley railway.*—The first section from Kankra Khari to Vyára was opened for public traffic on the 3rd January 1899, and a further section from Vyára to Navápur was ready for opening to goods traffic at the end of March 1899. It is expected that the railway will be opened throughout by October 1899.

*South Behar (Luckeeserai-Gya) railway.*—This railway, with the exception of the Phalgu bridge, will probably be opened for public traffic shortly and the bridge by the end of July 1899.

*Hardwar-Dehra railway.*—Work on this railway has been vigorously pushed forward.

*Bina-Gooná railway.*—The Goona-Bárán extension will probably be opened for public traffic shortly.

*Bengal and North-Western railway.*—The portion from Balrámpur to Tulsipur was opened for traffic on the 1st June 1898; and that from Turtipur Ghat to Azamgarh of the Ganges-Gogra Doab lines on the 8th June 1898. The permanent bridge over the Gogra river at Bahramghat was opened for public traffic on the 24th December 1898 and named the "Elgin" bridge. The temporary bridge over the Gogra river at Turtipur was completed and opened for the use of construction trains on the 4th February 1898, and was in constant use till lifted on the 28th May 1898. It was reconstructed and opened for all classes of traffic on the 24th January 1899. The work on the Hajeepore-Katibár extension of the Tirhoot section is in progress.

*Rajputana-Malwa railway.*—The work on the conversion of the metre gauge from Ferozepore to Kot Kápura to the standard gauge and the construction of a standard gauge from Kot Kápura to Bhátinda alongside the existing metre gauge is practically complete.

*South Indian railway.*—Sanction has been accorded to the construction of the Negapatam-Nagore extension.

*Assam-Bengal railway.*—The sections from Badarpur to Káttákhál, from Káttákhál to Silohar and from Lanka to Lumding temporary junction station were opened for goods traffic on the 13th June and 8th November 1888, and 1st March 1899, respectively; and the section from Gauháti to Lanka and the Badarpur-Silohar branch for public traffic on the 2nd January and 5th April 1899, respectively. The remaining lengths will, it is expected, be opened between 1899 and 1902.

*Burma railways.*—The section from Mogaung to Myitkyina was opened for public traffic on the 10th February 1899. Sanction has been accorded to the construction of the Sagaing-Alón branch and Meiktila-Myingyan branch. On the Mandalay-Kunlon railway, construction was restricted to the length between Myohaung and Lashio. Good progress has been made on all works, with the exception of the approaches to the Gokteik bridge, the alignment of which is not yet settled. It is expected that the line as far as Nammaw will be ready for opening by the 1st October 1899.

*Brahmaputra-Sultanpur railway.*—The first portion from Santahar (Sultanpur) to Bogra was opened to traffic on the 1st April 1899, and the remaining two sections, from Bogra to Sonatola and from Sonatola to Fulchhari (Kamarjani), will probably be ready for opening in October 1899 and May 1900, respectively.

*Mymensingh-Jamálpur-Jagannathganj railway.*—The section from Mymensingh to Singhjani (Jamálpur) was opened for traffic on the 1st November 1898, and the remaining portion, from Singhjani to Jagannathganj, will probably be opened in October 1899.

*Segowlie-Raxaul railway.*—This line was opened for public traffic on the 1st March 1899, but owing to the recent heavy flood damages, the additional waterway required will not be provided before the ensuing rains and the line will probably have to be closed then.

*Bengal Dooars railway.*—The extensions from Mal Bazar to Hantupara, from Dam Dim to Bagrakote and from Domohani to Lálmanirhát were sanctioned in March 1898. On the two former lengths, earthwork and bridgework have been commenced and on the latter, one-fourth of the earthwork has been completed.

*Birur-Shimoga railway.*—This line is expected to be opened for public traffic during June 1899.

*Hyderabad-Gódávari Valley railway.*—The platelaying on the northern section has been completed, and work on the two major bridges only remain unfinished; the platelaying on the southern section from Secunderabad is in hand, and the work on the Gódávari bridge is well advanced; and the section from Jalna to Nandair is in progress. It is expected that the northern section will be opened for traffic in June 1899, 60 miles of the southern section from Secunderabad northwards about the end of 1899, and the portion of the southern section from mile 60 to mile 193 early in 1900.

*Jodhpore-Bickaneer railway.*—The section from Bálotra to Barmer of the Shadipalli-Bálotra railway will probably be opened for public traffic shortly, and the remaining portion is ready for platelaying. The length from Bickaneer to Dulmera (Khari) of the Bickaneer-Suratgarh section, Bickaneer-Bhátinda extension, was opened for public traffic on the 2nd June 1898; and on the portions, Dulmera to Lunkaransar and Lunkaransar to Suratgarh, the earthwork was almost completed by the 31st March 1899.

*Oodeypore-Chitor railway.*—The extension from Debari to the Ahr bridge is expected to be opened for traffic in July 1899.

*Dhrángadrá railway.*—This railway was opened for public traffic on the 25th June 1898.

*Jeypore State railway.*—The construction of this railway, from Sanganer station on the Rajputana-Malwa railway to Siwai Mádhopur, was sanctioned in December 1897. Formation and bridgework on the first section, 39 miles, are practically complete and the second section, 34 miles, is well in hand.

*Rajpipla railway.*—The length, Raj-Pardi to Umalla, was opened for public traffic on the 19th January 1899 and that from Umalla to Amletha is,

nearly complete. The remaining portion is well in hand and it is expected that the extension will be opened throughout during June 1899.

*Gwalior Light railways.*—The construction of the Gwalior-Bhind section has been sanctioned, and it is expected to be opened for public traffic by the end of May 1899.

Principal events. 8. The following were the principal events during 1898-99 :

A memorandum of the revised terms for working the Jammu and Kashmir railway (Native State section) was sanctioned by the Government of India in April 1898.

The question of the re-arrangement of the Delhi station to admit of the traffic of the several railways being dealt with at that place was discussed at a meeting of the representatives of the railways held at Delhi on the 19th April 1898. The matter is still under consideration.

The Conference, which met at Simla in August 1898, considered, as before, the recommendations of the several Local Governments and Administrations and Chambers of Commerce in regard to the railways projected. With the view of perfecting railway communication between areas liable to famine and the ports and granaries of the country, the views of Local Governments in regard to the construction of additional famine protective railways were also considered by the Conference.

With reference to the question of gauge for light commercial feeder lines and for military light lines referred to in the last report, Her Majesty's Secretary of State having recognised the advantages of maintaining an uniform gauge for light railways in rough and mountainous districts, whether for commercial or military purposes, suggested for the consideration of the Government of India the adoption of 2 feet 6 inches as the normal gauge for military requirements. The Government of India have finally decided to adopt 2 feet 6 inches as the gauge for light military lines.

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

	Miles.
Bhagalpur-Bausi-Baidyanáth . . . . .	90
Ahmadpur-Baidyanáth . . . . .	63
Amritsar-Tarn Taran-Sarhali . . . . .	30
Kurnool Road branch . . . . .	36
Sabarmati-Dholka . . . . .	33
Nadiád-Kapadvanj . . . . .	28
Chandipur-Taki . . . . .	39

As regards the lines which appeared in the above list in Part I of the railway administration report for 1897-98, and which do not now appear, it may be stated that negotiations under branch line terms for the construction of the Jullundur-Hoshiarpur railway have for the present fallen through. The Madura-Pamban railway is now to be constructed as an integral part of the South Indian railway, while the Gogri (Mausi)-Baptiabi, Láksám-Noakhali-Ichakhali and Bezwada-Masulipatam railways have been offered for construction at the sole risk of the promoters. The Mutupet-Avadayárkóvil railway will be built from funds raised by the District Board of Tanjore, and negotiations are in progress for the construction of the Coonoor-Ootacamund extension of the Nilgiri railway on the basis of a revised contract for the entire line with a guarantee of gross earnings. The contract for the construction of the Kalka-Simla railway has been executed, but commencement of work was not authorized at the end of the year.

The terms proposed by the Government of India for working a portion of the East Coast State railway, south of Vizianagram, including the Bezwada-Madras State railway by the agency of the Madras Railway Company not having been accepted by the latter, it has been decided on economical grounds to continue to work the line by State agency until the connection of the East Coast State railway with Calcutta is established.

The maintenance of the Southern Punjab railway was taken over by the North Western State railway on the 1st January 1899.

The whole of the Railway Act, except section 135, has been applied to the Tezpur-Balipara, Howrah-Amta, Howrah-Sheakhalla, Tárakeshwar-Magra, and Ranaghat-Krishnagar tramways.

The Maharaja Sindia has, from the 8th March 1899, applied the Railway Act to the Gwalior Light railways.

9. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1898 amounted to Rs. 288·55\* Crores, thus :

Capital outlay and cost per mile.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauge. Rs.	Unclassified expenditure. Rs.	TOTAL. Rs.
Crores . . . . .	212·60	73·53	1·71	0·71	288·55

In addition to this, Rs. 0·78 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 289·33.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauge. Rs.	TOTAL. Rs.
Crores . . . . .	201·16	65·43	1·50	268·09

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

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauge. Rs.
	1,53,484‡	72,417‡	35,212

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

	Rs.	Rs.	Rs.
	1,17,684	64,107	33,110

10. The graphic diagrams published with this report show (1) the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1898, and (2) the principal centres of traffic on the several railways in India during 1897 compared with 1896.

11. The maps published with this report show (1) the railways constructed or sanctioned for commencement up to the 31st March 1899 and the gauge of each line, and (2) the railways sanctioned during the administration of the several Viceroys from 1846 to 1898.

12. The gross earnings during the calendar year were Rs. 27,46,42,349, against Rs. 25,59,51,692 during 1897 as follows :

Gross earnings.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauge. Rs.	TOTAL. Rs.
1897 . . . . .	18,90,77,909	6,53,14,984	15,58,799	25,59,51,692
1898 . . . . .	20,59,41,416	6,66,85,828	20,65,105	27,46,42,349
Increase . . . . .	1,68,63,507	13,20,844	5,06,306	1,86,90,657

Of the total gross earnings during 1898, 74·99 per cent. was earned by the standard gauge lines, 24·26 per cent. by the metre gauge, and the balance,

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

	Rs.
† As per details in Chapter VII, paragraph 1 . . . . .	297·43 crores.
Deduct—	
Total difference as per foot-note ‡ on the first and second pages of statement No. 17, due to premia on lines purchased . . . . .	8·09 "
Total . . . . .	289·33 "

‡ On outlay charged to final heads of account, excluding steam-boat.  
§ The mileages on which these are calculated include 1,898·87 miles of standard, and 10·69 miles of metre gauge line laid with two or more tracks. For details see statement No. 32.

0·75 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching . . .	6,04,85,773	2,53,64,594	10,41,836	8,68,92,203
Goods . . .	13,92,95,183	3,85,78,231	9,85,466	17,88,58,880
Miscellaneous, including steam-boat	61,60,460	26,93,003	37,803	88,91,266
<b>TOTAL . . .</b>	<b>20,59,41,416</b>	<b>6,66,35,828</b>	<b>20,65,105</b>	<b>27,46,42,349</b>

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

Passenger traffic.		Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1897 . . .		94,897,070	55,478,448	888,298	151,263,816
1898 . . .		97,239,429	53,134,685	2,210,207	152,584,321
Difference . . .		+2,342,359	-2,343,763	+1,321,909	+1,320,505

And the passenger-miles :

1897 . . Miles	3,921,890,554	1,985,118,059	23,938,363	5,930,946,976
1898 . . "	3,900,966,053	1,900,408,861	*19,891,795	*5,821,266,709
Decrease . . "	20,924,501	84,709,198	4,046,568	109,680,267

The passenger earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . . .	5,15,53,302	2,40,49,540	†5,91,742	†7,61,94,584
1898 . . .	5,19,08,165	2,30,44,546	†9,07,335	†7,58,55,046
Difference . . .	+3,49,863	-10,04,994	+3,15,593	-3,39,538

The earnings from other coaching traffic were as follows :

1897 . . .	99,20,224	23,54,140	97,644	1,23,72,008
1898 . . .	85,82,608	23,20,048	1,34,501	1,10,37,157
Difference . . .	-13,37,616	-34,092	+36,857	-13,34,851

14. The aggregate tonnage of goods, material and live-stock carried was 36,350,900 tons against 33,698,617 tons in 1897 as follows :

Goods traffic.		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1897 . . Tons		25,823,367	8,207,721	167,529	33,698,617
1898 . . "		26,974,285	9,147,550	229,065	36,350,900
Increase . . "		1,650,918	939,829	61,536	2,652,283

The goods ton-mileage being :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1897 . . Miles	3,842,273,077	†966,119,061	5,444,529	†4,813,836,667
1898 . . "	4,674,224,162	1,053,654,041	‡5,507,949	‡5,733,386,152
Increase . . "	831,951,085	87,534,980	63,420	919,549,485

\* Excluding the Jorhát, Bársi Light, Howrah-Amra, Howrah-Sheakhalla, Tárakeshwar-Magra and Tezpur-Balipára railways.

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

‡ Excluding the figures for the Jámnaagar railway for the first-half of 1897.

§ Excluding the Bársi Light, Howrah-Amra, Howrah-Sheakhalla, Tárakeshwar-Magra and Tezpur-Balipára railways.

|| Excluding the Ledo and Tikak-Margherita colliery railway.

The goods earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . . . . .	12,18,99,478	3,60,58,010	8,01,338	15,87,58,826
1898 . . . . .	13,92,95,183	3,85,78,231	9,85,466	17,88,58,880
Increase . . . . .	1,73,95,705	25,20,221	1,84,128	2,01,00,054

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 21,643,725 tons, or 8·07 per cent. more than in 1897, and the freight received aggregated Rs. 14,81,46,958, being 13·27 per cent. more.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 2,590,747 tons, or 7·73 per cent., and the earnings of Rs. 1,99,15,923, or 12·61 per cent.

Approximate earnings, first quarter, 1899.

15. The total earnings for the first quarter of 1899 were higher than in the first quarters of 1897 and 1898 :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1897	4,93,45,894	1,55,05,669	3,55,109	6,52,06,672
" " " 1898	*5,50,23,295	*1,54,88,865	*3,50,199	*7,08,62,359
" " " 1899	5,64,68,800	1,65,64,200	4,00,300	7,34,33,300

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

16. The total working expenses amounted in 1898 to Rs. 13,06,43,525 against Rs. 12,51,11,631 in the previous year as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . . . . .	9,06,13,396	3,35,77,753	9,20,442	12,51,11,631
1898 . . . . .	9,45,40,914	3,47,24,641	13,77,970	13,06,43,525
Increase . . . . .	39,27,518	11,46,888	4,57,488	55,31,894

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

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
Maintenance . . . . .	10·94	12·88	13·51	11·43
Locomotive . . . . .	15·48	16·02	21·51	15·66
Carriage and wagon . . . . .	5·03	4·34	5·77	4·87
Traffic . . . . .	7·68	9·01	12·52	8·04
General . . . . .	4·14	7·35	11·55	4·97
Steam-boat, special and miscellaneous, and rent of leased lines . . . . .	2·11	2·09	1·50	2·10
Contribution to Provident Fund . . . . .	0·53	0·42	0·37	0·50
TOTAL . . . . .	45·91	52·11	66·73	47·57

17. The net earnings realised were Rs. 14,39,98,824 against Rs. 13,08,40,061 in 1897 as under :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . . . . .	9,84,64,513	3,17,37,231	6,38,317	13,08,40,061
1898 . . . . .	11,14,00,502	3,19,11,187	6,87,135	14,39,98,824
Increase . . . . .	1,29,35,989	1,73,956	48,818	1,31,58,768

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

Return on capital.		Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
		Rs.	Rs.	Rs.	Rs.
1897	:	5.08	5.05	6.21	5.04
1898	:	5.53	4.89	4.58	5.37

19. The financial results to the State of working the Indian railways for the financial year 1898-99 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1898-99 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter :

*Losses—*

	1897-98.	1898-99.
	Rs.	Rs.
Guaranteed railways . . . . .	1,28,59,940	63,38,000
State railways, military, open . . . . .	54,77,380	56,03,000
State railways, military, unopen . . . . .	6,92,200	7,69,000
State railways, commercial, open . . . . .	8,55,460	8,53,000
State railways, commercial, unopen . . . . .	14,42,820	4,18,000
<b>TOTAL LOSSES</b> . . . . .	<b>2,13,27,800</b>	<b>1,39,81,000</b>

*Gain—*

State lines leased to companies . . . . .	—85,40,080	—94,95,000
State lines worked by companies . . . . .	1,70,00,720	1,72,74,000
<b>GAIN</b> . . . . .	<b>84,60,640</b>	<b>77,79,000</b>
<b>APPARENT NET LOSS</b> . . . . .	<b>1,28,67,160</b>	<b>62,02,000</b>

*Add—Charges debited to—*

39—Guaranteed companies—Land and supervision . . . . .	1,59,110	4,47,000
40—Subsidised companies—Land interest and subsidies . . . . .	11,37,600	14,91,000
41—Miscellaneous railway expenditure . . . . .	1,62,290	6,41,000
<b>TOTAL APPARENT CHARGE</b> . . . . .	<b>1,43,26,160</b>	<b>87,81,000</b>

The interest charges for the East Indian, Eastern Bengal and North Western railways for 1897-98 include annuities paid in England, which comprise

	Lakhs.
* East Indian railway	28.08
Eastern Bengal railway	2.62
North Western railway	12.08
	<u>37.78</u>

† East Indian railway	22.92
Eastern Bengal railway	2.60
North Western railway	12.00
	<u>37.52</u>

a contribution of about 37½\* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1897-98 in connection with the entire Indian railway system will stand at about 105½ lakhs of rupees. The contribution on account of sinking funds in 1898-99 amounted to about 37½† lakhs, and deducting this amount in the same way, the net charge to the State will amount to about 50½ lakhs of rupees.

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1897-98 would be about 75 lakhs, and in 1898-99, about 21½ lakhs of rupees.

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

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

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country: that is to say, where the State could now raise money at a little over 2½ per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about 4½ per cent. on the capital raised by the guaranteed companies; and, owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1897-98 gives a percentage of about 6½ on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a charge of Rs. 26,84,820 in the year 1897-98 instead of a charge of Rs. 1,28,59,940 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1898-99, will be found in statement No. 5.

## STATEMENT No. 1.

## Guaranteed railways.

*Results to the State of working for the official year 1897-98.*

Classification No.	RAILWAY.	Capital raised to the end of 1897-98.	Capital withdrawn to the end of 1897-98.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98, less share of surplus profits paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XIX	GREAT INDIAN PENINSULA	25,732,515	25,608,956	1,190,101	1,86,02,700	20,260	1,86,32,960	99,93,510	-26,29,450
XX	BOMBAY, BARODA AND CENTRAL INDIA.	9,514,448	9,757,776	482,271	67,72,540	43,540	68,16,080	51,22,110	-16,93,970
XXI	MADRAS	11,261,888	11,161,905	591,412	83,06,610	25,100	83,31,800	57,95,280	-25,36,520
	TOTAL	46,508,851	46,528,637	2,154,784	3,36,81,850	88,900	3,37,70,840	2,09,10,900	(a) -1,28,59,940

(a) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprises (amounting to Rs. 1,59,110) met by Government in 1897-98.



## STATEMENT No. 2.

## State lines leased to companies.

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

Results to the State of working for the official year 1897-98.

Classification No.	RAILWAY.	Subscribed capital, including advances by the Secretary of State under Act 51 Vict., cap. 5, to the end of 1897-98.	Capital outlay to the 31st March 1898.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98, less share paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	BENGAL CENTRAL . . . . .	1,000,000	1,18,35,260	33,750	5,27,560	...	5,27,560	3,70,500	-1,57,060
III & LXXXI	BENGAL-NAGPUR . . . . .	8,373,128	18,46,65,120	271,974	42,51,280	7,38,870	49,87,950	29,82,280	-20,05,670
IV	INDIAN MIDLAND . . . . .	7,342,275	9,83,30,880	251,743	39,85,040	1,49,470	40,84,510	25,60,700	-15,23,810
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	160,837	(a)42,78,250	...	...	1,57,010	1,57,010	3,84,040	+2,180
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-SERAMAU RAILWAYS PRIOR TO TRANSFER . . . . .	...	51,21,140	...	...	2,04,850	2,04,850		
XLIV	SOUTHERN MAHRATTA . . . . .	(b) 6,703,207	(b) 8,11,72,050	222,899	34,84,180	...	34,84,180	17,98,010	-23,51,310
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION . . . . .	...	1,65,78,410	...	...	6,63,140 (c) 6,63,140	6,63,140		
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	1,224,000	1,48,40,860	48,000	7,50,300	...	7,50,300	5,66,340	-54,060
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY . . . . .	...	...	...	...	-1,29,900	-1,29,900		
XLIX	ASSAM-BENGAL—PART I . . . . .	...	38,16,520	...	...	1,28,340	1,28,340	1,67,900	-20,67,040
	ASSAM-BENGAL—PART II . . . . .	2,313,135	3,65,59,840	71,250	11,13,720	...	11,13,720		
	ASSAM-BENGAL—PART II—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "48" . . . . .	...	2,81,35,260	...	...	9,92,880	9,92,880		
L	BURMA—COMPANY'S ACCOUNT . . . . .	1,836,462	1,18,12,200	50,297	7,86,200	...	7,86,200	34,94,960	-4,03,100
	BURMA—GOVERNMENT ACCOUNT . . . . .	...	7,69,17,900	...	...	31,11,860	31,11,860		
	GOVERNMENT SHARE OF SURPLUS PROFITS OF THE ROHILKUND AND KUMAON RAILWAY TO THE END OF THE YEAR 1895 TAKEN IN REDUCTION OF THE COMPANY'S DEBT FOR ADVANCES OF INTEREST . . . . .	...	...	-1,266	-19,790	...	-19,790	...	+19,790
	TOTAL . . . . .	28,953,044	52,35,63,710	948,647	1,48,28,490	60,14,320	2,08,42,810	1,23,02,730	-85,40,080

(a) Including outlay from advances made in India.

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

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

**STATEMENT No. 3.**  
**State railways (Commercial).**  
*Results to the State of working for the official year 1897-98.*

Classification No.	RAILWAY.	Capital outlay to the 31st March 1898.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	<b>Commercial lines and collieries.</b>	Rs.	£	Rs.	Rs.	Rs.	Rs. @	
	<i>(1) Open for traffic or working.</i>							
XII	NORTH WESTERN— COMMERCIAL SECTION . . . . .	38,94,30,000 <sup>(a)</sup>	571,676	89,35,970	79,09,080	1,69,06,080	1,62,96,790	-6,16,240
XIII	HYDERABAD SHADIPALLI . . . . .	18,27,800	—	—	73,360	73,360	65,250	-8,100
XIV & LII	ODISHA AND BOHILKHAND . . . . .	11,38,44,940	227,062	51,12,270	6,08,350	57,20,720	42,05,890	-15,14,830
XV & LI	EASTERN BENGAL . . . . .	12,51,02,330 <sup>(a)</sup>	155,694	24,32,120	21,84,350	59,16,370	66,97,910	+27,21,540
IX & XVII	EAST COAST (b) . . . . .	5,83,35,130	—	—	23,21,430	23,21,430	9,48,590	-18,72,840
LXXXII	JORHÁT . . . . .	9,02,650	—	—	35,960	35,960	25,520	-10,440
	CHERRA-COMPANYGANJ <sup>o</sup> . . . . .	7,69,120	—	—	30,860	30,860	-62,920	-93,780
	UMARIA COLLIERY . . . . .	11,91,260	—	—	47,150	47,150	7,830	-89,320
	WARORA COLLIERY . . . . .	18,56,630	—	—	75,790	75,790	1,56,330	+80,540
	<b>TOTAL OPEN STATE RAILWAYS (COMMERCIAL)</b> . . . . .	<b>64,82,69,860</b>	<b>1,054,332</b>	<b>1,64,80,460</b>	<b>1,46,46,200</b>	<b>2,11,26,660</b>	<b>3,02,71,200</b>	<b>-8,55,460</b>
	<i>2. Unopen lines and miscellaneous charges.</i>							
XI	AGRA-DELHI CHORD . . . . .	61,930	—	—	1,870	1,870	—	-1,870
XVIII	BERWADA-MADRAS (BERWADA SECTION) . . . . .	1,64,68,110	—	—	5,19,340	5,19,340	—	-5,19,340
	BAJNÁRI-FARÍDPUR (EASTERN BENGAL) <sup>o</sup> . . . . .	5,68,690	—	—	11,840	11,840	—	-11,840
	RAJ BAREILY-BENARÉS . . . . .	76,24,820	—	—	2,16,250	2,16,250	—	-2,16,250
	GÓDÁVARI BRIDGE (EAST COAST) . . . . .	15,27,780	—	—	34,210	34,210	—	-34,210
	LYALLPUR-KRÁSHWAL . . . . .	12,07,610	—	—	27,360	27,360	—	-27,360
	JULLUNDER-HOSHÍARPUR . . . . .	15,510	—	—	650	650	—	-650
	LUDHIÁNA-FEROZPUR . . . . .	23,310	—	—	1,020	1,020	—	-1,020
	KOTRI-ROHRI CHORD LINE . . . . .	1,20,87,580	—	—	4,62,070	4,62,070	—	-4,62,070
	KOTRI-ROHRI, INDUS BRIDGE . . . . .	16,94,880	—	—	58,660	58,660	—	-58,660
	STORES SURPLUS BALANCES . . . . .	2,83,350	—	—	32,790	32,790	—	-32,790
	PETROLEUM OPERATIONS, BALUCHISTAN . . . . .	1,19,190	—	—	4,770	4,770	—	-4,770
	COOCH BEHAR-SANTRABARI . . . . .	80,220	—	—	1,660	1,660	—	-1,660
LIII	SHADIPALLI-BÁLOTRA (BRITISH SECTION) . . . . .	26,760	—	—	910	910	—	-910
	NÁGPUR-CHHÁTISGARH DEPRECIATION ACCOUNT . . . . .	6,57,030	—	—	26,280	26,280	—	-26,280
	RUNGPUR-DHUBRI (TRESTLE BRIDGE) . . . . .	1,08,470	—	—	2,170	2,170	—	-2,170
	VIJAGAPATAM-RAIPUR <sup>o</sup> . . . . .	2,45,040	—	—	9,800	9,800	—	-9,800
	BILASPUR-ETÁWÁH SURVEY <sup>o</sup> . . . . .	75,140	—	—	3,000	3,000	—	-3,000
	RÁWAGHAT-BHAGWANGOLA <sup>o</sup> . . . . .	3,02,440	—	—	12,090	12,090	—	-12,090
	SOUTHERN MAHRÁTTA (DEPRECIATION ON WORKS, ETC.) . . . . .	5,27,070	—	—	21,080	21,080	—	-21,080
	<b>TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL), ETC.</b> . . . . .	<b>4,89,19,930</b>	<b>—</b>	<b>—</b>	<b>14,42,820</b>	<b>14,42,820</b>	<b>—</b>	<b>-14,42,820</b>
	<b>TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL)</b> . . . . .	<b>69,21,89,790</b>	<b>1,054,332</b>	<b>1,64,80,460</b>	<b>1,60,89,020</b>	<b>2,25,69,480</b>	<b>3,02,71,200</b>	<b>-22,98,280</b>

	Rs.	North Western railway. Rs.	Eastern Bengal railway. Rs.
(a) Capital outlay— Commercial section as above . . . . .	33,94,30,000	69,19,90,300	12,51,02,330
Military section as in statement No. 2-A . . . . .	14,39,60,900	—	—
Deduct premium . . . . .	—	2,98,39,040	1,19,64,970
Amount shown as capital in the published finance accounts of the Government of India . . . . .	—	46,30,52,360	11,37,37,000

(b) Includes the Berwada extension of the East Coast State railway, which is worked by His Highness the Nizam's Guaranteed State Railway Company.  
<sup>o</sup> Abandoned or in abeyance.

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

Classification No.	RAILWAY.	Capital outlay to the 31st March 1898.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	
● XI	Military lines. (1) Open for traffic.							
	NORTH WESTERN— MILITARY SECTION*	14,29,60,300	...	...	57,17,020	57,17,020	2,39,640	-54,77,380
	TOTAL OPEN STATE RAILWAYS (MILITARY)	14,29,60,300	...	...	57,17,020	57,17,020	2,39,640	-54,77,380
	(2) Unopen lines, etc.							
	MARI-ATTOCK	1,37,78,770	...	...	5,01,860	5,01,860	...	-5,01,860
	FRONTIER RAILWAY RESERVE MATERIAL	49,91,150	...	...	1,75,630	1,75,630	...	-1,75,630
	PESHAWAR RAILWAY RESERVE MATERIAL	8,67,760	...	...	14,710	14,710	...	-14,710
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	1,85,32,680	...	...	6,92,200	6,92,200	...	-6,92,200
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY)	16,14,92,980	...	...	64,09,220	64,09,220	2,39,640	-61,69,580
	GRAND TOTAL, STATE RAILWAYS (COMMERCIAL AND MILITARY)	85,36,82,770	1,054,382	1,64,80,460	2,24,98,240	3,89,78,700	3,05,10,840	-84,67,860

\* Including the line from Buk to Chaman and the Quetta loop, Sibi to Bostán and Bolan and Quetta; the Sind-Sagar line from Lálá Musa to Sher Shah junction with branches; and the lines from Golra to Khunsálgar and Musádarabád junction to Sher Shah, the late Salt branch, metre gauge, the Mianwáli-Mári branch railway and the Muzhak-Bolan railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1897-98.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1898.	INTEREST AND ANNUITY CHARGES FOR 1897-98.				Net receipts (less surplus profits paid to shareholders) for 1897-98.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	
I	EAST INDIAN	43,62,79,500	1,506,247	2,35,44,450	28,73,310	2,64,17,760	3,98,12,770	+1,28,95,010
V	BHOPAL-ITÁSI (BRITISH SECTION)	23,67,130	...	...	94,260	94,260	61,130	-33,130
VII	WARDHA COAL	49,96,330	...	...	1,99,850	1,99,850	58,540	1,41,310
VIII	DHOND-MANMÁD	1,14,07,310	...	...	4,55,940	4,55,940	2,81,280	-1,74,660
X	MADRAS-ENNÚR SECTION (BEZ-WADA-MADRAS)	5,97,590	...	...	23,590	23,590	23,480	-110
XXXIX	BENGAL AND NORTH-WESTERN— TIBHOOT SECTION	2,61,32,670	...	...	10,39,800	10,39,800	18,16,800	+7,77,000
	TIBHOOT EXTENSIONS	60,44,360	...	...	1,52,400	1,52,400	...	-1,52,400
VI & XLI	RAJPUTANA-MALWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ	15,05,58,770	...	...	60,69,810	60,69,810	98,14,260	+37,44,450
XLII	PÁLANPUR-DHESA	2,33,270	...	...	9,330	9,330	12,270	+2,940
XLIV	GUNTAKAL-MYSORE FRONTIER	59,02,620	...	...	2,36,080	2,36,080	2,65,160	+29,080
XLVI	SOUTH INDIAN	8,32,69,280	176,635	27,61,020	10,59,770	38,20,790	98,65,430	+44,640
XLVII	MÁYAVARAM-MUTUPET	24,97,050	...	...	99,330	99,330	1,08,540	+9,210
	TOTAL	73,02,76,880	1,682,882	2,63,05,470	1,23,13,470	3,86,18,940	5,56,19,660	+1,70,00,720

(a) Capital as above . . . . .	Rs. 43,62,79,500
Deduct premium . . . . .	6,55,00,000
Amount shown as capital in the published finance accounts of the Government of India . . . . .	37,07,79,500
(b) Including Rs. 60,570 expended by the State on the survey of this line, but not included in the capital account of the railway.	Rs. 6,32,69,280
(c) Capital as above . . . . .	98,93,770
Deduct premium . . . . .	7,33,78,610
Amount shown as capital in the published finance accounts of the Government of India . . . . .	7,33,78,610

Direct annual gain or loss to the

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND BOHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1873-78).				STATE LINES WORKED BY THE STATE.				STATE EXCL.
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies.	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (d)	Loss to the State.	Ca. expe.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	R
1858-59 to 1876-77	40,679,454	23,548,752	50,111,055	21,562,308	28,538,294	2,296,700	6,160,809	3,864,139	9,
1877-78	41,301,750	2,327,993	2,331,834	3,841	31,429,009	931,397	1,539,457	607,860	11,
1878-79	41,632,705	1,619,109	2,473,255	854,146	33,172,146	905,422	1,696,836	887,963	13,
1879-80	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,260	608,647	15,
1880-81	41,742,824	1,722,573	2,468,509	766,036	39,794,470	1,370,332	1,999,329	523,997	17,
1881-82	42,075,110	2,343,565	2,496,263	152,806	41,032,885	1,120,296	2,000,945	880,679	19,
1882-83	42,168,326	2,182,401	2,533,920	401,519	42,615,781	1,356,415	2,123,951	877,536	20,
1883-84	42,629,697	2,137,094	2,539,530	402,426	45,063,279	1,860,893	2,155,659	794,796	22,
1884-85	43,066,508	2,293,615	2,563,135	294,526	(a)40,315,639	1,538,771	2,244,336	705,565	27,
1885-86	43,632,117	2,503,229	2,761,684	252,455	(b)57,441,800	1,922,223	2,563,277	640,054	30,
1886-87	43,529,450	2,662,601	2,908,441	245,840	62,122,459	1,797,564	2,873,116	1,075,522	34,
1887-88	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,513,997	38,
1888-89	44,343,227	2,742,916	3,105,916	363,000	(c) 68,551,352	1,829,123	3,243,347	1,414,224	42,
1889-90	44,628,363	2,521,976	3,064,675	562,669	70,419,934	2,322,253	3,203,214	880,961	46,
1890-91	45,091,263	2,841,125	2,844,547	3,362	72,346,190	2,319,123	3,150,571	831,368	(a)54,
1891-92	45,137,155	2,770,064	3,069,430	299,366	75,373,373	2,677,615	3,355,444	677,829	56,
1892-93	45,207,409	2,662,489	3,436,635	776,146	78,508,122	2,177,820	3,681,650	1,504,330	59,
1893-94	45,276,701	2,812,558	3,557,492	744,934	81,207,226	2,621,612	3,825,806	1,263,894	60,
1894-95	45,594,292	2,449,616	3,953,754	1,504,138	84,227,291	3,114,014	4,127,756	1,013,742	62,
1895-96	45,912,510	2,773,731	3,806,675	1,032,944	87,146,715	3,307,013	4,166,192	859,179	65,
1896-97	46,174,078	2,166,862	3,597,223	1,410,370	83,007,808	2,529,706	3,880,898	1,351,185	77,
1897-98	46,573,637	2,091,090	3,377,084	1,285,994	85,368,277	3,051,084	3,807,870	846,786	81,
1898-99-Revised estimate	47,278,037	2,620,800	3,254,600	633,800	87,587,777	3,154,700	3,919,000	764,300	86,
TOTAL	...	80,707,519	115,811,284	35,108,865	...	46,023,545	70,622,028	24,506,463	...

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

Share capital at time of purchase	2,255,480
Premium on share capital at time of purchase	1,126,497
Debentures and debenture stock	1,023,668
TOTAL	4,415,655

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

Share capital at time of purchase	11,075,280
Premium on share capital at time of purchase	2,933,804
TOTAL	14,009,124

(c) Includes £10,336,049 on account of purchase-money of the Oudh and Rohilkhand railway.

(d) Interest on capital outlay calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway which 4½ per cent. is paid by the State.

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

Debt created for redemption of share capital	4,197,657
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	5,692,657

This figure differs from the sum of money entered in the Finance Revenue accounts of the Government of India, in which £1,000,000 from the company is treated as a liability of debt.

NOTE.—The figures from 1873-78 include "Loss by exchange," and the results shown against State railways from

No. 5.

from railway outlay since 1858-59.

LEASED TO AND WORKED BY COMPANIES, THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (FROM 1872-73).				Loss to the State on working the railway sys- tem of India	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to com- panies.	Interest and annuity. (f)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to share- holders.	Interest and annuity.	Gain to the State.		39. Guar- anteed com- panies. Land and supervi- sion.	40. Subai- dised com- panies. Land, inter- est and subsidy.	41. Miscel- laneous railway expendi- ture.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
543,229	1,629,210	1,085,981	30,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,910,435	...	120,951	28,491,178
299,063	489,365	190,282	30,759,994	2,455,714	1,715,335	740,379	61,604	66,420	...	22,126	150,150
241,118	578,218	337,100	31,331,420	1,928,410	1,818,712	109,698	1,969,511	57,758	...	48,423	2,075,692
269,817	658,518	388,701	(g) 37,779,596	2,563,667	1,821,323	742,344	1,437,508	63,284	...	19,683	1,570,475
334,639	735,991	401,352	38,242,989	2,421,238	1,653,794	767,494	928,881	57,614	...	57,708	1,044,203
635,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,364	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	38,833,838	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,306,194
967,911	1,042,126	74,215	39,110,477	3,030,973	2,072,270	958,702	312,745	67,326	54,573	-129,405	305,239
915,907	1,170,640	255,433	39,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,228,267	621,038	508,761	79,553	44,125	99,274	731,713
1,248,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	982,791	66,235	45,243	94,399	1,188,668
1,237,589	1,764,332	526,733	39,884,454	2,974,710	2,391,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,831	2,062,993	598,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,793	39,955,263	2,821,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	378,993	39,942,431	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,376,332	977,497	171,417	19,257	33,130	92,060	315,864
2,394,508	2,530,932	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	29,423	29,026	-10,860	1,847,052
2,431,981	2,648,399	213,418	47,079,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,757,549	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
2,601,603	2,903,964	302,361	41,689,109	3,609,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
2,688,448	3,233,773	545,324	42,338,531	3,601,895	2,777,993	823,902	2,482,977	28,083	85,020	63,901	2,659,981
2,800,902	3,304,399	443,437	43,627,950	3,931,277	2,641,776	1,289,501	1,286,716	15,911	113,760	16,229	1,432,616
2,884,500	3,314,600	430,100	45,077,950	3,780,300	2,572,300	1,203,000	620,200	44,700	149,100	64,100	878,100
84,219,390	42,393,362	8,173,972	...	75,861,166	59,217,096	16,644,070	51,232,250	3,978,456	865,807	1,658,248	57,734,761

(f) 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.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99. Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
Advances .	5,188	16,807	34,154	45,230	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Repayments	2,763	4,524	3,349	618	119	1,016	24,764	42,768	40,103	31,480	32,994	17,883	34,054	41,694	35,252	34,053	14,969	45,300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Net .	2,425	12,283	30,805	44,612	-119	-1,016	-24,764	-42,768	-40,103	-31,480	-32,994	-17,883	-34,054	-41,694	-26,859	-24,059	-14,969	-45,300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

(g) This sum is arrived at thus:

Capital of the East Indian Railway at time of purchase	Rs. 226,200,000
25 per cent. premium thereon	" 6,550,000
Debentures and debenture stock	" 4,450,000
Outlay subsequent to purchase	Rs. 154,248
Outlay on the Dildaragar-Ghazipur, Nalhati and Patna-Gya railways	" 425,348
<b>TOTAL</b>	<b>Rs. 37,779,596</b>

\* Of these amounts, Rs. 237,633,386 will be redeemed by an annuity terminable in 1853, which annuity is included in the column "Interest and annuity." and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

## CHAPTER II.

### Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways during the official year ending on the 31st March 1899 :

#### *East Indian Railway (standard gauge).*

2. At mile 254½, where the line was breached last year, a flood opening consisting of five spans of 20-foot girders has been constructed. The strengthening of bridges No. 94 at Satgong, mile 7½, 18 spans, No. 215 at mile 158½ on the loop line, 2 spans, and No. 257 at mile 177½ on the loop line, 5 spans, all 28-foot girders, has been completed during the year. The work on the new carriage and wagon shops at Lilloah is now advancing steadily. Substantial progress has been made with earthwork for the new locomotive yards at Burdwan and Moghal Sarai. The new works at Gya to provide for the entrance of the South Behar (Luckeeserai-Gya) railway and Moghal Sarai-Gya extension will be completed by the time the lines are ready for opening. A commencement has been made on the new station at Luckeeserai. The extensions at Ondál Junction have been completed, and the two large traffic yards at Ásansol for marshalling and receiving up and down goods trains, respectively, are nearing completion.

The Háthras City branch, 5·61 miles, was completed and opened for passenger traffic on and from the 10th January 1899. The Maharajpur Ghát branch, 3·15 miles, was completed on the 30th November 1898.

On the Moghal Sarai-Gya extension, 125·48 miles in length, the earthwork and bridging (with the exception of the Soane bridge) has practically been completed. At the Soane bridge (93 spans of 100 feet), 166 wells have been built, 148 sunk, 50 piers finished and 29 spans of girders erected. The permanent-way is laid throughout, and stations and buildings are in progress and are about one-third finished. With the exception of the Soane bridge, it is expected that this extension will be ready to be opened for traffic by the end of June 1899, and the Soane bridge itself by March 1900.

The Bárun-Daltonganj branch runs from Bárun, 49½ miles from Gya, on the Moghal Sarai-Gya line *via* the east bank of the river Soane, to Daltonganj, and is to serve the coal-fields at the latter place. The total length is 78·32 miles. The construction of the line was sanctioned in February 1899. Acquisition of land is in progress and earth-work has been started.

#### *South Behar (Luckeeserai-Gya) Railway (standard gauge).*

3 On this railway, extending from Luckeeserai to Gya, a distance of 78·83 miles, all works are nearing completion, and, with the exception of the Phalgu bridge, over which a diversion has been laid, the line will probably be opened for traffic shortly. The Phalgu bridge, which consists of 18 spans of 100 feet, will probably be ready for traffic by the end of July 1899.

#### *Bengal Central Railway (standard gauge).*

4. Arrangements for turning engines and for watering them at Dum-Dum Cantonment station were in progress. The ballasting of those portions of the line which were not originally sufficiently ballasted has been nearly completed. The work in connection with providing siding accommodation at Dum-Dum Junction station for goods wagons has nearly been completed. The construction of a siding from Dum-Dum Cantonment station to the Small Arms and Ammunition Factory, sanctioned in August 1898, was in progress.

*Bengal-Nágpur Railway (standard gauge).*

5. The new junction of the Bengal-Nágpur railway with the Indian Midland railway at Katni Murwara was opened for public traffic in January 1899.

Work on the Sini-Khargpur-Howrah and Khargpur-Cuttack extensions was well advanced, the first section from Sini to Khargpur, 99½ miles in length, having been opened for goods traffic on the 1st June 1898, the Khargpur-Kola and Khargpur-Balasore sections, 107·25 miles, on the 17th December 1898 and the Balasore-Barang (Cuttack Road) section, 116·78 miles, on the 10th January 1899. All these sections were opened for passenger traffic also during the year. On these sections, some of the large bridges, *viz.*, Cossye, Burabolang, Brahmini, Byturni, Mahanadi, Katjori and Kuakhie are not yet complete and the traffic is being carried over diversions. The caissons of the Roopnarain bridge have all been pitched, and the piers, with the exception of three, are ready for girder erection; the construction of the other large bridges, are progressing rapidly. Work on the remaining section, from Kola to Howrah, is in progress and, it is expected, will be completed during 1899-1900.

In January 1899, sanction was given to the construction of a branch line from Khargpur Junction to the town of Midnapore, a distance of 8 miles, with a bridge of 11 or 12 spans of 100-foot girders over the Cossye river. Work has been commenced and arrangements made for the well curbs for the bridge.

Work on the Raipur-Dhamtari feeder line, 2' 0" gauge, is in progress; earthwork is completed except on the bridge approaches, and permanent-way has been laid for several miles out of Raipur. Arrangements for accommodation of the feeder line traffic at the present Raipur station are under settlement.

*Indian Midland Railway (standard gauge).*

6. On the open line, about 3 miles of track of timber sleepers on the Agra-Gwalior section (old Scindia railway) have been renewed with Indian Midland railway cast-iron pot sleepers.

Work was in progress on the Saugor-Katni extension throughout the year. The remaining section from Damoh to Katni, a distance of 68·21 miles, was opened for traffic on the 1st January 1899.

*Bina-Gooná Railway (standard gauge).*

7. This extension is practically complete. The rails were laid into Bárán before the monsoon of 1898, and all girders except on the Parbatti bridge had been erected. The Parbatti bridge, eleven 100-foot spans, is now complete; rails have been laid across and trains are running over the bridge. Some work still remains to be done at stations in completing buildings and quarters, but the line is now fit for all descriptions of traffic and will probably be opened shortly.

*Bhopal-Ujjain Railway (standard gauge).*

8. Most of the works required to complete the line when it was handed over for working to the Indian Midland railway have been completed, except ballasting and a few minor works, which are still in progress.

*Bhopal-Itársi Railway (standard gauge).*

9. The renewals of 51 miles of track of Bhopal State railway 62lb. rails and fittings with the Indian Midland railway type of 80lb. steel rails and fittings have been taken in hand.

*North Western State Railway system (standard gauge).*

10. The ballasting of the Kotri-Rohri railway, which was about half done when it was made over to the North Western State railway on the 1st July 1897, has been steadily proceeded with, and is now very nearly complete. The work of ballasting on the **Open line.** Sind-Sagar and Wazirabad-Lyallpur sections was also well in hand. A good deal of work has been done at the Samásata and Bhátinda stations during the year, in connection with junction arrangements with the Southern Punjab railway at those stations. The re-modelling of the Lahore station yard on an extensive scale has been started. An overhead foot-bridge at the level crossing near the Lahore workshops has been completed and brought into use during the year. A new crossing station, called Mánánwálá, was opened at mile 861-D, between Jandiála and Amritsar. The flag station, named Budho, situated between Hasan Abdál and Sarai Kála, has been converted into a crossing and watering station. New quarry sidings were laid at Pái Khel and Baghanwala, and a troop siding with a platform, 600 feet long, and a small office for Military Department, including 2 latrines, have been provided at Kiámári. The market siding and goods station at Lyallpur have been completed, and the stations on the Wazirabad-Lyallpur railway fenced. A patent fuel factory has been established at Haranpur. Certain additions and alterations have been carried out in Amritsar and Lyallpur goods and station yards. A new copper-smith shop and four new erecting pits have been constructed in the old copper-smith shop at Lahore. The retired bund at Chenab West Bank was completed. Another bund diverting the Bakrala river at mile 947 on the Ráwalpindi district, has also been completed. It was, however, breached by heavy floods and steps were promptly taken to repair the damages. Distant, home and starting signals have been provided at all double line stations between Kotri and Kurrachee and interlocked.

The down main line from Kiámári to Kurrachee City, 3 miles, was opened **Doubling the main line** on the 30th May 1898. This completed the open- **between Kiamari and Kotri.** ing of the whole of the double line between Kiámári and Kotri.

The abutments and all piers of the Indus bridge have been completed and **two spans of girders have been erected.**  
**Indus bridge, Kotri.**

Work was commenced on the Lyallpur-Toba Tek Singh section in **Lyallpur-Khanewal exten-** February 1897. It has been completed and will **sion.** probably be opened for traffic shortly.

On the section from Toba Tek Singh to Khánewal, work is nearly finished, with the exception of the Ravi bridge, which is now well in hand, and platelaying, which is at present in abeyance owing to second-hand rails not being available.

Work on the Mári-Attock railway, including the diversion to Camp- **Mari-Attock railway.** bellpur cantonment, has practically been completed. Rapid progress was made on the construction of the Sohan bridge. Other works remaining to be done, enumerated in last year's report, were vigorously pushed to a conclusion and the line was opened for traffic on the 1st April 1899.

Through railway communication up the left bank of the Indus from Kotri to Attock has been thus effected, and the cantonment of Campbellpur now possesses a railway station instead of being 3½ miles distant from one.

*Hyderabad-Shadipalli-Bálotra Railway (metre gauge) and Hyderabad-Rahoki section of the North Western State Railway (standard gauge).*

11. In December 1898, it was decided to convert the entire length of the existing standard gauge line from Hyderabad to Shadipalli to the metre gauge and to construct a new standard gauge line from Hyderabad to Rahoki, which would thus complete the Rohri-Kotri connection.

The work of conversion is being purposely postponed at present on the **Conversion of the Hyder-** Hyderabad-Shadipalli section until the work on **abad-Shadipalli section.** the Shadipalli-Bálotra line is further advanced.



On the Hyderabad-Rahoki new standard gauge section, 6.25 miles, work is in progress, the principal work being the Fuleli bridge, 4 spans of 60 feet, the well foundations of which are approaching completion.

On the British section of the Shadipalli-Balotra line, earthwork is approaching completion between Shadipalli and Chhor (on the border of the desert) and bridging is half finished. From Chhor to the Jodhpore frontier, which is being constructed by the Jodhpore railway authorities, earthwork has been nearly completed, except on a length of eight miles on which water is not at present easily obtainable.

*Southern Punjab (Delhi-Samásata) Railway (standard gauge).*

12. The ballasting of the main line was completed in September 1898, and the maintenance of the line made over to the North Western State railway from the 1st January 1899.

The construction of a branch from Narwana to Kaithal was commenced in May 1898, and it was opened for goods traffic on the 1st February and for public traffic on the 8th March 1899.

*Oudh and Rohilkhand State Railway (standard gauge.)*

13. During the year, 22 miles of the line were relaid with 75lb steel rails, 35,184 broken cast-iron pot sleepers of the old pattern were replaced by cast-iron pot sleepers of the new pattern (Walton's pots and plates) and 8,784 Walton's pattern of cast-iron pots and plates were laid in during the work of re-spacing. Up to the end of the year, 238.43 miles of line were fully ballasted either with kunkur, stone or shingle. Of this length, 45.45 miles are on the Cawnpore branch and the balance, 192.98 miles, on the main line above Lucknow. The main line between Lucknow and Benares is fully ballasted with kunkur. Progress on the renewal or strengthening of weak girders up to the same date was: 118 spans of 9 feet, 342 of 10 feet, 170 of 15 feet, 61 of 20 feet, 98 of 30 feet, 1 of 31 feet, 28 of 40 feet, 28 of 60 feet, and 10 of 66 feet renewed; and 4 spans of 10 feet, 43 of 15 feet, 74 of 30 feet, and 2 of 60 feet duplicated. Of these, 1 span of 31 feet, 15 of 60 feet, and 10 of 66 feet were renewed, and 2 of 60 feet duplicated during the year.

As reported last year, the Rae Bareilly-Benares section, 138.39 miles in length, was opened for traffic on the 4th April 1898. This length has been incorporated in the Oudh and Rohilkhand State railway system from that date, and since the 1st November 1898 has formed a section of the main line between Benares and Lucknow. All works in connection with this section that were incomplete on the 4th April 1898 have since been finished. The provision of additional waterway in the Ramgunga valley, consisting of 16 spans of 30-foot and 8 spans of 20-foot girders, has now been completed; work in connection with the Benares City extension is in hand; and, in order to meet the requirements of both the Oudh and Rohilkhand State and the Bengal and North-Western railways, the remodelling of the Benares Cantonment station has been commenced.

*Ghāziābad-Moradābad Railway (standard gauge).*

14. The construction of a railway, 87.05 miles in length, on the 5' 6" gauge, was sanctioned in April 1897, and orders to proceed with the work were issued in October 1898. The staff was at once organized and arrangements made for acquiring the land and starting the earthwork, brick and lime manufacture, &c. By the end of March 1899, the bulk of the earthwork was completed and the arrangements for bridge construction sufficiently advanced to allow of the work being started on an extensive scale. The most important work on the line is the Ganges bridge at Gurmukhtesar, 11 spans of 200 feet, of which the well-sinking of 3 piers was in progress.

It is expected that the railway, with the exception of the Ganges bridge, will be completed by the 31st March 1900, and the bridge itself, if the girders are received in time, by the 30th June 1900.

*Hardwar-Dehra Railway (standard gauge).*

15. Earthwork generally has made good progress, but a deep rock-cutting at the Re Nadi is likely to delay platelaying unless the Pathan labourer can be induced to work through the rains. Both tunnels at Hardwar have been lined throughout and completed. The masonry of all the large bridges has been completed, except the Suswa and Re Nadi bridges which are in progress.

The minor bridges are all practically complete except those requiring girders, the delivery of which has been much delayed owing to the iron-workers' strikes in England. Ballasting is well in hand and 5 miles of platelaying has been done. Work in connection with the stations, staff quarters and station machinery is progressing satisfactorily.

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

16. On the open line, 27.15 miles were re-laid with 50-lb. steel rails and 0.39 mile of 40-lb. iron rails replaced with 41½-lb. steel rails on the Northern section, and on the Eastern and Southern sections, 9.82 miles were re-laid with 75-lb. steel rails. The particulars of relaying with steel rails up to date are detailed below :

	Miles.	Miles.
Total length re-laid on the } with 50 lb. rails . . . . .	166.65	
Northern section . . . } „ 41½ „ . . . . .	10.80	
	<hr/>	177.63
Total length re-laid on the Eastern and Southern sections . . . . .		129.28

The following works are in progress: block stations between Calcutta and Canal Junction, Dum-Dum Junction and Belghuriah, Barrackpore and Ichhápur, and Shám Nagar and Kánkinára; additions and alterations to the general offices at Sealdah; alteration to the Beliagháta yard in order to enable it to be re-opened as a terminus for passenger station; interlocking the yard at Barrackpore; making the siding, 8,600 feet in length, from Ránaghat station to the left bank of the Churni river; crossing stations between Gopálpur and Málánchi, and Nattore and Madhnagar; further additions and alterations proposed in the Naiháti yard; strengthening the bridges from Kiddorpore to Dámukdia and Porádaha to Goalundo; five new sidings at Canal Junction; additions and alterations to sidings in the station yard required for joint working at Naiháti; additions and alterations to the Katihár yard in view of junction with the Bengal and North-Western railway; provision of additional sidings, staff quarters, etc., at several other stations; additions and alterations to the foreshore at Chitpore, which gives a clear run round for the Port Trust railway and two dead sidings for the Eastern Bengal State railway at the same place; ballasting 6 miles further of the Porádaha branch; and providing guard rails to level-crossings between Porádaha and Goalundo.

The damages done to the line and works by the earthquake of the 12th June 1897 have been practically repaired, with the exception of making up the ballast supply and re-building the Butnai bridge on the Teesta-Moghálhat section. These will probably be all completed before the next floods.

The Belgáchi Ghát line was re-opened for traffic on the 27th October 1898, and the line from Panchooria Junction to the Ganges is in progress.

Extensions to the Ganges from Belgáchi and Panchooria.

The double line between Shibnibash and the Ichamutty bridge was opened for traffic on the 15th November 1898, and the double line between Comar bridge and Álámána is in progress.

The survey for the Teesta bridge has been completed, and land acquired. Three-fourths of the earthwork in the approaches has been finished while the protection bunds have also been nearly completed; 125 lineal feet of well sinking has been completed out of a total for the whole bridge of 840 feet. All the plant for well sinking has been obtained, and what is required for the erection of ironwork

has been indented for on England. Permanent-way materials for the 4 miles of approaches to the bridge have been indented for.

The portion from Panchooria to Shivarampur, 7·19 miles, was opened to traffic on the 20th October 1898 and the portion from Shivarampur to Faridpur, 7·40 miles, on the 1st April 1899.

*Brahmaputra-Sultanpur Railway (metre gauge).*

17. The work in connection with the construction of the Brahmaputra-Sultanpur branch railway, 59·70 miles, is well in hand. The first portion from Santahar (Sultanpur) to Bogra, 24·85 miles, was open to traffic on the 1st April 1899. The remaining two sections, Bogra to Sonatola and Sonatola to Fulchhari (Kamarjani), will probably be ready in October 1899 and March 1900, respectively.

*Mymensingh-Jamalpur-Jagannathganj Railway (metre gauge).*

18. The section of the line from Mymensingh to Singhjani (Jamalpur), 33·07 miles, was opened to traffic on the 1st November 1898. The construction of the remaining portion of the line, *viz.*, from Singhjani to Jagannathganj, 21·93 miles, is well in hand. The earthwork has nearly been completed. The only bridge of importance is the one over the Jhenai, 4 spans of 60 feet, with masonry abutments and piers resting on wrought-iron oval well curbs sunk 30 feet below low-water level. The pier founds have been sunk and abutment founds half sunk, and the girders have already been obtained from the North Western State railway. Sleepers have all been collected. The platelaying is being carried out from both ends, and about half the length has been completed. The section will probably be ready for opening to traffic in October 1899.

*Cooch Behar Railway (2' 6" gauge).*

19. The damages done to the line and works by the earthquake of 12th June 1897 have been repaired.

The extension of the line, 3·22 miles, from the river Torsa or Mansháhi Junction to the city of Cooch Behar, was opened to traffic on the 15th December 1898, with a temporary diversion over the Torsa. The permanent bridge proposed for the Torsa river is 7 spans of 80 feet on masonry abutments and screw pile piers. Great difficulty has been experienced in clearing the site of the piers of the debris of piles and scaffolding put up last year, which were thrown down by a sudden rise in the river.

The construction of the line from Cooch Behar to Santrabari is well in hand. The portion within the Native state was opened for traffic on the 15th April 1899, while the extension to Jainti in British territory will probably be ready to open for traffic in December 1899.

*Calcutta Port Commissioners' Railway (standard gauge).*

20. The doubling of the railway at Fort Point has been completed and the double line was opened to traffic during the year.

*East Coast State Railway (standard gauge).*

21. The extension of the Puri branch from the old Puri station to the new Puri terminus was completed and opened for traffic on the 1st June 1898. The raising of three and a half miles of bank from mile 124½ to 128, which was nearly topped during the floods of 1897, has been put in hand. The new low level ferry sidings at the Gódávári have been worked since the middle of November 1898, enabling transshipment of wagons to go on without breaking bulk for 7 months this year, as against four last year. A landing and shipping platform at the Vizagapatam wharf has been completed by the railway, from

funds supplied by the Port. Sanction has been given to certain works being carried out in connection with the junction arrangements with the Parlákimedi Light railway at Naupada station yard and the works are in progress. Works are also in progress for the provision of a triangle and an additional engine shed with sidings at Sitanagaram.

The approach of the Godavari Bridge on the right bank is completed for 38 chains, the remaining 14 chains being about two-thirds finished. The approach on the left bank is practically complete, as is also the station near the river. As regards the bridge itself, which consists of 56 spans of 150 feet, both abutments and 20 piers are ready to receive the girders. On 10 more piers the superstructure is in progress. Two pier wells are being hearsed and 22 are in course of sinking. Piers Nos. 3 and 4 in deep water will not be commenced until October next. Four spans of girders have arrived and 2 have been rivetted up and are now ready to be lifted into position.

*Bezwada-Madras Railway, Ennúr-Bezwada section (standard gauge).*

22. Platelaying from Ennúr was commenced in May and from Gudur Ennúr to Gudur, 75.74 miles in August 1898, meeting on the 13th September at mile 57 from Ennúr; the portion from Gudur which had been laid on the metre gauge for construction purposes was then widened out to standard gauge. As the rails reached the different large bridges, girders were trained out and erected before the monsoon. Paucity of sleepers necessitated half sleeping for 14 miles southward from Gudur; this, with a very heavy monsoon that damaged the banks considerably, caused much delay to the opening of the section which did not take place till the 23rd February 1899. Very heavy and continuous rain at the end of November brought the rivers down in high flood, the Kalinga, mile 49, having overflowed its banks and breached the line in two places. With the exception of the flood openings now being built at these breaches and a considerable quantity of ballast still to be collected, this section is complete.

The Gudur-Nellore section has been converted from the metre gauge, and the first standard gauge train ran over it on the 1st November 1893. At Gudur, a triangle has been put in, the yard has been remodelled, sidings for interchange of coal traffic are being laid and a refreshment room for 1st and 2nd class passengers is nearly complete. A joint water-supply scheme is also in hand to supply both the standard and metre gauge stations at this place. There is still a good deal of ballasting to be done on this section.

On the Nellore-Kistna Canal section, the remaining major bridges, *vis.*, the Ramperu, 13 spans of 40 feet, the Gundlakama, 13 spans of 60 feet, and the Palar, Nellore to Kistna Canal 21 spans of 40 feet, were completed before the Junction, 154.74 miles monsoon. Stations and buildings have nearly all been completed. The well sunk at Bitragunta engine-changing station having proved a failure, another is being sunk at about three quarters of a mile from the station in a valley where there is an abundant supply of water. As soon as this is complete, the engines, now stabling as a temporary measure at Nellore, will be accommodated at Bitragunta. This section was opened for traffic on the 20th December 1898.

With the exception of watering arrangements for shunting engines, which are in hand, all standard gauge works are complete.

List and Morse signals have been fixed at all the stations on the line.

*Great Indian Peninsula Railway system (standard gauge).*

23. The work of renewing the girders (3 spans of 142 ft.) of the Ehegnon viaduct on the Thul Ghát was begun after the monsoon and very satisfactory progress has been made. The question of renewal and strengthening of the remaining 62-foot girders on the line is under consideration; the necessary new girders for 10 spans have been ordered from home and are shortly expected. A new station is being built

at Thána and is well in hand ; but the new station sanctioned for Dádar is in abeyance pending the settlement of difficulties connected with the presence of the Vehar water main on railway land. The new junction arrangements at Manmád for the admission of the Hyderabad-Gódávári Valley railway have been vigorously proceeded with and much of the more important work has practically been completed.

The work of constructing the line from Amalner to Jalgaon has been in progress throughout the year ; the earthwork is now nearing completion, and the rails have been laid from Jalgaon to the site of the Girna bridge, a distance of about 3 miles. The masonry of bridges and culverts is in hand and work has been commenced on stations. The cast iron cylinder segments for the Girna bridge are beginning to arrive in the country, and arrangements are being made to start sinking them.

Sanction was received, in April 1898, to the construction of a branch line from Chálisgaon to Dhulia and work is in progress ; the earthwork is nearing completion, the masonry of bridges has been started and some of the permanent-way materials has been delivered.

#### *Bombay, Baroda and Central India Railway (standard gauge).*

24. The new administrative offices, opposite Church Gate Street station, have been completed. The work of renewal of Warren girders with steel-plate girders is nearing completion ; about 97 per cent. of the work had been executed by the end of February 1899, and it is hoped that the work will be completed by the end of June 1899. The sorting sidings north of Dádar station have been completed, and the work of additional goods siding and platform, with shed and office, is waiting for the land to be handed over.

The following works are in progress : extension of outward goods shed at Carnac bridge ; the Kutchra sidings south-west of Maháalakshmi station for the Bombay Municipality ; platform and sidings for salt traffic at Bháyndar ; transshipping arrangements at Vishvámitri ; and replacing  $7\frac{1}{2}$  miles of cactus with wire fencing on division No. 2.

On the work of doubling the line between Bombay (Colaba) and Baroda, a distance of 247.25 miles, the only portions that remained to be done at the beginning of the year 1898-99, were Miyágám to Amroli, 59.11 miles, and Dáhánu Road to Sachin, 80 miles. During the year the progress on these sections has been as follows :

The length from Amroli to Kim has been opened to traffic, Kim to Broach is approaching completion and Broach to Miyágám is ready for opening. Between Dáhánu and Sachin, the earthwork is nearly complete, girderwork and ballast are in progress and the permanent-way is arriving from England and being delivered at site.

The important works at the Nerbudda, *viz.*, the throwing up of a groyne up stream from the south abutment, filling up the scour hole near pier No. 23 and protecting piers with rubble pitching, are in hand.

At Wadhván junction, arrangements for entry of the Dhrángadrá railway have been completed.

#### *Tápti Valley Railway (standard gauge).*

25. The first section of the line up to Vyára, mile 35.91, was opened for goods traffic on the 1st December 1898 and for passenger traffic on the 3rd January 1899. A further section from Vyára to Navápur, mile 63, was ready for opening to goods traffic at the close of the year. The construction of the remaining portion of the line is being pushed on vigorously. The work does not present any great engineering difficulties, but the unhealthiness of the country generally has tended constantly to retard progress. It is expected that the railway will be opened throughout in October 1899.

It has been decided to abandon a proposal that had been made to make Chichpada the engine-changing station for the railway and to revert to Nandurbár where the necessary works are now in progress.

*Rajputana-Malwa Railway (metre gauge).*

26. The following works have been completed during the year: interlocking arrangements for transfer sidings at Cawnpore; new water-supply scheme at Bhiwáni; relaying 33½ miles of the line with 50-lb. steel rails; and fencing 20½ miles.

The gangmen's quarters on the Ajmere and Abu divisions, mentioned in last year's report as in progress, have been completed, with the exception of three blocks, for which there was some delay in obtaining land.

The additional works at Kásganj to make it an engine-changing station have been stopped, as it is now found that Fatehgarh would be more suitable, and plans and estimates for making Fatehgarh the locomotive station are under submission.

Work on the following is in progress: additions and alterations to the metre gauge goods shed and lines at Ahmedabad; works at Ujjain to admit of the entry of the Bhopal-Ujjain and Nágda-Ujjain railways; additions and alterations to the metre gauge sidings and extending the passenger platform at Bhátinda; additions and alterations to Bhátinda Junction station for the North Western State railway; additional accommodation in the Collectorganj goods yard at Cawnpore; re-laying 44½ miles of the line with 50-lb. steel rails; and fencing 50½ miles.

Work on the conversion of the metre gauge line from Ferozepore to Kot Bhatinda-Ferozepore standard gauge connection. Kapúra to the standard gauge and the construction of a standard gauge from Kot Kapúra to Bhátinda alongside the existing metre gauge has been practically completed. Work on the additions and alterations in the station yard on these lengths has been in progress.

*Rajpipla Railway (3' 6" gauge).*

27. On the second section from Raj Pardi to Nándod, the portion Raj Pardi to Umalla, 4.95 miles, was opened for public traffic on the 19th January 1899, and a further length from Umalla to Amletha, about 8 miles, has been nearly completed. The work on the remaining length is well in hand and it is expected that the extension will be opened throughout by June 1899.

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

28. The Telegraph Engineer's new workshop at Arkónam has been completed, while the power-house for lighting Arkónam station with electricity is approaching completion.

Open line.

The bridge at mile 175, Bangalore branch, has been strengthened with new girders. The restoration of bridge No. 251 at mile 107, north-west line, has been completed, and the strengthening of the 64-foot girder bridges at miles 142—10, 232—3, 232—13, 248—9, 248—15 and 263—3, by inserting central masonry piers, is in progress. Alterations and additions to the station house at Bangalore city and the covering over of the passenger platform have been nearly completed, but all the works have been stopped owing to the prevalence of plague at this station. The diversion of the Koduru river has been completed. Wire fencing has been erected on both sides of the Kolar Gold-fields railway.

The commencement of work, on the first 26 miles, on earthwork and minor bridges of the maximum metre gauge and minimum standard gauge width was sanctioned on the 2nd April 1898. The earthwork is being thrown up as fast as land is handed over. Steady progress has been made with the minor bridges, on the first 10 miles, which have nearly all been completed up to bottom of bed stone level, and preparations are being made for well sinking at the Korapaya bridge, 14 spans of 60-foot girders.

Since the close of the year, the entire line, which embraces a further length of 4½ miles from Cannanore to Baliapatam, has been ordered to be constructed on the standard gauge.

Walajah Road (Arcot)-Rani-pet branch—4.35 miles.

This branch was completed and opened for traffic on the 17th April 1899.

*Nilgiri Railway (metre gauge).*

29. This railway was opened for goods traffic from the 1st October 1898 and was being worked by the Madras Railway Company, but owing to numerous earthwork slips and heavy floods, the line had to be closed on the 29th October 1898. The works necessary to repair the line and as far as possible to prevent the recurrence of slips are in active progress, and it is hoped that the line may shortly be re-opened for traffic.

*The Nizam's Guaranteed State Railway (standard gauge).*

30. The work of replacing Warren girders by plate girders on the remaining three bridges *viz.*, Cogna, Koatpully and Kundanully, are in progress and will probably be completed by the end of June 1899. The work of constructing a new station at Begumpett is well in hand. The construction of a branch line from the existing siding to the Batten pit at Yellandu was put in hand and completed during the year.

*Hyderabad-Gódvári Valley Railway (metre gauge).*

31. The length of the line is about 385 miles. The plate-laying on the northern section was completed from Manmád to Jalna, 109 miles, on the 14th February 1899, and work on two major bridges only remains unfinished, *viz.*, on the Sivna, 6 spans of 60 feet and 2 spans of 40 feet, at mile 47½, and on the Chikalthana, 5 spans of 40 feet, at mile 77¼. The plate-laying on the southern section from Secunderabad is in hand; and the work on the Gódvári bridge, 21 spans of 60 feet, at mile 116¼ on this section, is well advanced.

The section from Jalna, mile 109, northern section chainage, to Nandair, mile 168, southern section chainage, a distance of 113 miles, is in progress.

It is expected that the northern section will be opened for traffic in June 1899; 60 miles of the southern section from Secunderabad northwards, about the end of 1899; and the portion of the southern section, from mile 60 to mile 193, early in 1900.

*Bengal and North-Western Railway system (metre gauge).*

32. On the open line, progress is being made in the fencing of the first 82 miles. The supply of stone fence posts has been arranged for and the wire still required is expected shortly from England. At all stations along the line, latrine accommodation has been re-arranged, so as to provide for both male and female passengers, and latrines have been built at the flag stations where none were provided before. All the semaphore signals along the line have been altered and counterweighted, so that they will show danger in the event of any of the connecting rods breaking.

This bridge, with the exception of the east abutment and the protective works, was completed and opened for public traffic on the 24th December 1898. The formal opening took place on the 25th January 1899. The bridge has been named the Elgin bridge after the late Viceroy, Lord Elgin.

The remaining unopened portion between Balrámpur and Tulsipur, 19 miles in length, was opened for traffic on the 1st June 1898. The station platforms and roads at Kawapur and Tulsipur still require metalling and a great deal of ballasting has to be done between Balrámpur and Tulsipur, but most of the ballast has been collected alongside the line. The protective works to bridging, as well as the additional bridging sanctioned after the floods of 1897, have been completed.

Nanpara-Katarnian Ghat extension—42·08 miles.

The Nánpara-Katarnian Ghát extension is now complete.

Ehatni-Turtipur branch, 17·14 miles.  
Salimpur-Barhaj branch, 12·77 miles.

These branches are now practically complete. The metalling of station platforms and roads and the collection of ballast will be finished by the end of the rains.

The temporary bridge over the Gogra river at Turtipur, 74 spans of 20 feet and 4 spans of 40 feet, was completed and opened for the use of construction trains on the 4th February 1898 and was in constant use till taken up on account of floods on the 28th May 1898, by which time all construction material had been crossed. It was reconstructed and opened for all classes of traffic on the 24th January 1899. The ironwork for the well curbs, caissons and pneumatic plant for well sinking for the permanent bridge, 18 spans of 200 feet, are arriving from England and a good supply of bricks for the brick-work has been got ready.

On the Mau division, 66 miles in length, the portion between Turtipur and Azamgarh, 51.35 miles, was opened for traffic on the 8th June 1898. With the exception of the work of metalling the platforms and roads and of ballasting, the works of this division have been completed. The ballast is nearly all collected alongside the line.

On the Benares division, 80 miles, earthwork has been finished, with the exception of approaches to some of the bridges and of the works at Benares City station. The work on all the bridges is now making good progress, and it is hoped they will all be finished and opened for traffic by the 15th June 1899. It is doubtful, if the Gumti bridge consisting of 13 spans of 100 feet can be finished before the rains, and it will probably be necessary to establish a ferry here to accommodate the traffic during the rains. The work on the Burna bridge, 5 spans of 60 feet, was not begun till November, when sanction was given to the alignment into Benares City station. All the wells have been sunk to their full depth, and it is hoped the bridge will be finished and opened for traffic by the 15th June 1899. The collection of ballast all along the line is well advanced and much of the line has been boxed up with ballast. The permanent way has practically been completed. Stations and buildings are well in hand.

\* Work on the extension from Benares City to Benares Cantonment stations has been sanctioned. The bridging is heavy and excellent progress has been made on it. Temporary arrangements have been made till the permanent works can be completed, and the extension was opened for public traffic on the 5th April 1899.

On the Ballia division, 64 miles in length, the platelaying has been finished. Formation is finished throughout, except between Ballia and Chand-deari Ghât, where the banks are incomplete and the slopes require dressing. Minor bridges are either in hand or completed; some new waterways and drains not originally provided for, however, have still to be built. Two of the large bridges have been finished and ready for traffic and the wells of the third are being founded. With the exception of the length between Pephna and Chand-deari Ghât, where ballast is difficult to get, most of the ballast required has been stacked alongside the line.

The whole of the Doab lines, therefore, from Turtipur to Benares Cantonment, the Aunrihar-Ghazipur branch, and the Mau-Ballia-Revelganj lines were opened for goods traffic on the 15th March 1899, and all of them, except the portion from Ballia to Chand-deari Ghât, for passenger traffic on the 5th April 1899.

The steamer and flats for the Manjhi (Revelganj) ferry are ready. The local ferry and ferry plant at Ghazipur-Târighât were taken over and worked by the Company from the 1st April 1898.

On the open line, some 8 miles of raising formation level between Tegra and Bachhwara (Begamsarai) have been nearly finished and similar work on the remaining 4 miles has been put in hand. The floods during the past rains showed that an additional flood opening of 15 arches of 12-foot span was required near Bachhwara station and arrangements for providing this are being made. The line was subjected to unprecedentedly high floods which destroyed 2 bridges, each of 1 span of 40 feet, on the Hajeepore-Mozufferpore line, and 1 bridge of 20-foot span and 1 bridge of 2 spans of 60 feet on the Mozufferpore-Bettiah line. This flood showed that more waterway is required on these lines and that formation level is too low. Plans and estimates for the additional work and for repairing the line are in hand, and in the meantime preparations are in progress for replacing the bridges destroyed and providing the additional ones required.



Latrines, where they did not formerly exist at stations, were provided, and the necessary alterations were made to afford separate latrine accommodation for native females. All signals were altered and counterweighted, so that in the event of rods breaking the signal would fly to danger. Sanction was obtained to 4 miles of additional materials for sidings at Semaria Ghât station.

On the Hajeepore division, 44 miles in length, earthwork, with the exception of the work in the Alanpur Jheel, near Bazeedpoor, and a few other short lengths in other jheels where the water takes a long time to dry up, is nearly finished. So also are the approaches to bridges. There was an unprecedentedly high flood during the past rains, which tested the banks especially those in the jheels very severely, and caused them some damage from the lap of the waves. To prevent this wave-action during high floods in stormy weather, it will be necessary to protect the banks at places with berms planted with high growing grass. The country passed through is a very wet one and much subject to floods; the banks are high, and there has been considerable difficulty in getting the work pushed on. A beginning has been made with platelaying, and it is hoped the rails will be laid throughout the length of the line before the beginning of the rains.

On the Mansi division, 91 miles in length, owing to the rains and the flooded nature of the country during the second half of the year, little earthwork could be done, but since the dry weather set in excellent progress has been made and it is expected that the whole of the earthwork, between Barauni Junction and Thanah Bihpur (Kharik) Junction, a distance of 65 miles, will be practically completed before the end of June 1899, as also the  $3\frac{1}{2}$  miles of the Monghyr branch. The work is on high bank throughout. The alignment of the branch line across the Diara land, from Thanah Bihpur (Kharik) Junction to the left bank of the Ganges opposite Bhágalpur, is being laid out and as soon as the land is acquired work will be begun on it. The rails have been laid to near Maheshkhunt station, about the 45th mile, and it is hoped that before the rains set in they will be laid to Thanah Bihpur (Kharik) Junction, the 65th mile. The Commission that was ordered by the Government to assemble and report on the necessity or otherwise of waterways being provided along 30 miles of the line parallel to the Ganges, met at Bhágalpur early in December 1898. A few minor openings for local drainage were reported necessary and the question of an opening at the Garaul channel, near mile 58, was left to a local committee of engineers to investigate.

On the Kosi Bridge division, 33 miles in length, fair progress is being made with the earthwork, and it is anticipated that at least 20 miles of it will be finished before the rains. The district is one in which it is necessary to import labour. Large bodies of men have been imported for the work, but the banking is heavy and the district very unhealthy, and considerable difficulties have to be overcome.

The wells of 4 piers of the Kosi bridge, 15 spans of 200 feet, have been taken in hand, and it is expected they will be sunk to the full depth of 95 feet below the bed of the river before the rains set in. Large quantities of bricks have been manufactured and a large supply of *kunker* for lime burning has been obtained from the south bank of the Ganges near Colgong. The Pírpainti tramway has now been sanctioned and as soon as possession of the necessary land is obtained the work on the construction of the tramway will be put in hand. When the tramway is finished, a stone supply for the protective works of the bridge will be available.

Arrangements have been made for proceeding with the rest of the bridge-work on this division.

All the carriage stock sanctioned for the Hajeepore-Katihár extension has not yet been completed, but the engines and wagons have all been fitted up. Thirteen additional engines have been fitted up, as also 200 new timber wagons. Materials also began to arrive for part of the additional 1,000 covered goods wagons sanctioned.

The steamer and flats for the Bhágalpur ferry are ready.

*Segowlie-Baxaul Railway (metre gauge).*

33. The works of this line suffered seriously from the high flood that occurred in Tirhoot during the last monsoon and a spill opening of 20 arches of 12 feet, north of the Sikrana river, was destroyed. The line was in several other places badly breached. The flood also scoured a deep channel in the river bed at the Sikrana bridge, 9 spans of 80 feet. It has now been decided that a considerable amount of additional waterway is necessary. The branch line was opened for traffic on the 1st March 1899.

*Southern Mahratta Railway system (metre gauge).*

34. Two new crossing stations, one at Adarki (between Wathar and Salpa) and the other at Suldhál (between Pachhapur and Sulebhávi) have been opened for traffic. An engine turn-table has been provided at Dhárwár and the existing carriage shed enlarged. All the new works at Hubli were practically brought to a stand-still for want of labour in consequence of the prevalence of plague. They have since been started and are being pushed forward to completion. At Gadag, a school has been built for the children of railway employés. The work of providing additional waiting and retiring accommodation at Guntakal Junction has been sanctioned and is now in progress. Provisional sanction has been accorded to increased waterways between miles 278/12-13 and 286/11-12, Bellary-Kistna railway, where, during the month of June 1898, the line was considerably damaged by floods, causing traffic to be interrupted for ten days. The works are in hand and every endeavour is being made to complete them before the next rains set in. The goods siding and station at the Kistna Canal, to which reference was made in last year's report, has since been opened for traffic. Laying of metre gauge sidings in connection with the goods-transshipping arrangements at Tadêpalli has been sanctioned and the work is in hand. Final estimates for all other works in connection therewith are under consideration.

The system of interlocking the signals that protect the crossings leading out of Poona Junction has been completed by the Great Indian Peninsula railway as a joint work and brought into use.

All works in connection with the remodelling of the station yard at Bangalore City are now complete. The new bridge over the Mallur river, mile 246/12, has been completed and is open for traffic. Works in connection with the new station building and the remodelling of the yard at Mysore are well in hand.

*Mysore-Nanjangúd Railway (metre gauge).*

35. The extension of the line from Nanjangúd station to a point half a mile nearer the town of Nanjangúd has been completed.

*Birur-Shimoga Railway (metre gauge).*

36. The works have progressed satisfactorily and the line is expected to be ready for opening for public traffic during June 1899.

*South Indian Railway (metre gauge).*

37. During the year, one mile of 68 lb. rails on pot sleepers on the Negapatam branch and 0.32 mile of 40 lb. rails on wooden sleepers in the Tuticorin station yard have been renewed with 50 lb. rails on pot sleepers, making a total length of 474.84 miles now re-laid in this manner. The new junction at Gudur in connection with the East Coast State railway has been practically completed.

Sanction was accorded in December 1898 to the construction of the Negapatam-Nagore extension of this railway. Most of the rails have been transferred from the depôt, and arrangements made for a supply of sal wood sleepers from the Ganjam district. As soon as the land is handed over to the company the earthwork will be commenced.

*Assam-Bengal Railway (metre gauge).*

38. The length of the Assam-Bengal railway as at present ascertained is 735·76 miles, of which 360·63\* miles were open to traffic at the end of March 1898. The following additional sections were opened during the year :

Badarpur to Kátákhál, for goods only, from the 13th June 1898	6·27 miles.
Kátákhál to Silchar, for goods only, from the 8th November 1898.	12·35 „
Jamuna Mukh to Lanka, for goods and passen- ger traffic, from the 2nd January 1899	18·27 „
Lanka to Lumding Junction, for goods only, from the 1st March 1899.	16·93 „

so that at the end of March 1899, 414·45 miles were opened to traffic, leaving 321·31 miles to be finished. The Badarpur-Silchar branch was opened for passenger traffic on the 5th April 1899.

The following paragraphs detail the progress of work on the railway during the year under review :

On section I, the repairs to earthwork, bridging and stations and buildings, rendered necessary by the earthquake, have been completed during the year. The continued sinking of the approaches to the new Kátákhál bridge where the banks are heavy, has delayed the opening of the branch line from Badarpur to Silchar for passenger traffic. The erection of the 360-foot. jetty at Chittagong has progressed satisfactorily and the work should be completed during the present working season. The head office buildings and the Chittagong station building were in hand and fair progress was made on them; all the quarters immediately required for the permanent staff have been completed, with the exception of the Agent's bungalow which was in hand. The work on this section should be practically completed during 1899.

Section I.—Chittagong to Badarpur with branches—304·52 miles. Good progress was made with the earthwork in all the divisions, the work in the 8th being completed and the 9th, 10th and Lumding—113·14 miles. 11th well advanced. The tunnels on the 8th division have been completed, and those on the other divisions are well in hand. Considering the difficulties encountered and the sickness amongst the staff, satisfactory progress has been made during the year. All the girders of the Barak bridge have been erected and the bridge is ready for the passage of an engine. The bridges on the 8th division have been completed up to mile 273 $\frac{3}{8}$  and the others are in hand; construction of bridges has also been started on the 9th, 10th and 11th divisions. Rails are laid up to mile 278 from Chittagong, and for 17 miles southwards from Lumding. This section, it is expected, will be opened for traffic by the 31st December 1902.

The earthquake repairs, including the new bridge over the Titamari river, have been completed during the year and the line has been opened as far as Lanka. Permanent staff quarters are in course of erection at Gauhati. On all the other divisions, work progressed satisfactorily, the earthwork and bridging on the 16th and 17th divisions being well advanced. A strong labour force has been working on the 15th division and it is hoped that good progress will be made during the present working season. The rails are laid for 25·38 miles from Titábar southwards on the 16th division and for 39 $\frac{1}{4}$  miles on the 17th division from Titábar northwards. This section will probably be ready for opening for traffic by the 31st December 1901.

*Burma Railways (metre gauge.)*

39. On the open line, 4·94 miles of the Rangoon-Toungoo section, and 1 mile of the Rangoon-Prome section, were relaid with 50 lb steel rails.

The Bobin Choung bridge at mile 114·15 (Prome branch) was seriously damaged by a "jam" of logs, and is being rebuilt. The stream will be

\* Including the Gauhati and Jamuna Mukh section, a length of 74·73 miles, which was closed to traffic in June 1897 owing to the earthquake damages. This section was reopened for traffic on the 2nd January 1899.

spanned by a 100-foot girder, and two spans of 10 feet will connect the new piers with the old abutments.

Heavy slips took place again during the rains at the Choung Gorge at miles 564-565, and the line has been slewed more into the hill side.

The raising of the Kanta Choung bridge at mile 125-13 P by 3 feet, and the new pier spurs and stone protection of the Yonbin Choung bridge at mile 217, have been completed.

The new bridges at miles 121-17 and 427-10 and the additions to bridges No. 18 at mile 398-9 and No. 33 at mile 406-11 have been completed. Additions and alterations to several bridges are in progress and a new bridge of 3 spans of 10 feet is being provided at mile 667-15 to meet flood requirements.

The major bridges over the Namkwi and Namti Choungs on the Mogaung-Myitkyina section have been completed, and the section, 37 miles, was opened for public traffic on the 10th February 1899. The Mogaung bridge has since then been completed, and will shortly be opened for traffic. All works on this section except ballasting and some of the station machinery at Myitkyina, have been finished.

The construction of the Sagaing-Alôn branch was sanctioned in September 1898 and work was started immediately. About 27 miles have been re-aligned and the earthwork on the remainder has practically been completed; 40 miles of permanent-way have been laid, and good progress has been made on the bridge over the Mu river.

The construction of this branch was also sanctioned in September 1898 and work was commenced at once. Earthwork has been completed and ballast almost all collected; minor bridges are in hand, and good progress is being made on brickmaking for the major bridges. The timber trestle bridge over the Meiktila lake has been completed.

The construction of this extension, as stated in the last report, was restricted to the length between Myohaung and Lashio. Good progress has been made on all works during the year with the exception of the approaches to the Gokteik bridge, the alignment of which is not yet settled. A contract for the provision and erection of the Gokteik bridge is being let to an American firm of bridge builders. The earthwork and bridging have been practically completed as far as Thibaw, mile 124, and are in a more or less advanced stage between Thibaw and Lashio. With the exception of a gap between 16½ and 18 miles, rail-laying has reached mile 32½. Labour continues to be plentiful and no necessity has been experienced to import coolies or skilled workmen from India during the year. It is expected that the rails will be laid as far as Maymyo shortly, and that the line as far as Nammaw, mile 73, will be ready for opening for passenger traffic by the 1st October 1899.

#### *Rohilkund and Kumaon Railway, including the Lucknow-Bareilly section (metre gauge).*

40. The work of replacing the 56 lb. iron rails between Gola Gokaran Náth and Mailáni by 41½ lb. steel rails, 30 feet long, has been completed; the water-supply has been extended from Charbagh to Aishbagh station; wire fencing between Lálkua and Haldwáni has been completed and the gate lodges in connection therewith, are approaching completion.

#### *Bengal Dooars Railway (metre gauge).*

41. Ballasting is still incomplete and cannot be finished until the correct grading has been completed.

The staff took the field in November 1898, but owing to the necessity of re-levelling all the lines, little work has been done on these extensions beyond starting earthwork and bridgework.

Mal Bazar to Hantupara and Dam Dim to Bagrakote extensions, 45.66 and 6.76 miles, respectively.

On this extension, earthwork began in the Jalpaiguri district in January 1899, and although permission to begin earthwork extension, 69.13 miles. in the Rungpore district was not given till early in March, more than one-fourth of the whole quantity has been done, but no bridging has been started yet.

*Dibru-Sadiya Railway (metre gauge).*

42. The engine and goods sheds at Tinsukia and the Borbil bridge have been completed. The Debing bridge is in hand.

*Jodhpore-Bickaneer Railway (metre gauge).*

43. The section from Bickaneer to Dulmera (Khari), 42.00 miles, has been completed and was opened for traffic on the 2nd June 1898. On the portions from Dulmera to Lankaransar, 9 miles, and from Lankaransar to Suratgarh, 63 miles, construction on the latter of which was sanctioned during the year, the earthwork has been almost completed by the 31st March 1899 and staff quarters were ready at two stations.

On the Jodhpore section of the Shadipalli-Balotra railway, the first 60 miles up to Barmer have been practically completed and will probably be opened for traffic shortly. The remaining 73 miles are ready for platelaying, but permanent-way materials cannot, it is expected, arrive till the autumn. Station buildings and staff quarters, except at two stations, have been completed and engines and rolling-stock ordered.

*Oodeypore-Chitor Railway (metre gauge).*

44. The extension from Debari to Ahr bridge, 6.44 miles, is well advanced and it is expected will be opened for traffic on the 1st July 1899. The earthwork is practically complete and the tunnel, the heading of which was completed on the 1st December 1898, is now rapidly nearing completion, only 80 feet of opening out remaining to be done. The rock is extremely hard in patches, but strata of soft, friable and broken stone are interspersed making lining necessary, and about 180 feet of this remains to be done. The separate station at Chitor was completed and opened for traffic on the 15th August 1898.

*Bhavnagar-Gondal-Junágad-Porbandar Railway, including the Jetalsar-Rájkot and Jámnagar Railways (metre gauge).*

45. Several works have been carried out at the Bhavnagar terminus station. The new station-house at that place has now been completed and a new one has also been constructed at Rájkot Junction. The ballasting of the Jámnagar railway has been in progress.

*Dhrángadrá Railway (metre gauge).*

46. This railway, 20.83 miles in length, was completed and opened for goods traffic on the 1st June 1898 and for passenger traffic on the 25th June 1898.

*Jeypore State Railway (metre gauge).*

47. Sanction was accorded in December 1897 to the construction of a line, 72.85 miles long, from Sanganer station on the Rajputana-Malwa railway to Siwai Mádbopur. Work has been in progress on the first section of this railway, 39 miles, since April 1898, while the second section of 34 miles was put in hand in November 1898. The first section is practically complete as regards formation and bridgework, and can be opened within six months of the receipt of the permanent-way materials. The second section was started in November 1898, and is also now well in hand. It is expected that the whole line will be ready for running of material trains by December 1900 and for opening for traffic by June 1901; but this will entirely depend upon the allotment of funds for the purchase of the permanent-way. The most important work on the line is the Banás bridge of 30 spans of 60-foot girders, which was

started in January 1899. Three stations are practically complete and a fourth is in hand. Ballast for about 16 miles of line is ready in depôts, and the collection of the remainder is going on.

*Darjeeling-Himalayan Railway (2' 0" gauge).*

48. At the Siliguri joint station, the platform has been extended, the staff quarters completed and improvement effected in the gentlemen's and ladies' waiting, rooms. The new running shed for engines at Tindharia has been completed and a new godown and yard for stacking engineering stores are ready. The staff quarters at Darjeeling have been completed and the covered space and platform extended by three bays; one new siding has been laid for spare stock and materials are being collected for new quarters for engine staff.

*Bársi Light Railway (2' 6" gauge).*

49. The question of completing the work on the Bársi Road-Pandharpur extension is under consideration.

*Ránaghat-Krishnagarh Light Railway (2' 6" gauge).*

50. This line was practically completed and opened for public traffic on the 5th April 1899.

*Morvi Railway (2' 6" gauge).*

51. Banks on the branch line have been widened to standard width throughout and 2,184 feet of 19 lb. rails have been replaced by 29 lb. rails on the main line between Wádhwán and Dolia.

A transshipment platform was erected at Wádhwán Junction in connection with the Bombay, Baroda and Central India railway, and a new station at Morvi was constructed and opened for traffic on the 9th March 1899.

*Gwalior Light Railways (2' 0" gauge).*

52. Work was started on the Gwalior-Sipri section as a measure of famine relief in 1897 and the greater portion of the line is now complete. A description of the line will be found in last year's administration report. Work on the heavy ghat section delayed the platelaying; rails are, however, now laid nearly half-way to Sipri and it is proposed to open the line for traffic after the monsoon.

Sanction was given in July 1898 to the estimate for the construction of this section, extending from Gwalior to the rich pargannah of Bhind. The length of this section is 52.33 miles, including 8 miles, of the existing private railway of His Highness the Maharaja Scindia. Work had been started on this length in 1897 for famine relief purposes and is well in hand. Rails are laid up to Bhind and the line is expected to be opened for traffic by the end of May 1899.

The country is easy and there are no heavy grades. The permanent-way consists of 30 lb. steel rails on sál sleepers.

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

53. By March 1898 (with the exception of the Therria bridge which was completed in May 1898), the repairs to the damages to the banks and permanent-way, caused by the earthquake and subsequent floods of 1897, had been nearly completed, and the line had only opened for goods traffic from the 8th of that month to the 30th April 1898, when the line was again damaged by heavy floods; these damages were repaired in June when almost unprecedented floods occurred which then were the cause of the line remaining closed until December 1898.

In November 1898, owing to the Therria bridge having been left high and dry with breaches of about 100 yards in the banks on either side, a temporary low level bridge was made over the Therria river for hand-shunting trucks only, and a new surface line was laid partly on a fresh alignment from there to Bholáganj and also to the Komarah quarries; this was completed on the 23rd December 1898, on which date the whole line was re-opened for goods traffic.

## CHAPTER III.

### Lines under survey or projected.

The following paragraphs furnish brief particulars of surveys carried out during the official year ending with the 31st March 1899, and various other projects put forward :

#### *East Indian Railway (standard gauge).*

2. A reconnaissance for a chord line from Howrah to Burdwan (about 57 miles) was made last year. A complete survey of the line is now in progress.

In the estimate of the reconnaissance, as submitted, the cost of a double line is put down approximately at Rs. 77,50,000, and of a single line at Rs. 49,00,000.

The survey for a chord line from Gya to Kátrágarh, a station on the East Indian railway, 177 miles from Calcutta, is being proceeded with.

Particulars regarding the cost of construction of the Burdwan-Cutwa line were given in last year's report. Revised estimates of the cost of the Hooghly-Cutwa project have been received. In the estimate submitted, the cost of the line, 65.20 miles in length, is put down at Rs. 63,11,980, being at the rate of Rs. 96,810 per mile, which includes a provision of Rs 10,000 for rolling-stock.

#### *Bhágálpur-Bausi-Baidyanáth Railway (standard gauge).*

3. In connection with the Bhágálpur-Bausi-Baidyanáth project, a branch line, 18½ miles in length, from Chakram, on the proposed Bausi-Baidyanáth section, to Hasdia, an important town, about 40 miles from Bhágálpur, has been surveyed, in order to finally decide which is the best alignment from Bausi to either Baidyanáth or Adjai, and this complete the whole project. The preparation of plans and sections is in progress.

#### *Bengal Central Railway (standard gauge).*

4. Sanction has been accorded to the proposal of the Bengal Central Railway Company to construct a goods siding from Dum-Dum Cantonment station to Pattipookur.

The survey for a two-foot gauge feeder railway from Bongong on the Bengal Central railway to Kotchandpur has been completed. The proposed line, which would traverse the northern portion of the Bongong sub-division of the Jessore district, would be 30 miles in length, and in the estimate submitted the cost is put down at Rs. 12 lakhs, which is at the rate of Rs. 40,000 per mile, including rolling-stock.

The survey of a line from Muxoodpore to Majeegati, a place opposite Kaulipara, has been in progress. The portion of the line between Bhanga and Majeegati had to be altered owing to the steamer route between Majeegati and Kaulipara having become blocked.

*Bengal-Nágpur Railway (standard gauge).*

5. The fieldwork for the location survey for a standard gauge railway from near Midnapore to the Jherriah coal-fields was practically completed early in May 1898. The line runs from Khargpur Junction on the Bengal-Nágpur railway, 8 miles south of Midnapore. The lengths of the several sections as finally set out are as follows :

	Miles.
Khargpur to Jhantapahari . . . . .	85.14
Jhantapahari to Bogra . . . . .	32.25
Bogra to the coal-fields . . . . .	80.84
<i>Alternative route.</i>	
Jhantapahari to Murulia . . . . .	19.76
Murulia to Chakulta . . . . .	9.35
Chakulta to Bogra . . . . .	17.60

The last three sections comprise the Jhantapahari-Murulia-Bogra alternative route, a length of 46.71 miles, against 32.25 miles of the direct route. The general character of the country is undulating at the southern end and steep after passing Jhantapahari. The ruling gradient on the direct route is 1 in 150, except in the coal-fields, where 1 in 100 is used. On the alternative route, 1 in 100 is freely used north of Murulia and 1 in 125 has been adopted between Murulia and Jhantapahari. The sharpest curve used is 3°.

The cost of constructing the Khargpur-Jherriah direct line, 148.23 miles, is estimated at Rs. 1,87,76,078, including rolling-stock, and that of the alternative route *via* Murulia, Chakulta and Bogra, 162.69 miles, at Rs. 2,10,60,310. It is at present proposed to construct the direct line from Khargpur Junction *via* Midnapore, Bishenpur, Bankoora and Adra to Bujudih on the south bank of the Damudah river, a length of 122.39 miles, at a cost of Rs. 1,22,11,706, corresponding to a rate of Rs. 99,776 per mile including rolling-stock. The construction of the first 8 miles of this line from Khargpur to Midnapore has already been sanctioned at an estimated cost of Rs. 14,24,624, and the project for the remaining length, 114.39 miles, has been submitted for the sanction of the Secretary of State.

A detailed survey for a standard gauge railway from Chatatand on the Ranchi Plateau survey and Adra-Jherriah alignment to some point on the proposed Palamow-Sini line, and a reconnaissance for a 2-foot gauge line from Tori to Aringi *via* Lohardugga, with a branch to Ranchi, was proposed in November 1897. This survey is known as the Ranchi Plateau survey.

Three parties took the field and completed the survey during the cold weather of 1897-98. For the standard gauge line, referred to above, a junction was made with the Midnapore-Jherriah alignment at Bujudih. The line would pass the important towns of Chart, Peturbar and Chitterpur, and join the old Benares-Palamow alignment at Ramgarh. The total length of line surveyed is 62.85 miles, of which plans and detailed estimates are now being prepared. As regards the reconnaissance for a 2-foot gauge line, it was decided in consultation with the civil authorities that the original proposals would be of less value than a line first connecting Ranchi with the standard gauge alignment, mentioned above, at some suitable point, possibly Ramgarh, with the addition of a line from Ranchi through Lohardugga south to Gumla and Palkot on the plateau. Accordingly, it was decided to investigate this scheme and, after reconnoitring for the most suitable point from which to ascend the gháts leading up to the Ranchi plateau, Chitterpur, a town on the Ramgarh-Bujudih alignment, was chosen for the junction of the standard and narrow gauge lines. The route selected is a fairly direct one as far as Ranchi, a distance of some 36 miles, with the exception of the portion through the hills which will necessarily be tortuous; the nature of the hills, however, appear to render a line quite feasible. The line reconnoitred from Ranchi *via* Lohardugga to Palkot runs more or less close to the district road,



and touches all the market towns *en route*. The country on the whole is very fertile and will also afford easy and cheap construction. The length from Ranchi to Palkot over the route reconnoitred is approximately 88 miles.

A detailed survey for a 2-foot gauge railway from Gondia station on the Satpura railway survey. Bengal-Nágpur railway, northwards to Jubbulpore, with branches to Mandla on the east and Seoni and Chindwara on the west, was ordered in September 1897. Such parts of the alignment as would require to be altered for a standard gauge line were to be noted and the probable alternative route for a standard gauge line indicated. The field-work has been completed and the detailed reports and estimates of the cost of the line are awaited.

*North Western State Railway system (standard gauge).*

6. A survey for a line connecting Sukkur with Shikárpur direct and Shikárpur with Naundero was completed in July 1897. Sukkur-Shikárpur-Nasrat railway survey. This survey was unsatisfactory, and a second survey was ordered and carried out at the beginning of 1898. The latter connects Sukkur with Shikárpur direct and Shikárpur with Nasrat, on the Ruk-Kurrachee section. The line is 46.36 miles long, and would practically be simply a diversion of the North Western State railway from the neighbourhood of Ruk, where the Indus constantly threatens it. The line is nearly level; the heaviest grade is 1 in 300 and the sharpest curve has a radius of 2,292 feet. The country is flat throughout and at times heavily flooded. In the estimate as submitted, the cost was put down at Rs. 36,82,697, being at the rate of Rs. 79,436 per mile, excluding rolling-stock.

The project for a 2-foot gauge railway from the left bank of the Cabul river (about 2 miles from the centre of the Nowshera station) to the foot of the hills at Dargai, a distance of 39½ miles, has been received. Nowshera-Dargai branch. (2' 6" gauge). The country through which the line passes is richly cultivated and well populated, and is generally easy until after passing Mardan when it becomes rougher. As it has subsequently been decided to adopt the 2 feet 6 inches gauge for this line, the estimates are being revised accordingly.

A survey for a line between Khusálgarh and Kohat *viá* the Gurzai Pass was commenced in November 1898. An- Kohat and Bannu railway survey and reconnaissance. other route between Khusálgarh and Kohat, which runs up the Kohat river valley, has also been examined. Two alternative sites for a suitable bridge crossing of the Indus river at Khusálgarh and Koond were also examined and are being surveyed. A reconnaissance has also been made of the country between Kohat and Bannu and between Kohat and Thal on the Kurram river. Detailed projects for all the above proposals are now under preparation.

The survey for a railway line in the Jech Doab, through which the new Jhelum Canal, now under construction, runs, was sanctioned in March 1899. Jech Doab branch. Malakwál has been accepted as the point from which the projected railway will take off from the Sind-Sagar railway. The proposed line will run thence through the northern division of the Jech "Bar," or high land, as far as the Kirana hill, where the line will probably turn south and run past Lalyan, cross the Chenáb at Chuneof and join the Wazirabad-Khánawal railway at Lyallpúr.

*Eastern Bengal State Railway (standard, metre and special gauges).*

7. Projects for increasing the working capacity of the Eastern Bengal State railway in such a manner that all foreign traffic Improved facilities for goods traffic at Calcutta. coming into Calcutta may be more favourably dealt with are under preparation.

The result of the reconnaissance survey of this extension, referred to in last year's report, shows that the country traversed Faridpur (Shikárpur)-Munshiganj extension (metre gauge). is, for the greater part, densely populated, and although subject to very high floods, the line will not require excessive bridging. In the estimate submitted, the cost of the

line, 40·15 miles in length, is put down at Rs. 58,46,738 or Rs. 1,45,622 per mile, including cost of building ferry steamers, flats, pontoons, with shore connections, etc., for an ordinary transshipment ferry at Farídpur and a wagon ferry and passenger ferry between Munshiganj and Náráyananj. Deducting the cost of the ferries, etc., Rs. 18,42,500, the cost of the line is estimated at Rs. 40,04,238 or Rs. 9,732 per mile.

In January 1899, surveys of several short lines in the vicinity of Dacca and Dacca-Mymensingh rail- Mymensingh were sanctioned, *viz.*, from Mymensingh to Netrokona, 24 miles in length; from Sripur to Tangail, 41 miles; from Dacca to Tangail, 54 miles; and from the left bank of the Brahmaputra opposite Goalundo to Dacca, 42 miles; but work could not be started, as orders were received late in the season, and sufficient time was not available to make arrangements for the staff, etc., to complete the work before the close of the season. These surveys will be taken in hand early next cold weather.

A survey for a line of railway, about 183 miles in length, from Ránaghat on the Eastern Bengal State railway, to Ráyganj, Ranaghat-Ganges-Katihar railway survey (standard gauge) a station on the Behar section of the Eastern Bengal State railway, 37 miles east of Katihár, including investigations for the site for a bridge over the river Ganges was sanctioned in December 1898. The work includes a detailed survey for a branch line from the north bank of the Ganges to Santahar (Sultanpur) station, on the Northern section of the Eastern Bengal State railway, a distance of about 53 miles. A branch line from Malda to Katihár, a distance of about 50 miles, is also to be investigated. The progress is as follows: About 75 miles from Ránaghat have been surveyed and located; surveys have been made for a bridge crossing of the Ganges below its junction with the Mahanandi river near Rampur Beaula; north of the Ganges, a detailed survey has been made for about 20 miles through country presenting few difficulties as regards construction; and about 45 miles of a detailed survey of the branch to Santahar (Sultanpur) have also been completed.

A reconnaissance survey has been carried out between Choodangah and Esubpur, a proposed site for a crossing of Choodangah-Esubpur branch (standard gauge) the river Ganges. In the estimate submitted, the cost of the line, 47 miles in length, is put down at Rs. 49,79,044 or Rs. 1,05,937 per mile.

#### *East Coast State Railway (standard gauge).*

8. The Government of India in October 1898 sanctioned a survey for Berhampore-Russelkonda a branch line of railway from Berhampore station survey (2' 6" gauge) on the East Coast State railway *via* Aska and Goomsur to Russelkonda, a distance of about 50 miles. Survey operations were commenced in December 1898, the field work has been finished and the results are awaited.

#### *Raipur-Vizianagram Railway Survey (standard gauge).*

9. The project, with plans, report and estimate, has been submitted and is under consideration. The estimated cost of the line is put down at:

Vizianagram-Sointilla section, 174·74 miles in length, Rs. 1,83,76,106, being at the rate of Rs. 1,05,163 per mile.

Sointilla-Raipur section, 135·88 miles in length, Rs. 1,19,34,955, being at the rate of Rs. 87,835 per mile.

The total cost of both the sections is, therefore, Rs. 3,03,11,061 or Rs. 97,554 per mile including provision for rolling-stock at the rate of Rs. 10,000 per mile, and provides for 75 lb. steel rails on cast-iron pot sleepers.

In addition to the main line, a branch line was also surveyed from Sointilla to Sonpur in order to effect a junction with the suggested railway from Sambalpur *via* Sonpur to Khurda Road on the East Coast State railway, for which a survey was made in 1892. This branch line is 48·24 miles in length and is estimated to cost Rs. 38,41,928 or Rs. 79,642 per mile, including rolling-stock.

A reconnaissance was also made of an alternative route, 18 miles in length, from Garividi station on the East Coast State railway *via* Gurbam and Shikarganji to Denkinavalasa, a proposed station on the Raipur-Vizianagram railway. It is stated that this alternative might be built at a cost of about Rs. 80,000 per mile.

All these figures are liable to considerable revision.

*Southern Punjab (Delhi-Samásata) Railway (standard gauge).*

10. The survey of a line from MacLeod Ganj to Fázilka, a distance of 25 miles, has been completed. The branch could be built for Rs. 48,000 a mile, as no heavy works are required. The question of constructing the branch is under consideration.

*Petlád-Cambay Railway (standard gauge).*

11. The project for this railway, which is to be constructed at the entire cost of the Cambay State, has been received and is under consideration. The length of the line provided for in the estimate is 19·03 miles, but including an additional length of 1·75 miles for a proposed deviation, the total length of the line will be 20·78 miles.

The line is an extension of His Highness the Gaekwar's existing railway from Anand to Petlád. The ruling gradient is 1 in 200, and the curves are easy.

The cost of constructing 19·03 miles is put down in the estimate at Rs. 10,72,305 excluding rolling-stock, being at the rate of Rs. 56,348 per mile. The cost of constructing the additional 1·75 miles for the deviation is approximately estimated at Rs. 99,000.

*Bombay-Sind Connection Survey (standard gauge).*

12. The survey of a line of railway between Moghul Bhin in Sind and Bhúj in Cutch, referred to in last year's report, has been completed, and the reports and estimates are now under consideration. The line surveyed will be 130·42 miles in length, and is estimated to cost Rs. 1,20,58,685, giving a mileage rate of Rs. 92,459, which includes a provision of Rs. 19,923 per mile for rolling-stock.

The country traversed by the line in Sind consists of a flat plain raised very slightly above sea-level. From Moghul Bhin to the 10th mile, inundation canals from the Indus river supply water for rice cultivation, but beyond this till the Cutch border is reached, the country is a waterless and desolate waste. Between mile 21 and the Khori Creek, mile 46, the country is subject to salt-water inundation from the west during monsoon spring-tides, and is covered to a depth varying from 1 to 3 feet for about three months in the year. At mile 46½, the line, after passing the Khori Creek, enters Cutch, and keeping a generally south-easterly direction follows, as nearly as possible, the watershed of the country up to mile 115. The line then runs in a north-easterly direction to Bhúj which is reached at mile 128. The country traversed by the line in Cutch is rough and hilly, and the soil for the most part rocky. Two high ridges are crossed at miles 65 and 114.

The ruling gradient of the line is 1 in 150, of which grade there is a length of 14·68 miles occurring entirely in the Cutch section. An alternative estimate has, for purposes of comparison, been roughly taken out for a railway graded with a 1 in 200 ruling gradient, and gives a total increase in cost of about Rs. 13 lakhs over the estimate for the line with a ruling gradient of 1 in 150.

Throughout the line, the curves have been made as flat as possible, and in three instances only the radii are somewhat less than 5,729 feet.

The question of reconnoitring two alternative routes in connection with this line, *viz.*,

- (i) Lakhpat *via* Badin and Tando-Muhmad Khan to Hyderabad (Sind), and (ii) Lakhpat *via* Rahim-ki-bázár to Badin with a branch from Badin to Mirpur Batoro,

is also under consideration.

*Madras Railway (standard gauge).*

13. A survey for a narrow gauge line from Salem station on the Madras rail-  
Salem-Shevaroy branch way to the foot of the ghat ascent to the Shevaroy  
survey. hills, about 7½ miles in length, was sanctioned in  
November 1898.

*Shoranur-Cochin Railway (metre gauge).*

14. The final location survey for this railway, mentioned in last year's report, has been completed and preliminary reports and estimates for the first 29.90 miles have been submitted. The project estimate for the entire line, about 64 miles in length, is under preparation.

Of the first 29.90 miles of the line, 0.60 mile is in British and the remainder, 29.30 miles, in Cochin territory. The line throughout its whole length traverses a very rough country, necessitating heavy earthwork in banks and cuttings. The ruling gradient is 1 in 80 and the sharpest curve used is 10° or 573 feet radius. The cost of constructing the first 29.90 miles is estimated at Rs. 22,34,390, which is at the rate of Rs. 74,477 per mile, and includes provision for rolling-stock. It is estimated that the whole line is not likely to cost more than Rs. 50,00,000, if constructed up to the standard required to meet the comparatively light traffic anticipated. Provisional sanction has been accorded to the construction of the line on the metre gauge at the expense of His Highness the Rajah of Cochin.

*Baran-Kotah (2' 0" gauge) and Baran-Ajmere and Marwar (metre gauge) Railway Surveys.*

15. A survey was made in 1895-96 of a line to connect Bárán, the terminus  
Baran-Kotah light railway of the Goona-Baran railway, with Kotah, the  
survey (2' 0" gauge). capital of the Kotah State, and estimates prepared  
for both standard and metre gauge lines. As the probable traffic did not  
appear to warrant the cost of a standard or metre gauge railway from Bárán to  
Kotah and as the Kotah State was anxious to connect its capital with the  
railway system of India, a survey of the line on the 2' 0" gauge was  
undertaken at the request of the State in 1897-98. Reports on this survey  
together with the estimates of the cost of the line have been received. The  
line surveyed is 43 miles in length and is estimated to cost Rs. 9,49,649,  
being at the rate of Rs. 22,085 per mile, including rolling-stock.

The final decision of the Government of India on this survey has been deferred pending the result of a further survey to ascertain the best alignment for a connection between Bárán and the Rajputana-Malwa and Jodhpore-Bikaner railways, which is now being carried out under the orders of the Government India and on which a report is given below.

In October 1898, orders were issued for the survey of a railway from Bárán  
Baran-Ajmere and Marwar to Marwar Junction, with an alternative from Jhaj-  
railway survey (metre gauge). pur to Nusseerabad.

Five parties were in the field in November and December 1898. It has been found that two routes are practicable between Bárán and Marwar Junction. Starting from Bárán, the alignment of the 1st route passes the towns of Kotah, Boondee, Jhajpur and Shahpoora, crosses the Neemuch branch of the Bombay, Baroda and Central India railway at Lambia, and runs on past the towns of Karera and Kurulia to the Pepli Pass in the Aravelli range near Marwar Junction. This alignment for the greater portion of its length runs through rich cultivated country studded with large towns and villages.

By the 2nd route, after passing Kotah, the alignment turns south to avoid the whole of the Boondee range of hills, and runs through a very wild and difficult country in the vicinity of the above range where there is little cultivation and the country is bare and rocky. As the Neemuch railway is approached, the country becomes easier and is rich. The Rajputana-Malwa railway is crossed at Mándal and the 1st route joined at Karera.

Both lines are governed by the Pepli Pass or a similar pass at Pitajee, some 5 miles south, which has been prospected. A line over the range giving a grade of 1 in 55 to 60 on the straights and 1 in 66 for the curves compensated, has been found and surveyed. The ruling grade is 1 in 150 on the other portion of the line.

Three large rivers are crossed, *viz.*, the Káli Sindh, the Chambal and the Banás, also several minor ones which will require some heavy bridging; but as a large portion of the line is carried along the water-sheds of the country, the bridging per mile on the whole length will be comparatively light.

On the Nusseerabad route, a line has been located from a point near the Banás river opposite Jhajpur to Kekri, and from Kekri to Nusseerabad. The old survey of 1889 has been adopted with some improvements, but the whole of the line has had to be re-located owing to there being little or no vestige left of the old location. Owing to a new and better crossing of the Káli Sindh and Chambal rivers having been found, the line from Bárán to Kotah has been also re-located.

The length of the line from Bárán to Marwar Junction will be about 216 miles and from Bárán to Nusseerabad about 160 miles. The project estimates for the line have not yet been submitted.

*Bengal and North-Western Railway system (metre gauge).*

16. The plans and estimates for the Azamgarh-Shahganj extension, the Azamgarh-Shahganj extension—34·84 miles. survey work of which was completed during 1897-98, are about to be submitted.

The survey of the extensions of the Ganges-Gogra-Doab lines, noted on the margin, was sanctioned in April 1898. The survey of the line from Aunrihar to Jaunpur has been completed, and that from Ballia to Ghazipur is in hand and the plans and estimates are awaited.

Aunrihar-Jaunpur, 34 miles, and Ballia-Ghazipur, 33 miles, extensions.

The plans and estimates for the proposed Bettiah-Bagaha and Shikárpur-Bairagnia-Bettiah-Bagaha extension—85 miles. Bairagnia extensions, noticed in last year's report, are under revision, as the high floods of the last rains have shown that more water-way than was originally provided for will be required.

The plans and estimates of the proposed branch of the Tirhoot State railway from Sakri to Jainagar, a distance of 30·47 miles, Sakri-Jainagar branch. have been received. The country traversed is an easy one for railway construction; there are no heavy bridges on the line; and the ruling gradient is 1 in 1,000. The cost as shown in the estimate which has been submitted, is put down at Rs. 13,86,513, being at the rate of Rs. 45,504 per mile, exclusive of rolling-stock; land has been under-estimated, however, by Rs. 1,95,477, and the above estimate must be increased by this amount, bringing it up to Rs. 15,81,910 or Rs. 51,919 per mile, exclusive of rolling-stock. It is considered, however, that a sum of Rs. 14,47,166, being at the rate of Rs. 47,494 per mile, exclusive of rolling-stock; or of Rs. 15,99,516, which gives a mileage rate of Rs. 52,494, including a provision of Rs. 5,000 per mile for rolling-stock, is sufficient to construct the line up to a standard required for many years to come.

*Mansi-Bháptiáhi Railway (metre gauge).*

17. The plans and estimates of the Mansi-Bháptiáhi railway, the survey of which was noticed in last year's report, are under revision.

*Rewári-Phulera Chord Line Survey (metre gauge).*

18. The plans and estimates of a chord line from Rewári to Phulera with a branch to Kucháman Road have been submitted and are under consideration. The estimates submitted provide for metre gauge lines of 50lb. steel flat-footed rails on steel trough sleepers (except in the vicinity of the salt lakes

where deodar sleepers will be used) and show the following results :

- (i) From Rewári to Kucháman Road, 131.29 miles in length, Rs. 65,21,121, being at the rate of Rs. 48,560 per mile, including rolling-stock.
- (ii) From Rewári to Phulera *via* Rungas, 131.17 miles in length, Rs. 63,53,045, being at the rate of Rs. 48,434 per mile, including rolling-stock.

An alternative survey has also been made of a line from Lamia, on the Rewári-Kucháman Road alignment, to Phulera, passing the important towns of Kishengarh, Mendah and Bhaislana. The length from Rewári to Phulera by this route is 133.14 miles and the cost is estimated at Rs. 65,68,349, being at the rate of Rs. 49,334 per mile, including rolling-stock.

#### *South Indian Railway (metre gauge).*

19. As stated in last year's report, sanction was accorded to the survey of the Nanjangud-Erode railway proposed line from Erode *via* Satiyamangalam to Nanjangud with the best adhesion grade that could be obtained on the ghát. The direction of the alignment is westerly from Erode to Gajelhatti crossing the Bhaváni river at Satiyamangalam. The section from Erode to Gajelhatti is on the whole an easy one and with some deviations from the trial alignment is suitable for a 1 in 100 grade.

The ascent to the Mysore plateau commences at Gajelhatti and the trace rises with a grade of 1 in 40 to the summit. The curves employed are mostly 12° or 476 feet radius, but there are a few spurs and ravines where the limit of curvature allowed for a metre gauge line may have to be employed, *viz.*, 16° or 358 feet radius. The ghát trace follows the hill-sides of the Kurubantrayanpallam nulla for 2½ miles; it then crosses to the Ebbala nulla, which, with its subsidiary nullas, it follows for 11 miles. The trace here reaches a small saddle and after leaving this, runs up round numerous ravines and spurs to the summit at Gattwadi, 18½ miles from Gajelhatti. The slopes of the hills are steep, varying generally from 1 in 2 to 1 in 3 or 4. The report states that a 1 in 40 grade is practicable. The trace from Gattwadi to Nanjangud, 45 miles in length, was made with long stretches of straights, and some spurs have been crossed which can, to some extent, be avoided by the judicious use of curves. The section of this portion is an up and down one with rather heavy cuttings and banks in places, and with a probable ruling grade of 1 in 75 or 1 in 80.

Sanction has been accorded to re-stake out the line already surveyed between Mutupet and Adirampatnam and to survey an extension from Adirampatnam to Avadayarkóvil, a distance altogether of 53 miles, and the work has just been started. The proposed line will run from Mutupet in a south-westerly direction to Adirampatnam, 9 miles, and then turn north-west to Pattukóttai, 16½ miles; from this town, it is proposed to follow the direction of the public road to Arantangi, 44 miles, where it will turn south to Avadayarkóvil, 53 miles.

Since the completion of the survey in 1895, no work had been done on this line until this year. Orders were issued in November 1898 for a re-survey of the section from Madura to Paramagudi, 46 miles in length, on the south side of the Vaigai river; for a survey of a branch line from Sembarayendal to Sivaganga, 10 miles; and for re-staking out the section between Paramagudi and Toni Torai, 46 miles, surveyed in 1895.

One party commenced survey work on the first section, Madura to Paramagudi, on the 14th December 1898, and the alignment of the main line has been completed up to Paramagudi. The preliminary survey made in 1886 over this same length has been of great assistance in determining the route; deviations where possible, however, have been made in order to place the line on higher and drier ground, and alterations made to avoid breaches by the possible bursting of the tanks along the route.

Work on the survey of the branch to Sivaganga will be started immediately and will probably take off from Tiruppachettee.

The survey party of the second section, Paramagudi to Toni Torai, commenced work in the first week in January 1899. Besides the work originally ordered, a

detailed survey has been made of a proposed line on the island of Rámesvaram, from Pámban along the south side of the island and up to the sacred town of Rámesvaram (about 9 miles), and also a preliminary survey of the Pámban reef (about 1 mile) connecting Pámban with the main land. A detailed report with estimates is under preparation.

The construction of the Madura-Pámban line was sanctioned in April 1899.

Orders were issued in January 1899 to prepare estimates for the final survey of the ghât section, second division, and for re-staking the first and third divisions of the line prior to starting construction on the alignment surveyed in 1895. Arrangements are being made to start these surveys.

The construction of the Tinnevelly-Quilon railway was also sanctioned in April 1899.

#### *Assam-Bengal Railway (metre gauge).*

20. The field work in connection with the survey of the branch lines from Tilágaon-Sylhet and Akhaura-Bhairab Bazar branches. Tilágaon to Sylhet, 38 to 40 miles in length, and from Akhaura to Bhairab Bazar, 18½ miles, which was commenced early last cold weather, will be completed during the present season and the projects will be drawn up during the rains.

The field work in connection with the survey of the 18th division from near Nazira (mile 514 in section III), with the alternative alignments, one to connect with the Dibru-Sadiya railway at Makum and the other at Margherita, is in progress.

A reconnaissance has been made by the Assam-Bengal Railway Company for an extension from Hájiganj to Shatnol, a distance of 25 miles, with a ferry thence to Náráyanjanj, 12 miles distant. A report with a rough estimate of cost has been submitted to the Government of India. The cost of the proposed line, 25 miles in length, has been estimated at Rs. 25,70,924 or Rs. 1,02,837 per mile including rolling-stock, and the cost of the wagon ferry is estimated at Rs. 9,46,000.

A detailed survey has been sanctioned and work thereon commenced.

#### *Burma Railways (metre gauge).*

21. The line from Thibaw to Moné has as yet been only partially surveyed and estimated for. The total length of the proposed extension from its junction with the Mandalay-Kunlon railway near Thibaw (Hsipaw) to Moné (Mongnai), the best known and most rapidly increasing of the towns of the Shan country, is approximately 200 miles. An easy 1 in 40 line has been found from Thibaw (Hsipaw) to Manpan, a distance of 50 miles, on which the location was completed by June 1897, together with a reconnaissance as far as Kehsi-Mansam, about the 87th mile. The total cost of these 50 miles is estimated at Rs. 35,61,178, corresponding to Rs. 71,223 per mile. The steepest gradient is 1 in 40, of which there are 4.73 miles. The ratio of gradients to total length of line is 82 per cent. and the average amount of rise per mile 46.8 feet. Ten degree or 573 feet radius curves are the sharpest on the line. Starting from Thibaw the line runs south-eastward, *viá* Nakan and Naungtauk and then up the valley of the Namlan, to Manop. Thence onwards to Manpan near the 50th mile. Beyond this point, a further length of 12 miles was surveyed in detail and laid out; but as it was found that this route would mean very heavy work in parts, and as a difficult winding gorge was encountered at the 62nd mile, further investigations were made, and eventually by starting from the 52nd mile, a better route was found more to the eastward. The best route from this point will probably be found to be by the valleys of the Namhen and Namteng to Laikha (Legya, mile 140), the capital of what was once the largest and richest of the Shan states. About mile 180, the cart-road from Tounggyi to Kengtung will cross the railway. The town of Moné (Mongnai) would be reached at the 200th mile.

This line is an extension of the Mandalay-Kunlon railway to Kunlon from the point where the present line first meets the Salween extension. Salween river. It has only partially been surveyed and estimated for. A report with approximate estimates and tabulated details for the portion, 12.82 miles, of the Salween section of the Mandalay-Kunlon railway which was surveyed in the season of 1896-97, was submitted in May 1898. The survey started from a point on the right bank of the Salween at mile 230½ (corrected) from Myohaung Junction, a little above the junction with the Namkyet stream, where the location of the Mandalay-Kunlon railway ended in 1893-94. The line follows the Salween river; the chief difficulty being met with in the first three miles, *viz.*, a cliff 400 feet high in a sharp bend near the village of Hatook. At mile 234½, a suitable site for a crossing station was found at a convenient distance from the last station Mongkyet (mile 223½). In the 236th and 241st miles, there are some deep banks and cuttings, but on the whole the work is comparatively easy up to the end of the located line at mile 243.32. The total cost of the first 12.82 miles is estimated at Rs. 22,05,704, equal to Rs. 1,72,052 per mile. The steepest gradient is 1 in 40. A 12 degree or 478 feet radius curve is the sharpest one used, and it is probable that a considerably cheaper line can be found by using sharper curvature. In the middle of December 1898, two parties took the field: one party to continue the location of the 1897 line described above to some point near Kunlon, and the other to make a reconnaissance of the route from Lashio *via* Theinne (Hsein-wi) with the object of ascertaining the best route for a railway having as its objective a continuation *via* the Namteng valley towards Talifu. Both parties have made considerable progress.

In August 1898, projects were submitted for the construction of a branch line from Bassein to Henzada on the right bank of the Irrawaddy, a distance of 94.90 miles. It is proposed to cross the river at Henzada by a wagon ferry to Tharrawa, on the left bank, about four miles up, and to construct another branch line, 24.11 miles long, from Tharrawa to a junction with the Prome branch. The plans and estimates for these branches were submitted in September 1898, the cost of the Bassein-Henzada branch, including the ferry, amounting to Rs. 77,14,692 or a total mean rate per mile of Rs. 81,292, and that of the (Thonzé) Tharrawaddy-Henzada branch, to Rs. 21,47,357, including Rs. 33,075 for the cost of landing stage and one steamer to carry passengers, or equal to Rs. 89,063 per mile. The country traversed by both lines is flat and easy, presenting no particular engineering difficulties beyond the possible trouble with foundations caused by the great depth of alluvial silt at the bridge sites. On both lines the steepest gradient is 1 in 200. On the Bassein-Henzada branch the stiffest curve is a 4° one (1,432 feet radius). On the Tharrawaddy-Henzada branch the stiffest curve is one of 5° (radius 1,146 feet). The Bassein-Henzada branch passes through the following important towns: Athok, mile 41, Zeyi, mile 52, Aingthabyu, mile 68, Neikban, mile 82.

The Tharrawaddy-Henzada branch runs through paddy-fields for the first five miles from Tharrawaddy, crossing the Myit-ma-ka river near Pogaung at the 5th mile; thence in a north-westerly direction to the Irrawaddy at Tharrawa, where there is a high well defined bank beyond the reach of any flood, with deep water alongside at all times of the year and otherwise suitable for the placing of a ferry pontoon. A similar favourable landing place on the Henzada side is to be found some 2 miles below the town of Henzada.

A report and preliminary estimate were prepared for a proposed bridge over the Irrawaddy at Sagaing, but as it was deemed desirable to investigate this project further, an estimate of the cost of fresh surveys and borings is under submission.

A reconnaissance report and approximate estimate have been received of the cost of a line to run from a point on the Rangoon-Mandalay line, 50 miles from Rangoon, north of the Pegu river crossing, *via* Abye to Sittang (where a very favourable crossing of the Sittang river has been found), thence south-easterly *via* Kyaikto, Dawoon, Thaton and Paung to Martaban (114 miles from the Pegu river junction) on the main channel of the Salween opposite Moulmein. The cost has been estimated at Rs. 92,04,000 or Rs. 80,787 per



mile. The Salween river opposite Martaban is about a mile wide, and the conditions are favourable for a ferry service between Martaban and Moulmein.

The object of this line is chiefly to open out the Kabwet coal mines and serve the important Ruby mines district. The Kinu-Kabwet-Thabeitkyin railway survey. The survey was started on the 1st January 1899. The line will probably run from Shwebo on the Mu Valley line by a more or less direct route to the Kabwet coal mines, and thence to a point on the Irrawaddy opposite Thabeitkyin.

*Rohilkund and Kumaon Railway, Company's section (metre gauge).*

Kichha-Kashipur extension. 22. The plans and project estimates of the Kichha-Kashipur extension are awaited.

*Extensions of the Gaekwar's Railway (metre gauge).*

23. This survey, which was noticed in last year's report, was completed in April 1898. The section from Pátan, the present terminus, to Chausama, 10 miles in length, had been surveyed in 1893; the present survey, 17½ miles in length, is thus an extension of the same. The country traversed by the line is a cultivated undulating plain. The only physical difficulty met with is the Rupen river. The average cost per mile for this line is estimated at Rs. 42,295.

The survey for a line from Pátan *via* Sami to Radhanpur, 44.24 miles in length, with an alternative route from Viramgám *via* Sami to Radhanpur, 61.83 miles in length, was undertaken by the Bombay, Baroda and Central India Railway Company at the instance of the Radhanpur State, work being commenced in February 1898. The starting points are the termini of His Highness the Gaekwar's railways, metre gauge. From Pátan to Sami, 27½ miles, the country is of a rolling sandy description till within about 7 miles of Sami, where the flat black soil plain begins. Only one nulla of importance is met with at mile 17, where three spans of 40-foot girders are proposed for it, and again at 21½ miles, where six spans of 20-foot may be adopted. From Viramgám to Radhanpur, the whole tract is a flat black soil plain, gently sloping towards the Runn of Cutch. The alignment is intersected by a number of rivers. Sami, (which is a town of some importance), the junction with the alternative alignment from Pátan, is reached at mile 45½. The Radhanpur authorities desire that it should be served by whichever project is adopted. From Sami to Radhanpur, mile 61½, the same alignment has been adopted in both proposals. On this section, the country is liable to be flooded during exceptional monsoons through overflowing of the Saraswati and Banás rivers, the beds of which are shallow. An embankment well above flood level has, therefore, been estimated for. The survey was finished by May 1898. The average cost per mile of the line, from Pátan to Radhanpur, works out to Rs. 48,398, and that from Viramgám to Radhanpur, to Rs. 47,436. The steepest gradient is 1 in 200 and the sharpest curve has a radius of 2,865 feet.

*Jodhpore-Bickaneer Railway (metre gauge).*

24. The last 88 miles of the Bickaneer-Bhátinda section, from Suratgarh to Bhátinda, have been surveyed and pegged out. The estimates for construction of the line have been submitted for sanction and are now under consideration. From Suratgarh the line crosses the dry bed of the Ghaggar river and runs along the north-west edge as far as Hanumangarh. From this point the line turns to the north and passes through a flat sandy country to Bhátinda. The ruling gradient is 1 in 150; but as a rule the gradients are exceedingly flat; the sharpest curve has a radius of 2,865 feet, and no great provision for waterway will be necessary. The cost of constructing the section is estimated at Rs. 19,42,757 including rolling-stock, being at the rate of Rs. 22,077 per mile.

*Bhavnagar-Gondal-Junágad-Porbandar Railway (metre gauge).*

25. The subject of the provision of through metre gauge connection between the Bhavnagar-Gondal-Junágad-Porbandar railway and the Rajputana-Malwa railway system, and thus with the metre gauge system of Northern India has been under consideration. In order to effect this connection, the Government of India have decided on the conversion to the metre gauge of the present 5' 6" gauge section of the Bombay, Baroda and Central India railway between Wadhwan and Viramgám.

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

## STATEMENT No. 6.

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

Name of railway.	Gauge.	Length.	Estimated or approximate cost.		REMARKS.
			Miles.	Rs.	
<b>A</b>					
Agra-Delhi Chord . . . . .	Standard	121		90,76,000	Survey completed.
Ahmadpur-Baidyanáth . . . . .	"	61		55,17,000	Survey completed.
Ahmadpur-Cútwa . . . . .	"	32		32,00,000	Surveyed in connection with the Western Bengal railway project.
Ait-Kanch-Jagamaudhpur-Sind river . . . . .	{ Standard	30	{	5,95,000	} Under survey.
	{ 2' 0"			2,92,000	
Akhaura-Bhairab Bazar . . . . .	Metre	19		15,25,000	Under survey.
Akola-Hingoli . . . . .	Metre	56	{	16,49,000	} Surveyed.
	{ 2' 6"			14,49,000	
Ammayanáyakkandú-Kuruvanath . . . . .	{ 2' 6"	75		30,00,000	Not surveyed.
Amritsar-Tarn Taran-Sarhali . . . . .	Standard	25		15,00,000	Reconnoitred.
Arakere-Hassan . . . . .	Metre	27		19,25,000	Surveyed in 1895-96.
Assam-Burma Connection . . . . .	"	284		3,83,00,000	Surveyed in 1895-96.
Aunrihar-Jaunpur . . . . .	"	34		12,92,000	Surveyed.
Asamgarh-Sháhganj . . . . .	"	35		14,00,000	Survey completed.
<b>B</b>					
Baidyanáth-Nawača . . . . .	Standard	75		60,00,000	Surveyed in connection with the Western Bengal railway project.
Bairagnia-Bagaha . . . . .	Metre	85		38,25,000	Surveyed.
Ballia-Ghasipur . . . . .	"	33		15,64,000	Under survey.
Baran-Ajmere and Marwar railway (including Tónk branch, 10 miles).	{ Standard	276	{	2,29,14,000	} Under survey.
	{ Metre			2,26,60,000	
Baran-Kotah . . . . .	{ Standard	43	{	35,96,000	} Surveyed in 1895-96 and again in 1897-98 for a 2' 0" gauge line. Revised survey being made in connection with Baran-Ajmere and Marwar railway.
	{ Metre			34,88,000	
	{ 2' 0"			9,50,000	
Baraset-Bhadurja . . . . .	2' 6"	40		6,40,000	Surveyed by the promoters.
Barailly-Soron . . . . .	Metre	63		53,50,000	Surveyed.
Bárai Town-Latur . . . . .	2' 6"	68		34,00,000	Not surveyed.
Bárai Road-Pandharpur extension . . . . .	2' 6"	33		13,39,000	Surveyed.
Begansarai-Rowara . . . . .	Metre	14		5,04,000	Not surveyed.
Bellary-Rayadrug . . . . .	2' 0"	33		8,87,000	Not surveyed.
Berhampore-Gopálpur . . . . .	Standard	9		6,30,000	Not surveyed.
Berhampore-Russelkonda . . . . .	2' 6"	50		20,00,000	Under survey.
Bettiah-Singarpur . . . . .	Metre	23		10,35,000	Surveyed.
Beswada-Jaggiapett . . . . .	Standard	54		43,50,000	Not surveyed.
Beswada-Masulipatam . . . . .	Standard	44		53,00,000	Surveyed.
Bhágálpur-Bausá-Baidyanáth . . . . .	"	86		69,81,000	Surveyed.
Bhagwangola-Katihár-Rárganj . . . . .	Metre	153		1,10,86,000	Survey from Rampur Beaula to Rárganj and Malda to Katihár completed. See also Bánaghat-Ganges-Katihár.
Bhera-Jhang . . . . .	Standard	110		55,00,000	Not surveyed.
Bombay-Sind Connection . . . . .	"	350		3,50,00,000	Surveyed.
Bongong-Kot chandpur . . . . .	2' 0"	30		12,00,000	Survey completed. Alternative to the Kissengunge-Kotchandpur-Magura line.
Botád-Barwalla . . . . .	Metre	14		9,00,000	Reconnoitred.
Brahmapuri-Nágpur branch . . . . .	Standard	55		27,50,000	Not surveyed.
Burdwan-Cútwa . . . . .	"	34		26,49,000	Surveyed. Alternative to the Hooghly-Cútwa line.
Burdwan-Howrah Chord . . . . .	"	57	{	77,50,000	} Under survey.
			{	49,00,000	

## STATEMENT No. 6—contd.

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

Name of railway.	Gauge.	Length.	Estimated or approximate cost.		REMARKS.
			Miles.	Rs.	
<b>C</b>					
Cochin District tramways . . . . .	2' 6"	60		14,75,000	Reconnoitred.
Calcutta Central . . . . .	Standard	8		1,00,00,000	Not surveyed.
Chakardiharpore-Ranchi-Lohardaga . . . . .	2' 6"	110		31,00,000	Not surveyed. Alternative to Purulia-Ranchi line.
Chandani-Gajrala . . . . .	Standard	44		22,50,000	Surveyed.
Chandipur (Madhyamgram)-Taki, with Bhaduria branch.	"	39		17,20,000	Under survey.
Chinga Manga-Chunian-Pakpatan . . . . .	"	70		56,00,000	Not surveyed.
Chausama-Bachraji Mota . . . . .	Metre	17		7,20,000	Surveyed.
Cherra-Companyganj extensions . . . . .	2' 6"	26		12,70,000	Partially surveyed.
Coonor-Ootacamund . . . . .	Metre	12		19,19,000	Surveyed.
<b>D</b>					
Dacca-Tangail (Dacca-Mymensingh extension) . . . . .	Metre	54		25,64,000	Not surveyed.
Daltonganj-Sini . . . . .	Standard	190		1,90,00,000	Not surveyed.
Dera Ghazi Khan-Sakki Sarwar . . . . .	"	25		25,00,000	Not surveyed.
Dharmapuri-Morappur . . . . .	2' 0"	16		4,30,000	Not surveyed.
Dhubri-Gauháti extension, Golakgunge-Gauháti section . . . . .	Metre	134		84,37,000	Survey completed.
Dhubri-Rungpore, Mogahát-Dhubri section . . . . .	"	29		42,34,000	Survey completed.
Dindigul-Salem . . . . .	Standard	60		60,00,000	Not surveyed.
<b>E</b>					
East Indian, Jherriah extensions . . . . .	Standard	14		5,39,000	Under survey.
East Indian, Sitarámpur-Howrah section, quadrupling of line . . . . .	"	138		1,50,00,000	Under survey.
<b>F</b>					
Faridpur-Munshiganj extension (Goalundo-Narayanganj) . . . . .	Metre.	40		58,47,000	Reconnaissance survey made.
Farukhabad-Shikohabad . . . . .	Standard	66		45,20,000	Surveyed.
Fatehpur-Markundi . . . . .	"	61		42,70,000	Not surveyed.
Feni-Noakhali . . . . .	2' 6"	27		5,40,000	Not surveyed. Alternative to the Lakshmi-Noakhali-Ichakhali line.
<b>G</b>					
Goalundo-Dacca (Dacca-Mymensingh extension) . . . . .	Metre	42		27,72,000	Not surveyed.
Godhra-Baroda Chord . . . . .	"	45		34,12,000	Surveyed in 1895-96.

STATEMENT No. 6—*contd.*

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

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
<b>G—<i>concl'd.</i></b>				
Gondia-Chanda, with Nágpur branch . . . . .	2' 0"	125	62,50,000	Satpura plateau lines under survey.
Gorakhpur-Bettiah (Gorakhpur-Captain-ganj-Bagaha) . . . . .	Metre	75	33,40,000	Not surveyed.
Gurmukhteswar-Khurja . . . . .	Standard	44	20,00,000	Reconnoitred.
Gurmukhteswar-Meerut . . . . .	"	29	17,61,000	Surveyed in 1895-96.
Gya-Kátrágarh . . . . .	"	112	1,96,00,000	Under survey.
<b>H</b>				
Hájiganj-Shatnol . . . . .	Metre	5	25,71,000	Survey completed.
Harpápur-Nowgong . . . . .	2' 0"	19	2,98,000	Survey completed.
Harpápur-Rath . . . . .	2' 0"	26	3,66,000	Survey completed.
Hassan-Mangalore . . . . .	Metre	111	1,67,63,000	Survey completed.
Hingajea-Sylhet . . . . .	2' 6"	40	12,50,000	Not surveyed. Alternative to the Tilágon-Sylhet line.
Hooghly-Outwa . . . . .	Standard	65	63,12,000	Surveyed.
Hospet-Kottar . . . . .	2' 0"	35	9,41,000	Not surveyed.
Haipaw (Thibaw)-Moná . . . . .	Metre	200	1,50,00,000	Under survey.
Hyderabad-Guntakal (Hyderabad-Kistna River). . . . .	"	168	1,40,00,000	Not surveyed.
<b>J</b>				
Jech Doab (Malakwál-Iyallpur) . . . . .	Standard	100	50,00,000	Not surveyed.
Jubbulpore-Gondia . . . . .	" "	135	67,50,000	Reconnoitred for the standard gauge. Survey of the Satpura plateau lines on the 2' 0" gauge now in hand.
Jullundur-Hoshiarpur . . . . .	"	24	12,33,000	Survey completed.
Jullundur-Kapurthala . . . . .	"	13	6,03,000	Survey completed.
<b>K</b>				
Kala-ki-Sarai-Sultanpur (Kashmir) . . . . .	Metre	40	32,00,000	Surveyed.
Kalikiri-Bayachoti . . . . .	2' 0"	32	8,60,000	Not surveyed.
Kalka-Simla . . . . .	2' 0"	68	70,89,000	Surveyed.
Káthgodám-Nainital . . . . .	2' 0"	13	12,00,000	Examined.
Khurda-Sambalpur . . . . .	Standard	190	2,37,00,000	Surveyed.
Kichha-Kashipur . . . . .	Metre	45	20,00,000	Surveyed in 1897-98.
Kinn-Kabwet-Thabeitkyin . . . . .	"	32	15,00,000	Under survey.

## STATEMENT No. 6—contd.

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

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
<b>K—contd.</b>				
		Miles.	Rs.	
Kisimgunge-Kotchandpur-Magura . . . . .	2' 6"	51	12,71,000	Survey completed. Alternative to the Bongong-Kotchandpur line.
Kisimgunge-Titalia-Siliguri . . . . .	Metre	55	25,00,000	Not surveyed. Alternative to the Saidpur-Titalia line.
Kohat and Bannu . . . . .	Standard	245	2,45,00,000	Under survey.
Krishnagiri-Tirupatur . . . . .	2' 6"	25	6,72,000	Under survey.
Kuchaman-Rewari . . . . .	Metre	134	65,25,000	Survey completed.
Kuchaman-Siron . . . . .	"	179	58,31,000	Not surveyed.
Kurjet-Uran Salt-fields . . . . .	Standard	15	12,00,000	Not surveyed.
Kurnool branch . . . . .	Metre	36	11,31,000	Surveyed.
<b>L</b>				
Lakshmi-Noakhali-Jebakhali . . . . .	Metre	28	22,80,000	Reconnoitred.
Lodhran-Karor . . . . .	Standard	18	9,00,000	Not surveyed.
Ludhiana-Dhuri-Jakhal . . . . .	"	30	42,77,000	Surveyed in 1897-98.
Ludhiana-Ferozpur . . . . .	"	77	44,66,000	Surveyed in 1898-99.
<b>M</b>				
MacLeod Ganj-Faisalka . . . . .	Standard	25	12,00,000	Survey completed.
Madura-Pamban . . . . .	Metre	102	48,66,000	Surveyed in 1894-95. Under location.
Mandra-Chakwal . . . . .	Standard	40	22,00,000	Not surveyed.
Mangaldai tramway (Bangamati Ghat-Ghagrapara) . . . . .	2' 6"	25	7,89,000	Not surveyed.
Mangalpur-Suri-Synthia . . . . .	"	50	40,00,000	Not surveyed.
Mansi-Bhaptiahi . . . . .	Metre	80	50,07,000	Surveyed.
Mari-Bannu . . . . .	Standard	100	1,09,00,000	Surveyed. Alternative to Kohat-Bannu.
Máyavaram-Tranquebar . . . . .	Metre	15	6,75,000	Reconnoitred.
Meerut-Baraut . . . . .	Standard	30	24,00,000	Not surveyed. Alternative to the Shahdara-Baraut branch.
Meerut-Hapur . . . . .	"	19	10,97,000	Surveyed in 1895-96. Alternative to the Gurmukhteswar-Meerut branch.
Midnapore-Jheriah . . . . .	"	122	1,22,12,000	Survey completed.
Moradabad (or Rampur)-Ramnagar . . . . .	"	47	25,00,000	Surveyed.
Mutpet-Avadayarkovil . . . . .	Metre	53	17,09,000	Under survey.
Muxoodpore-Majeegati (Bengal Central railway) . . . . .	Standard	18	14,40,000	Under reconnaissance.
Mymensingh-Netrakona (Dacca-Mymensingh extension) . . . . .	Metre	24	13,64,000	Not surveyed.
Mysore-Fraserpet . . . . .	"	52	25,00,000	Not surveyed.
<b>N</b>				
Nagda-Baran-Muttra . . . . .	Standard	235	3,50,00,000	Surveyed in 1895-96.
Naihati-Ballygunge (independent line) . . . . .	"	25	20,00,000	Under survey.
Naihati-Dum Dum, and Canal Junction, quadrupling of line, with double track to Ballygunge . . . . .	"	20	18,00,000	Under survey. Alternative to Naihati-Ballygunge independent line.
Nadiad-Kapadvanj . . . . .	2' 6"	28	2,74,000	Reconnoitred.

STATEMENT No. 6—*contd.*

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

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
<i>N—concl'd.</i>				
Nanjangúd-Erode . . . . .	Metre	110	74,46,000	Under survey.
Narasarāvpet-Pondugal . . . . .	2' 0"	45	12,10,000	Not surveyed.
Nattore-Rampur-Beaula . . . . .	Metre	22	11,15,000	Surveyed in 1895-96.
Nowhera-Mardan-Dargai . . . . .	2' 0"	39½	16,12,000	Survey completed.
Nusseerabad-Kekri . . . . .	Metre	35	9,00,000	Revised survey being made in connection with Baran-Ajmera and Marwar railway.
<b>P</b>				
Pálghat-Dindigul . . . . .	Metre	115	85,00,000	Under survey.
Pandharpur-Sangola . . . . .	2' 6"	17	6,97,000	Reconnoitred.
Pánipat (or Sonépat)-Saháranpur . . . . .	Standard	60	48,00,000	Not surveyed.
Pátan-Radhanpur * . . . . .	Metre	44	21,30,000	Surveyed.
Pathánkot-Báijnath . . . . .	Standard	70	70,00,000	Not surveyed.
Pegn-Moulmein . . . . .	Metre	114	92,04,000	Reconnoitred.
Petlád-Cambay . . . . .	Standard	19	11,00,000	Surveyed.
Phulbári-Samjhia . . . . .	Metre	18	4,42,000	Surveyed in 1895-96.
Pilibhit-Barn Deo . . . . .	"	40	16,00,000	Not surveyed.
Pindri-Mandla branch . . . . .	2' 0"	27	18,50,000	Satpura plateau lines under survey.
Pindri-Seoni branch . . . . .	"	35	17,50,000	Satpura plateau lines under survey.
Porto Novo-Salam . . . . .	Metre	116	86,00,000	Reconnoitred.
Prome-Magwe-Meiktila . . . . .	"	176	1,18,00,000	Not surveyed.
Puri-Astrang . . . . .	Standard	34	27,30,000	Not surveyed.
Purulia-Ranchi . . . . .	"	75	1,50,00,000	Ranchi plateau lines under survey.
<b>R</b>				
Rárganj-Lahirihat-Atwari . . . . .	Metre	53	21,00,000	Not surveyed. Alternative to the Kánsunganga-Titalia-Siliguri line.
Raipur-Visianagram with Sonapora branch . . . . .	Standard	359	8,42,000	Survey completed.
Ránaghat-Ganges-Katihár . . . . .	Not fixed	291	4,46,45,000	Under survey.

\* It has subsequently been decided to adopt 2' 6" gauge, and the estimates are being revised accordingly.

## STATEMENT No. 6—concl'd.

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

Name of railway.	Gauge.	Length.	Estimated or approximate cost.		REMARKS.
			Miles.	Rs.	
<b>S</b>					
Bābarmati-Dholka . . . . .	Metre	84		12,08,000	Survey completed.
Baidpur-Titalia . . . . .	"	66		29,84,000	Surveyed in 1895-96.
Bakri-Jainagar . . . . .	"	30		16,00,000	Surveyed.
Balem-Shevaroy Hills . . . . .	{ 2' 6"	8	{	2,20,000	} Under survey.
	{ 2' 0"			2,16,000	
Boni-Chindwara . . . . .	2' 0"	40		20,00,000	Satpura plateau lines under survey.
Bhabara-Baraut . . . . .	Standard	80		24,00,000	Not surveyed. Alternative to Meerut-Baraut branch.
Bhoranur-Cochin . . . . .	"	64		50,00,000	Surveyed in 1894-95. Under location.
Bingia-Lohardaga branch . . . . .	"	23		29,56,000	Surveyed.
Bitarāmpur-Khorabad . . . . .	"	8		4,00,000	Under survey.
Bripūr-Tangail (Dacca-Mymensingh extension) . . . . .	Metre	41		27,08,000	Not surveyed.
Bukkur-Shikārpur-Nasrāt . . . . .	Standard	48		36,83,000	Survey comp
Baltanpur-Srinagar . . . . .	"	160		1,08,00,000	Surveyed.
Suratgarh-Bhātinda . . . . .	Metre	88		19,43,000	Survey completed.
Sylhet District tramways . . . . .	2' 6"	4		12,00,000	Reconnoitred.
Sylhet District tramways (Supplementary) . . . . .	2' 6"	105		40,40,000	Reconnoitred.
<b>T</b>					
Tarakesur extension . . . . .	Standard	50		25,00,000	Not surveyed.
Tharrawaddy (Thonzō)-Hensada-Bassain) . . . . .	Metre	119		98,62,000	Survey completed.
Tilāgāon-Sylhet . . . . .	"	38		38,00,000	Under survey.
Tinnevely-Quilon . . . . .	"	108		1,01,62,000	Surveyed in 1894-95. Under location.
Trichinopoly-Thondi . . . . .	"	86		37,50,000	Not surveyed.
<b>V</b>					
Verāval-Sasan . . . . .	Metre	30		15,00,000	Reconnoitred.
Virangām-Sami-Radhanpur . . . . .	"	62		29,41,000	Surveyed.
Visianagram-Bimlipatam . . . . .	Standard	15		9,39,000	Not surveyed.
<b>W</b>					
Warora-Waranga . . . . .	Standard	187		1,71,00,000	Partially surveyed.



## CHAPTER IV.

### Collieries and oil wells.

#### *Kurhurbaree and Serampore Collieries.*

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

The pits and inclines of which the collieries consist and the general depths reached at the end of the year 1898 are given below :

#### *Kurhurbaree.*

	Feet.		Feet.
2 "Jubilee" pit. Down cast, drawing coal and pumping . . . . .	650	Bhalmoritand. Up cast, drawing coal . . . . .	244
23 D. Down cast, pumping and drawing coal . . . . .	429	Joktiabad. Down cast, driving main galleries . . . . .	472
17 B. Down cast, drawing coal . . . . .	295	Joktiabad. Up cast, air shaft . . . . .	472
23 B. Up cast, drawing coal . . . . .	243	15 A. Bhaduah incline, worked out in March 1898 . . . . .	472
2 C. Up cast, drawing coal . . . . .	156	7 Bhaduah, worked out in March 1898 . . . . .	472
7 Jogitand. Up cast, pumping and drawing coal . . . . .	272	Paltu's Incline, Bhaduah . . . . .	472
1 Jogitand. Up cast, drawing coal . . . . .	178	Lillo's Incline, Bhaduah . . . . .	472
Bitagarha. Down cast, pumping and drawing coal . . . . .	252	10 Bhaduah Incline . . . . .	472
Sariabad. Up cast, drawing coal . . . . .	231	23 D. Incline. Down cast and haulage road for coal . . . . .	472
Baloodanga. Down cast, driving main galleries . . . . .	267	Mohlichoa Incline . . . . .	472
Domohani . . . . .	172	23 B. Incline. Up cast and haulage road for coal . . . . .	472
23 E. Sunk to lower seam . . . . .	211	2 Mathadih Incline . . . . .	472

#### *Serampore.*

16 A. Down cast, pumping . . . . .	344	42 E. Up cast, drawing coal and water . . . . .	63
21 Up cast, drawing coal . . . . .	279	Heta pit, auxiliary to 1 Kamaljore . . . . .	169
25 Down cast, pumping and drawing coal . . . . .	199	Parathdih Incline . . . . .	168
43 D. Down cast, drawing coal . . . . .	83	Khandiba Incline . . . . .	168
1 Kamaljore. Down cast, drawing coal . . . . .	176	42 D. Incline. Haulage road for coal . . . . .	168
2 Kamaljore Up cast, ventilating shaft. . . . .	176	2 Central pit in course of sinking . . . . .	145
1 Central pit. Up cast, drawing coal and water . . . . .	466		

The following table shows the output and number of persons employed during 1898 compared with the previous year :

Year.	Average number of persons employed daily.	Output.			Total	Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.		
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	6,113	363,116	38,659	52,246	454,021	74
1898 . . . . .	6,512	375,303	30,350	55,891	461,544	72

Out of the slack, 14,032 tons of coke were made. The development of the colliery has kept pace with the output, and is being pushed to meet the increasing demand.

The capital outlay on the collieries to the 31st December 1897 amounted to Rs. 12,32,312, and the expenditure during the year to Rs. 79,075, making a total outlay to the 31st December 1898 of Rs. 13,11,387.†

The total receipts at the sanctioned issue rates were Rs. 9,51,681, and the charges, including sinking fund on working, coke manufacture and briquette, Rs. 9,51,681.

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

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

The quantity of coal and coke sold to the public, contractors, the Moghal-Sarai-Gya branch of the East Indian railway and the South Behar railway amounted to 21,408 tons and the amount realized was Rs. 53,116. The cost on the net output was Rs. 1-15-5 per ton.

The "Jubilee" pit is connected with Sariabad by a gallery 3,000 feet long and ventilation is now assured. A large output can be got from this mine.

No. 2 "Central" pit sinking has been carried on. These two shafts (Nos. 1 and 2) will land a large output.

The "Joktiabad" air shaft is complete and connected with the main shaft, and the mine is opened out and ready for output. When the pump is fixed, the cages will be put in and coal working commenced.

The briquette plant was worked as required, and when smithy coal was available.

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

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of iron coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	1	28	1	37	6,118	6,118	454,021	454,021	308,110	308,116
1898 . . . . .	3	35	3	35	2,170	2,170	153,848	153,848	125,101	125,101

#### Warora colliery.

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

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

The following table shows the output and number of persons employed during 1898 as compared with the previous year:

Year.	Average number of persons employed daily.	OUTPUT.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	821	90,914	20,740	111,654	136
1898 . . . . .	862	102,545	24,692	127,237	148

The increase of 15,583 tons in the total output is, it is explained, chiefly due to the larger demands from the Great Indian Peninsula railway and petty customers, owing to a more favourable cotton crop than in the previous year.

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

The receipts during the year amounted to Rs. 5,95,790 and the expenditure to Rs. 4,23,705, thus showing a net profit of Rs. 1,72,085, equivalent to a return of 9.58 per cent. on the capital outlay.

The sales during the year are briefly detailed below :

	Large coal.	Small coal.	Total.
	Tons.	Tons.	Tons.
Great Indian Peninsula railway . . . . .	63,312	...	63,312
Empress Mills, Négpur . . . . .	923	15,101	16,024
Hinganghat Mill Company . . . . .	3,529	993	4,527
Berar Manufacturing Company . . . . .	5,128	...	5,128
Other customers . . . . .	23,629	1,460	25,089
<b>TOTAL</b> . . . . .	<b>96,521</b>	<b>17,559</b>	<b>114,080</b>

During the year, 3,097 tons of fire-clay were raised for the manufacture of fire-bricks and tiles and for sale to the public.

The capital outlay on the colliery up to the 31st December 1897 amounted to Rs. 18,66,832, and as the capital transactions of the year resulted in a credit of Rs. 71,571, the outlay on the 31st December 1898 was reduced to Rs. 17,95,261.

The receipts during the year from fire-bricks and tiles amounted to Rs. 37,789 and the expenditure to Rs. 28,564.

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

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	2	4	2	4	410	410	55,827	55,827	45,457	45,457
1898 . . . . .	1	3	1	3	862	862	127,237	127,237	102,545	102,545

The fatal accident during the year was caused by the fall of side coal.

#### Umari colliery.

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

	Feet.
Pit No. 1 . . . . . Shaft for water-supply to the station (steam power)	123
Pit No. 2 . . . . . Up cast, ventilating shaft	131
Pit No. 3 . . . . . Down cast, drawing coal	117
Pit No. 4 . . . . . Down cast, main pumping shaft	236
Pit No. 5 . . . . . Up cast, pumping shaft	193
Pit No. 6 . . . . . Down cast	93
Pit No. 7 . . . . . Up cast, pumping shaft	270
Pit No. 8 . . . . . Down cast, drawing coal	244
Pit No. 9 . . . . . Down cast, in course of sinking	116
Pit No. 10 . . . . . Down cast, sinking completed, putting in cages, etc.	199
Incline No. 1 . . . . . Travelling road for workmen and ventilation	181
Incline No. 2 . . . . . Haulage road for coal	216
Incline No. 3 . . . . . Travelling road for workmen and ventilation	216
Incline No. 4 . . . . . Haulage road for coal	281
Incline No. 5 . . . . . Haulage road for coal	143
Incline No. 6 . . . . . Travelling road for workmen and ventilation	90

The following table shows the output and number of persons employed during 1898 as compared with the previous year :

Year.	Average number of persons employed daily.	OUTPUT.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	2,617	78,417	46,861	124,778	47
1898 . . . . .	1,931	90,022	44,704	134,726	69

The increase of 9,948 tons in the total output was due to the extension of work.

The capital outlay on the colliery to the 31st December 1897 amounted to Rs. 12,08,880, and as the capital transactions of the year resulted in a credit of Rs. 55,136, the outlay on the 31st December 1898 was reduced to Rs. 11,53,744.

The receipts during the year amounted to Rs. 4,48,850 and the expenditure to Rs. 4,09,252, thus showing a net profit of Rs. 39,098, equivalent to a profit of 3.38 per cent.

The sales during the year are briefly detailed below :

	Large coal.	Screened net coal.	Screened dust.	Slack coal.	Unscreened dust.	Shale.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway . . . . .	51,120	...	...	...	...	...	51,120
Great Indian Peninsula railway . . . . .	11,118	1,521	...	...	...	...	12,639
Bengal-Nágpur railway . . . . .	4,501	...	...	...	...	...	4,501
East Indian railway . . . . .	15,910	...	...	...	...	...	15,910
Other customers . . . . .	9,596	17,126	711	9,488	4,506	484	40,856
Coal consumed in colliery boilers . . . . .	...	28	4,769	6,377	231	967	12,866
<b>Total . . . . .</b>	<b>91,240</b>	<b>18,675</b>	<b>5,474</b>	<b>15,860</b>	<b>4,737</b>	<b>1,421</b>	<b>1,27,407</b>

The colliery is still under development. No. 9 pit was started in January 1898. The sinking of No. 10 pit is completed and will soon be ready for raising coal.

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	2	9	2	9	1,308	1,308	62,389	62,389	39,208	39,208
1898 . . . . .	...	1	...	1	...	...	...	...	...	...

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

*Coal fields at Telanpali near the Eeb river.*

4. The diamond drill boring in the vicinity of the Eeb bridge, referred to in last year's report, after being carried down to a depth of 485 feet was stopped.

It was intended to continue the boring to 600 feet, but before orders to this effect were received, the machinery was removed owing to failure of the boring gear.

Towards the close of 1898, the Government of India ordered a fresh boring at Dhoromanda about  $\frac{3}{4}$  mile from the old boring, on the recommendation of the Superintendent, Geological Survey, but the report was not received during the year, and no actual work of boring was done.

The total amount sanctioned for expenditure on block account is Rs. 20,400. The capital outlay to the 31st December 1898 remained the same as at the end of the previous year, *viz.*, Rs. 10,896.

*Dandot colliery.*

5. This colliery is worked in connection with the North Western State railway. The coal, of which there is only one seam, is worked by means of level or inclined tunnels driven in from the out-crop on the hill sides, the furthest of which, the low level at the main mine, has reached a distance of 1,900 feet from daylight. There are three separate main groups of workings, *viz.* :

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

The Pidh mines have this year, as before, supplied the major part of the output, the seam here being more favourably situated as regards the enclosing strata than is the case at Dandot.

The coal is also somewhat thicker, averaging 3 feet 9 inches against 2 feet 6 inches at Dandot. The quantity available in the Pidh hill is, however, limited.

The ventilation of the two mines at Dandot is obtained by means of Capel Exhaust fans; the Pidh mines are ventilated by furnaces.

The coal from all the mines is collected by means of a system of 2 feet gauge tramways, whence it is run down by rope inclines to the standard gauge station at Dandot, being there picked and classified and loaded into trucks for despatch.

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

The following table shows the output and the number of persons employed during 1898, as compared with the previous year :

YEAR.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large or steam coal.*	Small or nut coal.	Slack coal.	TOTAL.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	1,997	55,776	†216	23,654	†79,646	40
1898 . . . . .	1,583	51,572	745	23,273	74,590	47

The decrease of 5,056 tons in the total output was chiefly due to the scarcity of labour.

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1897 amounted to Rs. 4,79,492, and as the capital transactions during the year resulted in a credit of Rs. 476, the total outlay to the 31st December 1898 was reduced to Rs. 4,79,016.

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

The receipts during the year amounted to Rs. 6,37,260 and the expenditure to Rs. 4,68,286, thus showing a net profit of Rs. 1,68,974 for the year, giving a return of 35.27 per cent. on the capital outlay.

The sales during the year are briefly detailed below :

	Large or steam coal.	Screened or nut coal.	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	49,140	207	51	...	49,398
Engineering department, North Western State railway	684	112	2,407	...	3,203
Miri-Attock railway . . . . .	1,556	...	...	...	1,556
Southern Punjab railway . . . . .	...	...	2,607	...	2,607
Other consumers . . . . .	192	426	15,986	...	16,554
Colliery works . . . . .	...	...	...	1,272	1,272
<b>Total . . . . .</b>	<b>51,572</b>	<b>745</b>	<b>21,001</b>	<b>1,272</b>	<b>74,590</b>

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

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	4*	16*	4*	16*	499*	499*	19,911*	19,911*	18,944*	18,944*
1898 . . . . .	1	5	1	5	1,533	1,533	74,590	74,590	51,572	51,572

#### Baghanwala colliery.

6. This colliery is worked in connection with the North Western State railway. The coal seam is geologically the same as that at the Dandot colliery.

The mines worked during the year were the old mines and No. 7 South. At the former place the strata are tilted up to an angle of 40 to 50 degrees from the horizontal, and the mine has therefore special difficulties of its own. The strata are very soft and friable, and the percentage of slack is high. The coal is also extremely liable to spontaneous combustion, and varies greatly in quality, being apt to change suddenly from good clean coal to black carbonaceous sandstone. The works have, therefore, been practically only of an exploratory character, and the output has been of necessity low.

In No. 7 South mine, coal has been obtained from some old pillars left by former exploratory headings. The seam here lies nearly horizontal. The quantity of coal left in the pillars is limited. All the slack or dust coal obtained has formed a market amongst lime and brick burners.

The following table shows the output and the number of persons employed during 1898, as compared with the previous year :

Year.	Average number of persons employed daily.	OUTPUT.			Number of tons raised per person employed.
		Large or steam coal.†	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	334	5,726	7,419	13,145	39
1898 . . . . .	295	5,218	6,054	11,272	38

\* Revised figures.

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

The decrease of 1,873 tons in the total output was due to the uncertain nature of the coal at the old mines.

The detailed estimates sanctioned on block account for opening out and working the colliery amounted to Rs. 6,53,676. The capital outlay to the 31st December 1897 amounted to Rs. 6,52,219, and as the capital transactions during the year resulted in a credit of Rs. 3,000, the outlay to the 31st December 1898 was reduced to Rs. 6,49,219. To this was added the loss on working which to the end of 1898 amounted to Rs. 92,294, thus raising the total amount at debit of block account to Rs. 7,41,513.

The receipts during the year amounted to Rs. 81,691, and the expenditure to Rs. 95,732, thus showing a net loss of Rs. 14,041.

The sales during the year are briefly detailed below :

	Large steam coal.	Black coal.	Total.
	Tons.	Tons.	Tons.
Locomotive department, North Western State railway . . . . .	5,217	...	5,217
Engineering department, North Western State railway . . . . .	1	...	1
Southern Punjab railway . . . . .	...	583	583
Other consumers . . . . .	...	4,712	4,712
Colliery works . . . . .	...	759	759
Total . . . . .	5,218	6,054	11,272

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

Year	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year . . . . .	...	4	...	4	...	...	...	...	...	...
1898 . . . . .	2	2	3	3	147	98	5,636	3,757	2,609	1,739

The colliery is being dismantled.

#### *Khost colliery.*

7. This colliery is worked in connection with the North Western State railway. The colliery consists of mainways and adits, and the progress made up to the end of 1898 was as under :

	Feet.
Adit No. 12 heading . . . . .	451
Adit No. 3 mainway, East . . . . .	1,368
Adit No. 4 mainway, West . . . . .	1,383
Adit No. 12 mainway, East . . . . .	15
Adit No. 12 mainway, West . . . . .	645
Takrai Dip mainway, East . . . . .	325
Takrai Dip mainway, West . . . . .	406
Kila Hakim Khan No. 2 mainway, West . . . . .	115
Adit No. 3 Sump . . . . .	117
Kila Hakim Khan Sump * . . . . .	134
Guz Sump . . . . .	123

The following table shows the output and the number of persons employed during 1898 as compared with the previous year :

Year.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Unscreened small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year . . . . .	217	†5,152	661	†2,975	8,788	40
1898 . . . . .	237	5,938	716	4,008	10,662	45

The increase of 1,374 tons in the total output was due chiefly to increased demands from the locomotive department of the North Western State railway for large coal.

The sum originally sanctioned on block account was Rs. 1,00,000 plus Rs. 50,000 to be met from the profits realised from the working of the colliery. During the year 1897, however, the limit of the block account was reduced to an amount covering the actual value of plant which may be realised in the event of abandonment of the working at any time, or Rs. 50,000. The capital outlay to the 31st December 1897 was Rs. 78,073, and as the capital transactions during the year resulted in a credit of Rs. 10,214, the total outlay to the 31st December 1898 was reduced to Rs. 62,859.

The receipts during the year amounted to Rs. 1,41,349 and the expenditure to Rs. 1,25,568, thus showing a net gain of Rs. 15,781, giving a return of 25 per cent. on the capital outlay.

The sales during the year are briefly detailed below :

	Large coal.	Screened or nut coal.	Dust coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway . . . . .	5,833	638	...	6,471
Engineering department, North Western State railway . . . . .	94	69	39	202
Colliery works . . . . .	2	9	5	16
Pressed fuel manufacture . . . . .	...	...	2,234	2,234
Private sales . . . . .	9	...	1,730	1,739
<b>TOTAL</b> . . . . .	<b>5,938</b>	<b>716</b>	<b>4,008</b>	<b>10,662</b>

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year . . . . .	1	2	1	2	217	217	8,788	8,788	†5,152	†5,152
1898 . . . . .	...	2	...	2	...	...	...	...	...	...

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



*Shahrigh colliery.*

8. This colliery which is worked in connection with the North Western State railway consists of mainways, and the progress up to the end of 1898 was the same as previously reported to the end of 1897, *viz.*:

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

The mines were closed at the end of May 1896, as already stated in the report for 1896-97, and no coal was excavated in 1898.

There was, however, a sale of 5 tons of dust only during 1898 to private consumers out of the old stock in hand.

The sum sanctioned for expenditure on block account is Rs. 25,000. The capital outlay to the end of the year 1898 was Rs. 14,176 against Rs. 14,616 on the 31st December 1897; the difference Rs. 440 represents the value of tramway materials transferred to the Dandot colliery during 1898.

The receipts during the year amounted to Rs. 40, and the expenditure to Rs. 146, thus showing a net loss of Rs. 106 for the year 1898.

*Baluchistan coal mines.*

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

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

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

The total quantity of coal which passed through the octroi into Quetta was about 1,850 tons as against 3,000 tons in 1897-98. The greater part of this is made into patent fuel and sold to the Commissariat Department and private individuals.

In April 1898, a native overseer of some experience in Indian colliery work was engaged with a view of placing the coal mines worked by private individuals under better control and supervision and the result has been satisfactory.

In addition, the government overseer is working an experimental mine in the Hanna district of the Sor Range.

The cost of these workings during the year was as follows :

	Rs.
Establishment	1,779
Labour and material	2,186
Huts for establishment	798
TOTAL	4,763

A complete survey of the out-crop of the coal seam in the Sor Range has also been made.

No serious accident occurred during the year.

*Total coal production.*

10. The statement on the next page shows the quantity, in tons, of coal, produced in India for the five years 1880 to 1884, and for each year from 1885 to 1898.

## STATEMENT No. 7.

Quantity, in tons, of coal produced in India for the five years 1880 to 1884, and for each year from 1885 to 1898.

YEARS.	PROVINCES.										Total.
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Madras.	Baluchistan.	Burma.	North-Western Provinces and Oudh.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880—84*	5,415,989	...	426,077	16,493	2,100	...	...	...	...	...	5,861,559
1885	1,123,700	...	119,116	43,707	7,698	...	...	...	...	...	1,294,221
1886	1,186,802	...	117,287	70,859	13,539	...	...	...	...	...	1,388,487
1887	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	...	1,564,063
1888	1,360,594	11,249	157,765	101,528	41,580	13,382	...	2,802	...	...	1,708,903
1889	1,541,353	22,835	144,465	116,676	52,956	59,616	...	8,238	...	...	1,946,172
1890	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	...	2,168,521
1891	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	...	2,328,577
1892	1,920,050	66,352	132,005	164,050	69,623	149,601	61	13,284	3,670	...	2,537,696
1893	1,902,866	77,294	135,118	164,420	91,348	157,421	502	20,094	9,938	...	2,562,001
1894	2,035,934	66,467	140,495	169,448	132,837	240,525	1,337	21,498	12,111	...	2,820,652
1895	2,716,155	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	...	3,537,820
1896	3,037,920	79,017	141,185	177,259	115,386	262,681	...	10,572	22,993	1,000	3,848,013
1897	3,142,497	92,792	131,629	185,533	124,778	365,550	...	8,976	11,472	...	4,063,127
1898	3,585,990	85,862	149,709	200,329	134,726	391,622	...	10,667	6,975	...	4,568,880

## CHAPTER V.

### Stores.

*Expenditure in England.*—The total expenditure on State railway stores contracted for in England through the agency of the India Office, during the calendar year 1898, was :

	£
A. Bridge-work . . . . .	120,803
B. Engineers' plant . . . . .	7,903
C. Workshop machinery . . . . .	6,989
D. Permanent-way . . . . .	270,841
E. Locomotive and rolling-stock . . . . .	275,027
F. Station materials and fencing . . . . .	10,876
G. Tools and stores . . . . .	53,558
<b>TOTAL</b>	<b>745,997</b>

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 4,25,760 and Rs. 21,864 respectively.

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

	Rs.
Calcutta . . . . .	16,788
Bombay . . . . .	1,674

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for native state lines, during the calendar year 1898, was :

	No.	Tons.	Approximate value of stores received at each port.
			Rs.
To Bombay . . . . .	26	460	52,843
„ Calcutta . . . . .	127	26,225	41,21,287
„ Kurrachee . . . . .	62	61,689	56,70,514
„ *Madras . . . . .	41	1,480	9,77,763
„ Vizagapatam . . . . .	1	271	2,06,640
„ Coconada . . . . .	17	2,863	2,89,734
<b>TOTAL</b>	<b>274</b>	<b>92,968</b>	<b>1,13,18,781</b>

5. *Credits to Civil Department on account of insurance.*—During the year 1898-99, Rs. 76,476 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—No stores were lost at sea during the year 1898-99.

7. *Capital locked up in stores.*—Statement No. 8 shows the stores balances on the standard and metre gauge railways on the 31st December 1898, as compared with the previous year.

\* In addition, the following quantity of stores was landed at Calcutta and Rangoon for the East Coast State railway :

	No. of ships.	Tons.	Approximate value. Rs.
Calcutta . . . . .	1	2	409
Rangoon . . . . .	6	121	39,502
	<b>7</b>	<b>123</b>	<b>39,911</b>

## STATEMENT No. 8.

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

Classification No.	RAILWAY.	Balance on the 31st December 1897.	Receipts during 1898.	Total.	Issues during 1898.	Balance on the 31st December 1898.	Balance per mile of single track, including sidings on the 31st December 1898.	Per-centage of capital outlay locked up in stores on total capital outlay.	Balance per train-mile.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.
	<b>STANDARD GAUGE.</b>								
	<b>State lines worked by companies.</b>	(a)				(b)			
I	EAST INDIAN . . . . .	99,27,068	7,01,38,934	8,00,66,002	6,91,23,809	1,09,42,193	4,106	2.76	0.89
II	BENGAL CENTRAL . . . . .	2,76,018	2,49,860	5,25,878	3,50,001	2,75,877	1,877	2.23	0.73
III	BENGAL-NAGPUR . . . . .	19,30,747	21,06,504	40,37,251	19,79,640	20,57,611	1,799	2.06	1.05
IV	INDIAN MIDLAND (c) . . . . .	28,51,775	15,94,231	44,46,006	28,22,334	14,23,672	1,310	1.35	0.75
	<b>TOTAL</b>	1,57,85,608	7,41,89,579	9,09,75,187	7,52,75,784	1,47,44,049	---	---	---
	<b>State lines worked by the state.</b>	(a)				(f)			
XII	NORTH WESTERN (c) . . . . .	28,25,736	1,95,48,745	2,23,74,481	2,13,22,047	70,52,434	1,638	1.28	0.66
XIV	OUDE AND BOHILKHAND . . . . .	18,35,644	27,99,747	46,35,391	31,63,057	14,72,334	1,260	1.27	0.62
XV	EASTERN BENGAL (i) . . . . .	26,65,312	70,21,184	96,86,496	69,59,203	27,27,293	2,332	2.33	0.73
XVII	EAST COAST . . . . .	15,65,993	17,06,159	32,72,152	20,01,716	12,70,436	2,123	2.33	1.42
	<b>TOTAL</b>	1,48,92,735	3,11,35,835	4,60,28,570	3,34,86,023	1,25,88,499	---	---	---
	<b>Lines worked by guaranteed companies.</b>	(h)							
XIX	GREAT INDIAN PENINSULA (c) . . . . .	40,25,354	96,12,026	1,36,37,380	87,29,061	51,08,319	2,287	1.82	0.54
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	26,41,186	62,40,666	88,81,852	56,45,683	42,36,169	5,978	3.90	3.81
XXI	MADRAS (c) . . . . .	24,01,914	25,85,211	49,87,125	25,92,372	23,94,753	2,267	1.94	0.92
	<b>TOTAL</b>	1,00,68,454	1,84,37,903	2,85,06,277	1,69,67,016	1,17,39,371	---	---	---
	<b>Line owned by native state and worked by company.</b>								
XXIII	THE NISAM'S GUARANTEED STATE (c) . . . . .	5,88,810	7,37,834	13,26,644	8,52,140	4,74,504	1,213	1.11	0.50
	<b>TOTAL</b>	5,88,810	7,37,834	13,26,644	8,52,140	4,74,504	---	---	---
	<b>TOTAL STANDARD GAUGE</b>	4,13,35,602	12,47,01,174	16,60,26,776	12,66,60,963	3,95,46,352	---	---	---

(a) Excluding Rs. 11,27,477 on account of balance of unopen lines.

(b) Excluding Rs. 51,175 on account of balance of unopen lines, but including Rs. 44,651 under adjustment.

(c) Including branch lines worked.

(d) Including Rs. 19,36,934 on account of stores balance of the Saur-Katni extension.

(e) Revised figures.

(f) Excluding the Frontier and Peshawar railway reserve.

(g) Up to the 30th September 1898.

(h) Difference of Rs. 25,888 due to adjustment.

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

(j) Excluding Rs. 8,450 under adjustment.

(k) Including Rs. 8,11,302 under adjustment.

## STATEMENT No. 8—concl'd.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1898  
—concl'd.

Classification No.	RAILWAY.	Balance on the 31st December 1897.	Receipts during 1898.	Total.	Issues during 1898.	Balance on the 31st December 1898.	Balance per mile of single track, including sidings on the 31st December 1898.	Percentage of capital outlay locked up in stores on total capital outlay.	Balance per train-mile.	Value of surplus stores available for sale or transfer on the 31st December 1898.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
	<b>METRE GAUGE.</b>									
	State lines worked by companies.									
<b>XL</b>	<b>BENGAL AND NORTH-WESTERN—</b>									
	TIRHOOT SECTION . . . . .	5,66,340	18,31,794	23,98,074	17,83,150	6,14,924	578	0·92	0·27	8,520
	COMPANY'S SECTION . . . . .									
<b>XLII</b>	<b>RAJPUTANA-MALWA . . . . .</b>	32,74,064	69,70,349	1,02,44,413	70,58,887	31,85,526	1,653	2·40	0·56	30,075
<b>XLIV</b>	<b>SOUTHERN MAHRATTA (a) . . . . .</b>	19,63,338	24,40,772	44,04,110	23,93,137	20,10,973	1,174	1·62	0·74	51,911
<b>XLVII</b>	<b>SOUTH INDIAN (b) . . . . .</b>	23,90,982	23,19,769	47,10,751	23,81,796	23,28,955	2,007	3·10	0·69	1,45,050
<b>XLIX</b>	<b>ASSAM-BENGAL . . . . .</b>	24,69,274	13,78,360	38,47,634	20,73,811	17,73,823	4,219	4·01	3·83	—
<b>L</b>	<b>BURMA . . . . .</b>	15,22,257	86,61,217	51,83,474	36,14,203	15,69,271	1,444	2·00	0·53	15,656
	<b>TOTAL . . . . .</b>	<b>1,21,86,255</b>	<b>1,86,02,201</b>	<b>3,07,88,456</b>	<b>1,93,04,984</b>	<b>1,14,83,472</b>	...	...	...	<b>2,51,212</b>
	Assisted companies.									
<b>LVII</b>	<b>ROHILKUND AND KUMAON (COMPANY'S SECTION) (a) . . . . .</b>	2,38,495	5,29,383	7,67,828	4,77,790	2,90,038	903	2·49	0·57	853
<b>LIX</b>	<b>BENGAL DOOARS . . . . .</b>	44,225	72,984	1,17,209	33,690	83,519	1,914	3·13	1·79	30,000
<b>LX</b>	<b>DIBRU-SADIYA . . . . .</b>	2,71,621	76,110	3,47,731	1,74,726	1,73,005	19,845	2·33	0·79	5,793
	<b>TOTAL . . . . .</b>	<b>5,54,341</b>	<b>6,78,427</b>	<b>12,32,768</b>	<b>6,86,206</b>	<b>5,46,562</b>	...	...	...	<b>36,645</b>
	Lines owned and worked by native states.									
<b>LXXI</b>	<b>JODHPUR-BIKANER . . . . .</b>	1,18,433	2,52,853	3,71,286	2,46,095	1,25,191	300	1·40	0·31	—
<b>LXXIII</b>	<b>RHIVNAGAR-GONDAL-JUNAGAD-PORBANDAR (a) . . . . .</b>	2,85,490	10,27,394	13,12,884	10,54,410	2,58,474	526	1·15	0·44	51,833
	<b>TOTAL . . . . .</b>	<b>4,03,923</b>	<b>12,80,247</b>	<b>16,84,170</b>	<b>13,00,505</b>	<b>3,83,665</b>	...	...	...	<b>51,833</b>
	Foreign line.									
<b>LXXVIII</b>	<b>WEST OF INDIA PORTUGUESE . . . . .</b>	1,91,045	(g)	1,91,045	(g)	1,90,087	3,019	1·17	3·46	(g)
	<b>TOTAL . . . . .</b>	<b>1,91,045</b>	...	<b>1,91,045</b>	...	<b>1,90,087</b>	...	...	...	...
	<b>TOTAL METRE GAUGE . . . . .</b>	<b>1,33,35,564</b>	<b>2,05,60,875</b>	<b>3,38,96,439</b>	<b>2,12,91,695</b>	<b>1,26,03,786</b>	...	...	...	<b>3,39,740</b>

- (a) Including branch lines worked.  
 (b) Including the Pondicherry railway, but excluding the Mayavaram-Mutupet railway.  
 (c) Excluding Rs. 34,56,984 on account of balance of unopen section.  
 (d) Excluding Rs. 21,98,377 on account of balance of unopen section.  
 (e) Excluding Rs. 8,61,182 on account of balance of unopen section.  
 (f) Excluding Rs. 8,86,244 on account of unopen section.  
 (g) Information not available.

## CHAPTER VI.

### Rolling-stock (Capital).

Statement No. 9 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1898 and statement No. 10 shows the value of the stock at the close of 1898.

#### *Rolling-stock adapted for military purposes.*

2. Statement No. 11 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1898.

#### *Brakes.*

3. Statement No. 12 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1898,

On the East Indian railway, automatic vacuum brakes were fitted to 5 engines and 195 vehicles during the year. Of the 128 vehicles with pipes only shown in last report, 17 were afterwards stripped of pipes and fitted with the complete brake, thus reducing the number with pipes only to 111.

On the Bengal-Nágpur railway, 1 engine and 110 vehicles were completely fitted with the automatic vacuum brake during the year, and the number of vehicles piped only were reduced from 34 to 9.

On the Indian Midland railway, 4 additional carriages were fitted with the automatic vacuum brake during the year.

On the North Western State railway, 85 engines and 12 vehicles were fitted with the automatic vacuum brake gear, and 10 with pipes only during the year.

On the Oudh and Rohilkhand State railway during the year, 3 additional engines and 51 vehicles were fitted with the automatic vacuum brake and 12 vehicles were piped only.

On the Eastern Bengal State railway, 16 standard gauge engines and 50 coaching vehicles and 42 metre gauge coaching vehicles were fitted with the vacuum brake and 17 standard gauge vehicles were piped during the year.

On the East Coast State railway, the following additional stock is being fitted with automatic vacuum brake: 4 engines and tenders, 5 first class, 3 composite (first and second), 2 second class, 12 third class carriages, 2 postal vans, 2 luggage vans, 2 inspection carriages and 4 brake vans.

On the Great Indian Peninsula railway during the year, 20 locomotives were fitted with the automatic vacuum brake. Four locomotives, fitted previously with automatic vacuum brake, were broken up during the year. The work of fitting coaching stock has been completed.

On the Bombay, Baroda and Central India railway during the year, 12 engines and 16 vehicles were fitted with the automatic vacuum brake, and 6 vehicles with pipes only.

On the Madras railway during the year, 10 engines and 139 vehicles were fitted with the vacuum brake; and the number of vehicles piped only were reduced from 43 to 26.

No automatic vacuum brakes have been fitted to the stock running on the Southern Mahratta railway.

On the South Indian railway, 1 engine and 23 bogie carriages were fitted with the automatic vacuum brake during the year, and the pipes of 3 vehicles have been removed, as they were temporarily fitted.

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

On the Burma railways during the year, 5 engines and 20 vehicles were fitted with the automatic vacuum brake.

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

#### *Couplings.*

4. On the East Indian railway, with the exception of 4 saloons, 32 reserved, 4 first class, 2 composites, 46 postal vans, 41 joint stock and 373 brake vans which are fitted with a screw coupling at each end, the whole of the coaching and goods stock has one screw coupling only.

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

On the Eastern Bengal State railway, the whole of the coaching stock and almost all of the goods stock are fitted with couplings at both ends.

On the East Coast State railway, all the coaching and goods vehicles are fitted with 2 screw couplings.

On the Great Indian Peninsula railway, the whole of the coaching stock is fitted with screw couplings at both ends. During the year, 383 couplings have been fitted to goods stock, making a total of 5,026 at the end of the calendar year.

On the Bombay, Baroda and Central India railway, the whole of the coaching stock has screw couplings at both ends. The goods stock has been fitted with screw couplings at one end only, with the exception of 381 covered wagons which have screw couplings at both ends. The ballast and salt wagon stock have chain couplings only.

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

On the South Indian railway, 17 sets of couplings for coaching and 166½ sets for goods vehicles were fitted with Jones' flexible buffers during the year 1898, of which 12 sets of coaching and 57½ sets of goods vehicles have been substituted in lieu of broken ones.

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

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

Of the coaching stock on the Morvi railway, 24 vehicles were fitted during the year with White and Burke's patent screw couplings and buffers.

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

5. On the East Indian railway, 296 carriages were fitted during the calendar year with gas lamps on Pintsch's system, making a total of 910 fitted up to the 31st December 1898 under the present sanction; 317 vehicles remain to be fitted.

On the Bengal-Nágpur railway, 30 carriages have been fitted with gas fittings on Pintsch's system up to the 31st December 1898.

On the North Western State railway, 32 carriages were fitted during 1898 with gas lamps on Pintsch's system, making a total of 433 fitted up to the 31st December 1898.

On the Oudh and Rohilkhand railway, the plant and machinery necessary for the manufacture of gas for lighting railway carriages, on Pintsch's system, arrived and was erected during the year. The making of oil gas commenced on the 15th December 1898, and 55 coaching vehicles of all classes were adapted for gas up to the close of the year; under the present sanction, 426 vehicles remain to be fitted.

On the Eastern Bengal State railway, the work of fitting carriages with gas lamps on Pintsch's system is in progress.

On the Great Indian Peninsula railway, the work of fitting carriages with Pintsch's gas apparatus has been completed.

The whole of the carriage stock of the Bombay, Baroda and Central India railway, with the exception of horse-boxes, luggage vans, carriage trucks and goods brake vans, have been fitted with gas lighting apparatus on Pintsch's system.

During the year, 47 vehicles of the Madras railway were fitted for gas lighting on Pintsch's system, making a total of 477 vehicles fitted up to the 31st December 1898. This work is now nearly completed, and it is expected that the whole of the stock will be fitted for gas lighting before the end of the year 1899.

During the year, 45 vehicles of the Southern Mahratta railway and 10 vehicles of the Mysore railways were fitted with gas lamps on Pintsch's system, making a total of 55 fitted up to the 31st December 1898. Under the present sanction, 732 vehicles of the Southern Mahratta and 194 of the Mysore railways remain to be fitted.

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

*Retiring accommodation for females.*

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

## Number of locomotives and vehicles on the standard

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Locomotives.	VEHICLES					
			1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	Miscellaneous coaching vehicles (excluding brake-vans).
	<b>STANDARD GAUGE.</b>	No.	No.	No.	No.	No.	No.	No.
	<b>State lines worked by companies</b>							
I	EAST INDIAN . . . . .	648	78	89	78	831	168	200
II	BENGAL CENTRAL . . . . .	22	5	3	7	40	24	23
III	BENGAL-NAGPUR . . . . .	118	8	15	8	181	41	40
IV	INDIAN MIDLAND . . . . .	125	27	22	...	230	57	46
V	BHOPAL-ITÁRSI (BRITISH SECTION) . . . . .	Worked by the Indian Midland railway						
VI	GODHRA-RUTLAN-NÁGDÁ . . . . .	Worked by the Bombay, Baroda and Central India railway						
VII	WARDHA COAL . . . . .	} Worked by the Great Indian Peninsula railway						
VIII	DHOND-MANMÁD . . . . .							
IX	BENWÁDA EXTENSION (EAST COAST STATE) . . . . .	Worked by the Nizam's Guaranteed State railway						
X	WÁSHERMENTPET-ENNÚR SECTION (BENWÁDA-MADRAS) . . . . .	Worked by the Madras railway						
	<b>TOTAL</b> . . . . .	908	118	128	85	1,263	290	309
	<b>State lines worked by the State.</b>							
XII	NORTH WESTERN (b) . . . . .	640	108	98	116	850	239	315
XIII	HYDERÁBAD-SHÁDIPÁLI . . . . .	Worked by the North Western State railway						
XIV	ODISH AND ROHILKHAND . . . . .	169	48	29	29	281	109	108
XV	EASTERN BENGAL . . . . .	104	13	12	31	165	105	99
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	8	...	...	...	...	...	...
XVII	EAST COAST (c) . . . . .	71	15	20	...	182	37	19
XVIII	BENWÁDA-MADRAS (ENNÚR-BENWÁDA SECTION) . . . . .	Worked by the East Coast State railway						
	<b>TOTAL</b> . . . . .	992	179	159	176	1,478	490	541
	<b>Lines worked by guaranteed companies.</b>							
XIX	GREAT INDIAN PENINSULA . . . . .	605	90	157	...	855	88	246
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	174	29	39	22	251	69	38
XXI	MADRAS . . . . .	168	34	70	...	394	52	108
	<b>TOTAL</b> . . . . .	947	153	266	22	1,500	209	392
	<b>Assisted companies.</b>							
XXII	DELHI-UMBÁLLÁ-KÁLKÁ . . . . .	} Worked by the East Indian railway						
XXIII	TÁRKESUR . . . . .							
XXIV	SOUTHERN PUNJAB (DELHI-SANÁSÁTA) . . . . .	Worked by the North Western State railway						
XXV	TÁPTI VALLEY . . . . .	Worked by the Bombay, Baroda and Central India railway						
	<b>TOTAL</b> . . . . .	...	...	...	...	...	...	...
	<b>Lines owned by native states and worked by companies.</b>							
XXVIII	KHÁNGAON . . . . .	} Worked by the Great Indian Peninsula railway						
XXIX	AMRÁOTI . . . . .							
XXX	BINA-GOONÁ . . . . .	} Worked by the Indian Midland railway						
XXXI	BHOPAL-UJJÁIN . . . . .							
XXXII	BHOPAL-ITÁRSI (NATIVE STATE SECTION) . . . . .							
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	50	15	8	...	58	21	18
XXXIV	NÁGDÁ-UJJÁIN . . . . .	} Worked by the Bombay, Baroda and Central India railway						
XXXV	THE GARHWAR'S PETLÁD . . . . .							
XXXVI	KOLAB GOLD-FIELDS . . . . .	Worked by the Madras railway						
	<b>TOTAL</b> . . . . .	50	15	8	...	58	21	18
	<b>Lines owned by native states and worked by state railway agency.</b>							
XXXVII	RÁJPURA-BHÁTINDÁ . . . . .	} Worked by the North Western State railway						
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .							
	<b>TOTAL</b> . . . . .	...	...	...	...	...	...	...
	<b>TOTAL STANDARD GAUGE</b>	2,897	464	561	286	3,998	1,010	1,255



No. 9.

and metre gauge railways on the 31st December 1898.

CLES.					Classification No.	REMARKS.
Total coaching vehicles (excluding brake-vans).	Total goods vehicles of all descriptions (excluding brake-vans and cranes.)	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.		
No.	No.	No.	No.	No.		
1,428	10,518	375	23	12,344	I	
102	491	10	1	604	II	
293	3,413	123	8	3,837	III	
372	2,059	(a) 126	8	2,565	IV	(b) Including 50 brake-vans with one third class compartment each.
...	...	...	...	...	V	
...	...	...	...	...	VI	
...	...	...	...	...	VII	
...	...	...	...	...	VIII	
...	...	...	...	...	IX	
...	...	...	...	...	X	
2,195	16,481	634	40	19,350		
1,726	10,999	549	50	13,324	XII	
...	...	...	...	...	XIII	
599	4,331	153	16	5,099	XIV	
425	2,219	65	5	2,714	XV	(c) Excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
...	372	...	...	372	XVI	
373	1,420	(d) 65	5	1,763	XVII	(e) Excluding Beswada-Madras railway stock.
...	...	...	...	...	XVIII	(f) Including 34 brake-vans with one or more third class compartments each.
3,023	19,341	832	76	33,272		
1,136	7,816	(g) 650	47	9,649	XIX	(h) Including 90 brake-vans with 4 third class compartments each, and 25 with 3 compartments each.
447	4,153	95	4	4,699	XX	
653	2,996	177	7	3,833	XXI	
2,236	14,965	922	58	18,811		
...	...	...	...	...	XXII	
...	...	...	...	...	XXIII	
...	...	...	...	...	XXIV	
...	...	...	...	...	XXV	
...	...	...	...	...	XXVIII	
...	...	...	...	...	XXIX	
...	...	...	...	...	XXX	
...	...	...	...	...	XXXI	
...	...	...	...	...	XXXII	
120	895	41	2	998	XXXIII	
...	...	...	...	...	XXXIV	
...	...	...	...	...	XXXV	
...	...	...	...	...	XXXVI	
120	895	41	2	998		
...	...	...	...	...	XXXVII	
...	...	...	...	...	XXXVIII	
7,574	51,622	2,429	176	61,801		

## Number of locomotives and vehicles on the standard and

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Locomotives.	VEHICLES					
			1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	Miscellaneous coaching vehicles (excluding brake-vans).
	<b>METRE GAUGE.</b>	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.							
<b>XL</b>	<b>BENGAL AND NORTH-WESTERN—</b>							
	TERHOOT SECTION . . . . .	155	39	15	...	359	76	26
	COMPANY'S SECTION . . . . .							
<b>XLI</b>	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	Worked by the Rohilkund and Kumaon railway (Company's section)						
<b>XLII</b>	RAJPUTANA-MALWA . . . . .	418	122	99	50	793	114	163
<b>XLIII</b>	PALANPUR-DEERA . . . . .	Worked by the Rajputana-Malwa railway						
<b>XLIV</b>	SOUTHERN MAHRATTA . . . . .	(a) 218	19	41	...	462	94	83
<b>XLV</b>	GUNTAKAL-MYSORE FRONTIER . . . . .	Worked by the Southern Mahratta railway						
<b>XLVI</b>	MYSORE SECTION (SOUTHERN MAHRATTA)							
<b>XLVII</b>	SOUTH INDIAN . . . . .	208	19	44	...	613	86	135
<b>XLVIII</b>	MAYAVARAM-MUTUPET . . . . .	Worked by the South Indian railway						
<b>XLIX</b>	ASSAM-BENGAL . . . . .	53	1	...	...	75	24	30
<b>L</b>	BURMA . . . . .	150	34	43	14	347	62	109
	<b>TOTAL</b> . . . . .	1,202	236	247	64	2,699	456	551
	State lines worked by the State.							
<b>LI</b>	<b>NORTH-WESTERN (d) . . . . .</b>	4	...	...	...	12	...	...
	<b>EASTERN BENGAL—</b>							
	NORTHERN AND BEHAR SECTIONS (including the Kauria-Dharila, 2' 6" gauge, branch) . . . . .	79	10	10	32	206	56	59
	DACCA SECTION . . . . .	12	4	4	2	30	16	11
	<b>TOTAL</b> . . . . .	95	14	14	34	248	72	70
	Assisted companies.							
<b>LIV</b>	DEOGHUR . . . . .	3	...	...	...	8	2	...
<b>LVI</b>	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Information not received						
<b>LVII</b>	ROHILKUND AND KUMAON (COMPANY'S SECTION)	27	11	3	3	94	21	17
<b>LIX</b>	BENGAL DOOARS . . . . .	4	...	...	...	14	5	2
<b>LX</b>	DIBRU-SADIYA . . . . .	13	...	...	...	31	8	3
<b>LXI</b>	LEDO AND TEAK-MARGHERITA COLLIERY	4	...	...	...	...	...	...
<b>LXII</b>	AHMEDABAD-PARANTIS . . . . .	Worked by the Rajputana-Malwa railway						
	<b>TOTAL</b> . . . . .	56	11	3	3	147	36	27
	Lines owned by native states and worked by companies.							
<b>LXIV</b>	THE GARHWAR'S MEHRANA . . . . .	Worked by the Rajputana-Malwa railway						
<b>LXV</b>	KOLHAPUR . . . . .	Worked by the Southern Mahratta railway						
<b>LXVI</b>	YESWANTPUR-MYSORE FRONTIER . . . . .	Worked by the Southern Mahratta railway						
<b>LXVII</b>	MYSORE-NANJANGUD . . . . .	Worked by the Southern Mahratta railway						
	<b>TOTAL</b> . . . . .	...	...	...	...	...	...	...
	Lines owned and worked by native states.							
<b>LXXI</b>	<b>JODHPUR-BICKANEER—</b>							
	JODHPUR SECTION . . . . .	17	3	4	...	55	7	6
	BICKANEER SECTION . . . . .							
<b>LXXII</b>	ODDYPUR-CHITOR . . . . .	2	1	...	2	15	3	1
<b>LXXIII</b>	BHAVNAGAR-GONDAL-JUNAGAD PORBANDAR . . . . .	34	24	11	...	148	20	11
<b>LXXIV</b>	JETALSAR-RAJKOT . . . . .	Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway						
<b>LXXV</b>	JAMNAGAR . . . . .							
<b>LXXVI</b>	DHRANGADRA . . . . .							
	<b>TOTAL</b> . . . . .	53	33	15	2	218	30	18
	Foreign lines.							
<b>LXXVIII</b>	WEST OF INDIA PORTUGUESE . . . . .	12	2	2	...	16	3	1
<b>LXXIX</b>	PONDICHERRY . . . . .	Worked by the South Indian railway						
<b>LXXX</b>	KARAIKAL-PERALAM . . . . .							
	<b>TOTAL</b> . . . . .	12	2	2	...	16	3	1
	<b>TOTAL METRE GAUGE (f)</b> . . . . .	1,418	294	281	103	3,298	597	667

No. 9—concl'd.

metre gauge railways on the 31st December 1898—concl'd.

CLES.					Classification No.	REMARKS.
Total coaching vehicles (excluding brake-vans).	Total goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.		
No.	No.	No.	No.	No.		
515	3,801	97	17	4,430	XL	
...	...	...	...	...	XLI	
1,346	6,961	291	29	8,627	XLII	
...	...	...	...	...	XLIII	
719	4,634	(b) 193	20	5,616	XLIV	(a) Excluding tender of a condemned engine.
...	...	...	...	...	XLV	
...	...	...	...	...	XLVI	
897	3,239	(c) 66	3	4,255	XLVII	(b) Including 156 brake-vans with one-third class compartment each.
...	...	...	...	...	XLVIII	(c) Including 8 brake-vans with one third class compartment each.
130	1,096	32	13	1,271	XLIX	
614	3,523	135	20	4,292	L	
4,231	23,354	814	102	28,491		
12	...	...	...	12		
373	2,329	49	7	2,758	LI	(d) For narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
67	296	10	3	376		
452	2,625	59	10	3,146		
10	8	2	...	20	LIV	
...	...	...	...	...	LVI	
149	765	27	6	947	LVII	
21	(e) 106	5	1	133	LIX	(e) Including one dummy truck.
47	800	24	1	872	LX	
...	4	1	1	6	LXI	
...	...	...	...	...	LXII	
227	1,683	59	9	1,978		
...	...	...	...	...	LXIV	
...	...	...	...	...	LXV	
...	...	...	...	...	LXVI	
...	...	...	...	...	LXVII	
80	250	14	...	344	LXXI	
22	35	3	...	60	LXXII	
214	993	41	2	1,250	LXXIII	
...	...	...	...	...	LXXIV	
...	...	...	...	...	LXXV	
...	...	...	...	...	LXXVI	
316	1,278	58	2	1,654		
24	146	13	1	184	LXXVIII	
...	...	...	...	...	LXXIX	
...	...	...	...	...	LXXX	
24	146	13	1	184		
5,240	29,036	1,009	124	35,453		(f) Excluding the Cawnpore Burhwal (metre gauge link) for which no separate rolling-stock has been provided.

## Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.			
		I	II	III	IV
		East Indian railway system.	Bengal Central.	Bengal-Nagpur.	Indian Midland railway system.
<b>STANDARD GAUGE.</b>					
1	Mileage open on the 31st December 1898 . . . . Miles	1,896-72	125-01	1,067-41	970-00
2	Mileage of single track, including sidings . . . . Miles	2,881-24	147-00	1,182-90	1,087-15
3	Total train-mileage . . . . . Train-miles	12,962,223	877,351	1,950,897	1,899,764
4	Gross ton-mileage . . . . . Ton-miles	5,165,326,323	82,994,270	659,220,098	622,708,817
5	Total capital outlay on open line, excluding steam-boat and suspense . . . . . Ra.	40,26,26,138	1,20,61,638	9,77,48,454	11,29,08,288
6	Gross earnings, excluding steam-boat . . . . . Ra.	6,15,28,459	10,24,657	68,79,198	67,83,141
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . Ra.	614	158	143	134
8	Value <sup>a</sup> of engine stock . . . . . Ra.	2,17,02,848	7,24,444	50,01,124	43,50,689
9	Per mile of line open (8 + 1) . . . . . Ra.	11,442	5,795	4,685	4,485
10	Per train-mile (8 + 3) . . . . . Ra.	1-6	1-9	2-5	2-3
11	Per 1,000 gross ton-miles (8 × 1,000 + 4) . . . . Ra.	4-2	8-7	7-6	7-0
12	Value <sup>a</sup> of coaching and goods stock . . . . . Ra.	2,20,23,249	18,08,808	1,18,22,464	88,10,041
13	Per mile of line open (12 + 1) . . . . . Ra.	15,782	15,189	11,076	9,063
14	Per train-mile (12 + 3) . . . . . Ra.	2-1	5-0	6-1	4-6
15	Per 1,000 gross ton-miles (12 × 1,000 + 4) . . . . Ra.	5-8	22-9	17-9	14-1
16	Total value <sup>a</sup> of rolling-stock . . . . . Ra.	5,16,26,097	26,23,252	1,68,23,588	1,31,60,730
17	Per mile of line open (16 + 1) . . . . . Ra.	27,224	20,984	15,761	13,563
18	Per train-mile (16 + 3) . . . . . Ra.	2-7	6-9	8-6	6-9
19	Per 1,000 gross ton-miles (16 × 1,000 + 4) . . . . Ra.	10-0	31-6	25-5	21-1
20	Per cent. of value of locomotives on total capital outlay on rolling-stock (8 × 100 + 16) . . . . . Per cent.	42-0	27-6	29-7	33-1
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12 × 100 + 16) . . . . . Per cent.	58-0	72-4	70-3	66-9

<sup>a</sup> Represents total cost charged to final heads of account.

(a) Including 6-12 miles of military line not used for public traffic.

(b) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozeshah

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

No. 10.

metre gauge railways on the 31st December 1898 compared with earnings.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Progressive No.
XII	XIV	XV	XVI	XVII	XIX	XX	XXI	XXXIII	
North Western railway system.	Oudh and Rohilkhand.	Eastern Bengal.	Calcutta Port Commissioners'.	East Coast.	Great Indian Peninsula railway system.	Bombay, Baroda and Central India railway system.	Madras railway system.	The Nizam's Guaranteed State railway system.	
(a) 3,384.29	950.76	262.98	8.53	(f) 540.29	1,491.31	685.62	657.68	350.71	1
4,284.04	1,067.19	508.35	23.09	(g) 622.20	2,233.69	953.41	1,047.21	391.18	2
10,897,095	2,660,256	1,959,990	(d)	984,010	9,449,423	2,750,065	2,600,546	948,451	3
8,632,528,338	819,942,468	620,265,686	(d)	268,800,940	2,886,599,964	1,068,516,017	760,621,337	371,788,314	4
49,63,75,153	11,22,44,707	6,40,89,061	71,23,712	5,52,82,707	29,34,69,563	12,77,82,316	12,09,02,008	4,20,18,722	5
8,99,06,700	92,22,554	86,55,212	4,23,262	26,26,086	8,48,77,496	1,73,73,232	1,09,68,550	40,76,673	6
227	194	645	966	95	450	512	246	221	7
2,19,11,685	44,45,063	(e)	1,48,365	22,61,271	1,83,73,350	59,01,716	55,21,724	19,45,714	8
6,475	4,675	...	17,393	4,185	12,659	8,608	6,438	5,548	9
3.0	1.6	...	...	2.4	2.0	2.1	2.1	2.1	10
5.9	5.4	...	...	7.8	6.5	5.5	7.3	5.2	11
4,20,62,982	1,19,57,118	(e)	(e) 5,65,610	52,27,760	2,04,82,138	1,12,91,736	1,01,44,764	22,58,275	12
12,429	12,376	...	66,308	9,676	13,734	16,469	11,828	6,439	13
4.0	4.5	...	...	5.6	2.2	4.1	3.9	2.3	14
11.4	14.6	...	...	18.1	7.1	10.6	13.3	6.1	15
(b) 6,39,74,867	1,64,02,201	1,07,76,193	7,13,975	74,89,031	3,93,60,488	1,71,93,452	1,56,66,488	42,03,939	16
18,904	17,251	40,977	83,701	13,861	26,393	25,077	18,266	11,937	17
6.0	6.1	5.5	...	8.0	4.2	6.2	6.0	4.4	18
17.3	20.0	17.4	...	25.9	13.6	16.1	20.6	11.3	19
34.3	27.1	...	20.8	30.2	48.0	34.3	35.2	46.3	20
65.7	72.9	...	79.2	69.8	52.0	65.7	64.8	53.7	21

(d) Information not available.

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

(f) Including 2.68 miles (laid on the mixed gauge) worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0.38 mile (metre gauge) worked over only by the Southern Mahratta railway.

(g) Excluding 1.93 miles of single track laid on the metre gauge.

## Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.					
		XL Bengal and North-Western railway system.	XLII Rajputana-Malwa railway system.	XLIV Southern Mahratta railway system.	XLVII South Indian railway system.	XLIX Assam-Bengal.	L Burma.
	<b>METRE GAUGE.</b>						
1	Mileage open on the 31st December 1898 Miles	928.08	1,838.64	1,558.21	1,004.12	(e) 879.25	936.13
2	Mileage of single track, including sidings Miles	1,063.19	(b) 2,102.94	1,718.26	1,235.97	490.42	1,087.02
3	Total train-mileage Train-miles	2,275,048	5,801,068	2,706,281	3,499,238	468,899	2,954,006
4	Gross ton-mileage Ton-miles	480,181,008	1,200,600,524	500,600,999	548,995,126	109,194,523	565,622,100
5	Total capital outlay on open line, excluding steam-boat and suspense Rs	(a) 6,35,52,327	18,51,07,222	12,22,48,623	(d) 7,59,72,076	4,18,78,324	7,63,36,906
6	Gross earnings, excluding steam-boat Rs	69,70,115	2,15,24,872	71,70,269	87,65,343	13,08,124	69,67,121
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings Rs	129	225	89	151	86	184
8	Value <sup>o</sup> of engine stock Rs	25,31,187	(c) 74,33,877	(c) 45,11,514	(c) 44,09,513	(f) 7,84,728	29,90,872
9	Per mile of line open (8+1) Rs	2,727	4,071	2,905	4,030	2,069	3,195
10	Per train mile (8+3) Rs	1.1	1.3	1.7	1.3	1.7	1.0
11	Per 1,000 gross ton-miles (8+1,000+4) Rs	5.9	5.7	9.0	8.0	7.2	8.3
12	Value <sup>o</sup> of coaching and goods stock Rs	68,87,739	1,87,89,711	68,43,871	81,86,281	17,78,112	77,62,941
13	Per mile of line open (12+1) Rs	7,422	7,501	5,694	7,428	4,668	8,293
14	Per train mile (12+3) Rs	3.0	2.8	3.2	2.3	3.8	1.9
15	Per 1,000 gross ton-miles (12+1,000+4) Rs	16.0	10.6	17.1	14.8	16.3	15.8
16	Total value <sup>o</sup> of rolling-stock Rs	91,18,896	(c) 2,12,73,588	1,33,55,185	1,25,47,794	(g) 25,62,840	(h) & (i) 1,07,48,829
17	Per mile of line open (16+1) Rs	10,149	11,572	8,699	11,468	6,757	10,408
18	Per train-mile (16+3) Rs	4.1	3.6	4.9	3.6	5.5	3.6
19	Per 1,000 gross ton-miles (16+1,000+4) Rs	21.9	16.3	26.1	23.8	23.5	19.6
20	Per cent. of value of locomotives on total capital outlay on rolling-stock (8 × 100 + 16) Per cent.	26.8	35.2	33.8	35.1	30.6	27.8
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12 × 100 + 16) Per cent.	73.2	64.8	66.2	64.9	69.4	72.2

<sup>o</sup> Represents total cost charged to final heads of account.

(a) Including Rs. 10,80,014 on account of interest on capital during construction.

(b) Excluding 9.30 miles of standard gauge track.

(c) Decrease due to certain credits.

(d) Decrease due to the transfer of the Nellore-Gudur section to the Ennūr-Beswada section (Beswada-Madras).

(e) Including the Ganhati-Jamuna Mukh section, 74.73 miles, temporarily closed from the 18th June 1897 on account of damages done by the earthquake.

(f) Decrease due to the adjustment of the depreciation charges on rolling-stock.

No. 10—concl'd.

metre gauge railways on the 31st December 1898 compared with earnings—concl'd.

STATE LINE WORKED BY THE STATE.		ASSISTED COMPANIES.						LINES OWNED AND WORKED BY NATIVE STATES.			FOREIGN LINE.	Progressive No.
LI Eastern Bengal.		LIV	LVI	LVII	LIX	LX	LXI	LXXI	LXXII	LXXIII	LXXVIII	
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	Dacca section.	Deoghur.	Mymensingh-Jamalpur-Jaganathganj.	Rohilkund and Kumaon railway system.	Bengal-Doonars.	Dibru-Sadiya.	Ledo and Tikak-Margherita colliery.	Jodhpore-Bikaner-Jodhpore and Bikaner sections.	Oodeypore Chitor.	Bhavnagar-Goudal-Junagad-Portbandar railway system.	West of India-Portuguese.	
478.47	85.92	4.79		285.09	36.40	77.50	7.50	406.00	60.83	(m) 455.18	51.11	1
560.56	100.61	5.41		321.05	43.63	87.16	8.00	417.50	65.20	505.82	62.96	2
1,531,640	222,952	15,360		506,821	46,654	219,649	16,928	410,041	46,252	590,489	54,981	3
281,924,707	32,558,493	(j)		90,773,516	(j)	(j)	(j)	75,685,604	7,579,079	96,049,976	8,055,260	4
4,05,95,844	67,68,524	2,86,180		1,13,08,785	24,59,470	72,68,614	12,00,698	89,69,129	16,12,064	2,19,37,035	1,35,77,363	5
49,94,565	5,77,493	32,099		14,96,396	2,75,534	7,81,414	35,313	13,60,200	1,43,822	20,03,938	(n) 1,71,471	6
201	129	129		104	135	183	91	67	45	86	65	7
14,02,609	2,64,353	34,000	Information not received.	(r) 5,63,250	1,00,279	(k)	(k)	(l) 8,99,305	59,450	7,47,905	4,01,528	8
2,931	3,077	7,098		1,975	2,755	...	...	2,215	977	1,643	7,856	9
0.9	1.2	2.2		1.1	2.1	...	...	2.2	1.3	1.3	7.3	10
4.9	8.1	(j)		6.2	(j)	...	...	11.9	7.8	7.8	49.8	11
51,67,213	5,01,957	49,236		15,59,736	2,94,441	(k)	(k)	7,03,453	1,70,975	19,56,275	3,45,639	12
10,799	5,842	10,378		5,471	7,814	...	...	1,732	2,811	4,297	6,763	13
3.4	2.3	3.2		3.1	6.1	...	...	1.7	3.7	3.3	6.3	14
18.3	15.4	(j)		17.2	(j)	...	...	9.3	22.6	20.4	42.9	15
65,69,822	7,66,310	83,236		21,22,986	3,64,720	15,37,526	80,396	16,02,753	2,30,425	27,04,180	7,47,167	16
13,730	8,919	17,376		7,446	10,569	19,839	10,719	3,917	3,788	5,940	14,619	17
4.3	3.5	5.4	4.2	8.2	7.0	4.9	3.9	5.0	4.6	13.6	18	
23.2	23.5	(j)	23.4	(j)	(j)	...	21.3	30.4	28.1	92.7	19	
21.3	34.5	40.8	26.5	26.1	...	...	56.1	25.8	27.7	53.7	20	
78.7	65.5	59.2	73.5	73.9	...	...	43.9	74.2	72.3	46.3	21	

(g) Difference due to the figure shown in the previous year having included outlay chargeable to construction.  
 (h) Excluding Re. 10,964 on account of receipts on capital account.  
 (i) Excluding the value of rolling-stock of the Mandalay-Kunlon railway.  
 (j) Information not available.  
 (k) Value of engine and carriage and wagon stock not recorded separately.  
 (l) Including Re. 5,26,385 for line under construction.  
 (m) Including 8.88 miles of dock estate and quarry lines constructed and maintained by the states themselves.  
 (n) Excluding Re. 49,399 on account of harbour earnings.

## Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.					Percentage on entire stock.	NUMBER OF HORSE-BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†					
		Second.	Intermediate.	Third.	Composite.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock.		
	<b>STANDARD GAUGE.</b>																	
	<b>State lines worked by companies.</b>																	
I	EAST INDIAN . . . . .	...	...	53	...	53	4.28	75	...	...	...	75	879	1,409	19,024	33.93		
II	BENGAL CENTRAL . . . . .	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...		
III	BENGAL-NAGPUR . . . . .	...	...	23	...	23	9.39	10	...	...	...	10	...	1,191	9,528	52.44		
IV	INDIAN MIDLAND . . . . .	...	...	22	...	22	7.80	5	...	10	...	15	...	750	6,000	64.10		
	<b>State lines worked by the State.</b>																	
XII	NORTH WESTERN (c) . . . . .	...	...	446	(S) 4	450	32.21	112	...	26	...	138	75	(g) 4,157	35,504	55.36		
XIV	ODISH AND BOKSILKHAND . . . . .	...	...	87	...	87	19.42	39	...	...	...	39	362	743	8,840	28.97		
XV	EASTERN BENGAL . . . . .	...	16	...	...	16	5.11	9	...	4	...	13	...	(h) 644	5,153	37.33		
XVII	EAST COAST . . . . .	...	...	...	...	...	...	6	...	...	...	6	...	505	4,040	53.16		
	<b>Lines worked by guaranteed companies.</b>																	
XIX	GREAT INDIAN PENINSULA . . . . .	...	...	29	...	29	3.73	...	...	93	...	93	1,697	...	13,576	38.32		
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	...	...	15	...	15	3.98	18	...	...	...	18	1,502	...	12,018	67.20		
XXI	MADRAS . . . . .	...	...	28	...	28	5.42	3	...	44	...	46	1,069	395	11,712	98.85		
	<b>Line owned by native state and worked by company</b>																	
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	...	...	...	...	...	...	7	...	3	...	10	64	60	992	73.51		

\* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1908.

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

- (a) Of these 36 are intermediate and third and 17 third and postal composite carriages.  
 (b) Capable of carrying 8 horses or 10 ponies each.  
 (c) Of these 4 are first and second and 13 third and brake-van composite carriages.  
 (d) Of these 23 are first and second and 4 first and third class composite carriages, the second and third class compartments are only fitted with racks.

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



No. 11.

adapted for military purposes, as existing on the 31st December 1898.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available. †	NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS. ‡				CARRIAGES FITTED WITH HOOKS OR RACKS.											
	Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	Percentage on entire stock. *	NUMBER FITTED WITH								PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS. †			
					Hooks.				Racks.				Second.	Intermediate.	Third.	Composites.
					Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.				
...	...	2,800	42,677	92.31	...	57	667	(a) 53	...	...	...	...	...	78.08	84.32	26.90
(b) 310	8	...	186	12.90	...	1	1	...	3	4	16	(c) 17	100.00	71.43	53.12	70.83
...	500	115	9,460	55.11	...	...	...	...	15	8	149	(d) 27	100.00	100.00	82.32	65.85
...	...	207	2,484	23.86	...	...	...	...	22	...	178	...	100.00	...	80.91	...
...	148	(h) 1,766	24,522	60.59	...	...	...	...	25	34	796	(i) 122	25.53	29.31	93.87	51.05
...	...	138	1,480	38.02	...	...	...	...	...	29	281	(j) 57	...	100.00	100.00	52.29
(l) 456	...	151	1,870	83.89	...	6	2	...	12	28	166	(m) 49	100.00	77.27	96.00	59.76
(b) 50	155	908	3,012	100.00	...	...	...	...	...	...	153	(n) 7	...	...	84.07	18.92
(o) 371	277	...	4,432	8.83	...	...	...	...	65	...	194	...	41.40	..	34.95	...
...	351	551	10,738	49.97	...	...	...	...	...	22	106	(p) 6	...	100.00	37.99	14.63
...	...	182	792	12.01	70	...	322	...	...	...	...	...	100.00	...	81.73	...
...	540	...	7,222	82.07	...	...	...	...	...	...	...	...	...	...	...	...

† Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.  
 ‡ Excluding wagons with doors less than 5' 9" wide, and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.  
 (j) Of these 29 are intermediate and third, 3 intermediate and postal and 25 third and postal composite carriages.  
 (k) Three hundred and forty-three of these wagons are fitted with breast-bars only, of which 30 have wooden battens on iron floors.  
 (l) Capable of carrying 8 horses each.  
 (m) Of these 15 are first and second, 33 intermediate and third and 1 intermediate, third and postal composite carriages.  
 (n) These are third and postal composite carriages.  
 (o) Capable of carrying 6 horses or 8 ponies.  
 (p) Of these 4 are first and second and 2 third and postal composite carriages. Racks are only fitted in the second class compartments of the first and second class composite carriages.

Number of vehicles on the standard and metre gauge railway

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.					Percentage on entire stock.	NUMBER OF HORSE-BOXES					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS. †					
		Second.	Intermediate.	Third.	Composites.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock.		
	<b>METRE GAUGE.</b>																	
	State lines worked by companies.																	
<b>XI</b>	<b>BENGAL AND NORTH-WESTERN—</b>																	
	TIROOFT SECTION	...	...	...	...	...	...	...	20	...	...	20	74	400	3,900	22-03		
	COMPANY'S SECTION	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
<b>XLI</b>	<b>LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).</b>	...	...	...	...	...	...	...	3	...	...	3	3	...	13	0-30		
<b>XLII</b>	<b>RAJPUTANA-MALWA</b>	...	...	26	...	26	2-58	...	33	...	...	33	375	...	(b)	8-37		
<b>XLIV</b>	<b>SOUTHERN MAHARAJA</b>	...	...	3	...	3	0-46	...	36	...	...	36	...	100	400	3-18		
<b>XLVII</b>	<b>SOUTH INDIAN</b>	...	...	15	...	15	2-00	...	10	...	20	20	17	250	1,002	14-10		
<b>XLIX</b>	<b>ASSAM-BENGAL</b>	...	...	...	...	...	...	...	6	...	...	6	380	...	1,540	72-94		
<b>L</b>	<b>BURMA</b>	...	...	50	...	50	18-21	...	36	...	...	36	(1)95	50	500	6-08		
	State lines worked by the State.																	
<b>LI</b>	<b>EASTERN BENGAL—</b>																	
	NORTHERN AND BEHAR SECTIONS	...	...	...	...	...	...	...	3	...	...	3	...	385	1,540	12-08		
	KAUNIA-DHARILLA, 27 GAUGE, BRANCH	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	DACCA SECTION	...	...	...	...	...	...	...	3	...	...	3	...	35	140	15-40		
	Assisted companies.																	
<b>LVII</b>	<b>ROHILKUND AND KUMAON (Company's section)</b>	...	...	...	...	...	...	...	3	...	...	3	...	...	...	...	...	
<b>LIX</b>	<b>BENGAL-DOOARS</b>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
<b>LX</b>	<b>DIBRU-SADIYA</b>	...	...	...	...	...	...	...	1	...	1	2	...	...	...	...	...	
	Lines owned and worked by native states.																	
<b>LXXI</b>	<b>JODHPUR-BICKANEER—</b>																	
	JODHPUR SECTION	...	...	...	...	...	...	...	4	...	1	5	...	...	...	...	...	
	BICKANEER SECTION	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
<b>LXXII</b>	<b>ODDIPUR-CHITORE</b>	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	
<b>LXXIII</b>	<b>BHÁVAGAR-GONDAL-JUNÁGAD-PORBANDÁR</b>	...	...	...	...	...	...	...	(v) 11	...	...	11	...	...	...	...	...	

\* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1898.

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

(a) These are intermediate and third class composite carriages.  
 (b) Two hundred and forty-one wagons are capable of carrying 6 horses or 10 ponies each and the remainder 9 ponies each.  
 (c) Capable of carrying 6 horses or 10 ponies each.  
 (d) Of these 79 are bogie carriages.  
 (e) Of these 2 are first and second, 7 intermediate and third and 24 third and postal composite carriages.

(f) Includes 43 bogies.  
 (g) Including 38 first and second, 3 third and postal, and 17 third and brake-van composite carriages.  
 (h) Including 9 composites first and third, 10 third and postal, which 8 are bogies, 28 third class and brake-vans, of which 20 are bogies, and 20 bogie composite carriages.  
 (i) Capable of carrying 4 horses each.  
 (j) These are bogie carriages.

No. 11—concl'd.

adapted for military purposes, as existing on the 31st December 1898—concl'd.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available. †	NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS. §				CARRIAGES FITTED WITH HOOKS OR RACKS.											
	Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds. Tons.	Percentage on entire stock.*	NUMBER FITTED WITH								PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS.*			
					Hooks.				Racks.				Second.	Inter-mediate.	Third.	Com-posites.
					Second.	Inter-mediate.	Third.	Com-posites.	Second.	Inter-mediate.	Third.	Com-posites.				
...	...	58	504	11.80	...	...	...	...	...	...	240	(a) 17	...	...	66.85	53.12
...	...	...	...	...	...	...	...	...	...	1	59	(a) 6	...	100.00	100.00	33.33
(c) 281	...	1,944	21,496	79.57	...	...	...	...	2	8	(d) 249	(e) 38	2.02	16.00	31.40	39.29
...	111	499	3,803	44.18	...	...	...	...	36	...	(f) 253	(g) 57	47.80	...	52.49	24.45
1,627	...	...	...	...	...	...	...	...	...	...	446	(h) 67	...	...	73.72	65.68
(g) 141	...	(j) 60	1,020	19.19	...	...	...	...	...	...	75	(k) 15	...	...	100.00	62.50
315	...	286	1,790	40.45	...	...	...	...	12	14	297	(m) 16	25.00	100.00	85.59	34.26
(n) 411	...	66	391	26.72	...	...	...	...	10	26	183	(o) 40	100.00	92.86	95.81	33.02
...	...	...	...	...	...	...	...	...	...	4	17	...	...	100.00	70.83	...
(i) 170	...	2	12	16.67	...	1	32	(p) 5	4	...	...	(q) 7	100.00	25.00	100.00	100.00
...	...	...	...	...	...	...	...	...	...	2	14	(a) 1	...	100.00	100.00	33.33
...	...	...	...	...	...	...	...	(r) 3	...	...	13	(s) 2	...	...	86.66	100.00
(t) 133	294	70	2,361	29.28	...	...	...	...	...	...	8	...	...	...	25.81	...
...	...	70	454	100.00	...	...	...	...	...	...	...	...	...	...	...	...
...	...	10	63	100.00	...	...	...	(u) 3	...	...	...	...	...	...	...	0.75
(v) 145	...	...	...	...	...	...	6	...	...	...	...	...	...	...	4.05	...

† Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.  
 § Excluding wagons with doors less than 5'9" wide, and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.  
 (k) Of these 8 are first, second and third and 7 third and postal composite carriages.  
 (l) Of these 75 are bogies.  
 (m) These are bogie composites, 11 of which are first and second, 3 second and third and two intermediate and third.  
 (n) Ninety-two of these wagons are capable of carrying 4 horses each and the remainder 4 ponies each.  
 (o) Of these 24 are first and second and 16 intermediate and third class composite carriages.  
 (p) These are intermediate and third class composite carriages.  
 (q) Of these five are first and second and two intermediate and third class composite carriages.  
 (r) These are first and second class composite carriages. The second class compartments only are fitted with racks.  
 (s) Of these two carriages one is an intermediate and third and the other an intermediate and postal composite carriage.  
 (t) Capable of carrying 2 horses each.  
 (u) These are first and second class composite carriages and are fitted with both hooks and racks.  
 (v) Six of these are cattle trucks.  
 (w) Capable of carrying 4 horses or six ponies each.

## STATEMENT No. 12.

*Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1898.*

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED.)	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS.
		Locomotives.		Vehicles.			Number of miles run by trains fitted or partially fitted.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.		Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mile- age run by trains fitted or partially fitted on total train- mileage.	
	STANDARD GAUGE. State lines worked by companies.										
I	EAST INDIAN (a) . . .	24	549	1,002	111	11,118	2,357,098	14.02	9.76	16.88	(a) Excluding 12 locomotives and 439 vehicles in use on lines under construc- tion. (b) Excluding 2 relief vans. (c) Brakes not brought into use.
II	BENGAL CENTRAL . . .	...	22	...	...	(b) 601	...	...	...	...	
III	BENGAL-NAGPUR . . .	1	117	110	9	3,710.	(c)	0.25	3.11	...	
IV	INDIAN MIDLAND . . .	66	30	112	23	2,422	353,362	52.00	5.28	18.00	
	State lines worked by the State.										
XII	NORTH WESTERN . . .	447	198	2,018	198	11,063	2,358,124	69.84	16.66	22.25	
XIV	ODISH AND BOHIL- KHAND. . . . .	48	126	353	30	4,700	450,068	25.44	7.53	16.92	
XV	EASTERN BENGAL . . .	51	53	256	99	2,354	843,592	40.04	13.10	43.04	
XVI	CALCUTTA PORT COM- MISSIONERS'. . . .	...	6	...	...	372	...	...	...	...	
XVII	EAST COAST . . . .	12	(d) 86	5	...	1,753	(c)	17.65	0.28	...	(d) Excluding 2 contractors' small tank engines use- less for train ser- vice.
	Lines worked by guaranteed com- panies.										
XIX	GREAT INDIAN PENIN- SULA. . . . .	196	469	1,316	...	8,226	3,614,449	33.40	13.71	40.37	
XX	BOMBAY, BARODA AND CENTRAL INDIA. . .	101	78	437	60	4,198	948,056	58.04	10.58	34.29	
XXI	MADRAS . . . . .	41	127	338	26	3,462	405,326	24.40	9.51	15.58	
	Line owned by native state and worked by company.										
XXXIII	THE NIZAM'S GUARAN- TEED STATE. . . .	...	50	20	...	976	...	...	2.01	...	
	TOTAL STANDARD GAUGE	1,052	1,842	6,057	551	55,015	11,525,600	36.35	10.72	23.01	

## STATEMENT No. 12—concl'd.

*Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways\* on the 31st December 1898—concl'd.*

Classification No.	RAILWAY. (INCLUDING BRANCH LINES WORKED).	NUMBERS OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS.
		Locomotives.		Vehicles.†			Number of miles run by trains fitted or partially fitted.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.		Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	METRE GAUGE. —										
	State lines worked by companies.										
XL	BENGAL AND NORTH-WESTERN . . . . .	...	155	...	...	4,418	...	...	...	...	
XLII	RAJPUTANA-MALWA . . . . .	...	418	...	...	8,598	...	...	...	...	
XLIV	SOUTHERN MAHRATTA . . . . .	...	(a)218	...	...	(b)5,596	...	...	...	...	(a) Including 3 locomotives fitted with Westinghouse brake and pipe.
XLVII	SOUTH INDIAN . . . . .	25	183	122	37	4,093	553,848	12.02	3.74	15.87	(b) Including 18 vehicles fitted with Westinghouse brake and 1 with pipe.
XLIX	ASSAM-BENGAL . . . . .	44	9	152	...	1,106	(c)	83.02	12.08	...	
L	BURMA . . . . .	5	145	20	...	4,252	1,080	3.39	0.47	0.04	(c) Brakes not brought into use.
	State line worked by the State.										
LI	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Ipharilla, 2 6" gauge, branch) . . . . .	13	66	163	25	2,563	2,30,214	16.45	6.83	15.03	
	DACCA SECTION . . . . .	...	12	...	...	373	...	...	...	...	
	Assisted companies.										
LIV	DEOGHUR . . . . .	...	3	...	...	20	...	...	...	...	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	...	27	...	...	941	...	...	...	...	
LIX	BENGAL DOOARS . . . . .	...	4	...	...	132	...	...	...	...	
LX	DIBRU-SADIYA . . . . .	...	22	...	...	876	...	...	...	...	
	Lines owned and worked by native states.										
LXXI	JODHPUR-BICKANEER . . . . .	...	17	...	...	344	...	...	...	...	
LXXII	ODDIPPORE CHITOR . . . . .	...	2	...	...	60	...	...	...	...	
LXXIII	BRÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR . . . . .	...	34	...	...	1,248	...	...	...	...	
	TOTAL METRE GAUGE*	87	1,315	457	62	34,615	7,85,142	6.21	1.48	3.63	

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

† Excluding cranes.

## STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 18, accordance with section 64 of Act IX, 1890.

Classification No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
	<b>STANDARD GAUGE.</b>				
	State lines worked by companies.				
I	EAST INDIAN . . . . .	45	62	107	
II	BENGAL CENTRAL . . . . .	3	5	8	
III	BENGAL-NAGPUR . . . . .	...	20	20	
IV	INDIAN MIDLAND . . . . .	...	20	20	
	State lines worked by the State.				
XII	NORTH WESTERN . . . . .	110	(a)106	216	(a) Of these, 27 are bogie carriages.
XIV	ODISH AND ROHILKHAND . . . . .	6	26	42	
XV	EASTERN BENGAL . . . . .	5	(b)23	27	(b) Including 16 intermediate and class composites.
XVII	EAST COAST . . . . .	(c)6	(d)12	18	(c) Three of these are third and intermediate composites with bath-rooms, as the remaining three three-fourth intermediate with bath-rooms, and fourth is postal.
	Lines worked by guaranteed companies.				
XIX	GREAT INDIAN PENINSULA . . . . .	...	120	120	
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	6	15	21	(d) In each of two of these one-six postal.
XXI	MADRAS . . . . .	...	48	48	
	Line owned by native state and worked by company.				
XXXIII	THE Nizam's GUARANTEED STATE . . . . .	...	24	24	
	<b>METRE GAUGE.</b>				
	State lines worked by companies.				
XL	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION . . . . .	...	22	22	
	COMPANY'S SECTION . . . . .	...	...	...	
XLII	LUCKNOW-BAREILLY SECTION (ROHILKHAND AND KUMAON). . . . .	(e)5	...	5	(e) Composite intermediate and third carriage.
XLIII	RAJPUTANA-MALWA . . . . .	...	66	66	
XLIV	SOUTHERN MAHARATTA . . . . .	...	(f)57	57	(f) Of these, 7 are bogie carriages.
XLVI	MYSORE SECTION (SOUTHERN MAHARATTA) . . . . .	...	...	...	
XLVII	SOUTH INDIAN . . . . .	...	(g)44	44	(g) Including 10 third class carriage bogie frame.
XLIX	ASSAM-BENGAL . . . . .	...	6	6	
L	BURMA . . . . .	(h)5	30	35	(h) 2 bogie second, intermediate and third class composite carriages and 3 bogie second and third class composite carriages.
	State line worked by the State.				
LI	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kania-Dharid, 2' 6" gauge, branch). Dacca SECTION (i) . . . . .	21	(i) 26	47	(i) Including 6 intermediate and third composite.
	Assisted companies.				
LIV	DROGHDA . . . . .	...	(j) 1	1	(j) Including 4 intermediate and class composites.
LVII	ROHILKHAND AND KUMAON (COMPANY'S SECTION) . . . . .	(m)3	...	3	(k) Including the Mymensingh-Jamal Jagannathganj railway. (l) One compartment of a composite carriage.
LX	DIBRU-SADIYA . . . . .	...	7	7	(m) Composite intermediate and class carriages. The intermediate half of two carriages have been set for the use of the Postal department.
	Lines owned and worked by native states.				
LXXI	JODHPUR-BICKANEER— JODHPUR SECTION . . . . . BICKANEER SECTION . . . . .	...	10	10	
LXXII	ODDIPPORE-CHITTOB . . . . .	2	15	17	
LXXIII	BHUVNAGAR-GONDAL-JUNAGAD-PORBANDAR . . . . .	...	...	...	
LXXIV	JETALGAR-RAJKOT . . . . .	...	14	14	
LXXV	JAMNAGAR . . . . .	...	...	...	
LXXVI	DHRANGADRA . . . . .	...	...	...	
	<b>SPECIAL GAUGE.</b>				
	Assisted company.				
LXXXIII	DARJEELING-HIMALAYAN (2' 0") . . . . .	...	2	2	
	Line owned and worked by native state.				
XCV	MORVI (2' 0") . . . . .	...	6	6	

## CHAPTER VII.

### Capital.

The total capital outlay on Indian railways up to the 31st December 1898, including lines under construction and survey, etc., adopted for administrative purposes in this report (*vide* statement No. 17, as also those in paragraphs 12 and 13 of chapter VIII), is Rs. 2,97,42,43,182, allocated as follows:

	Rs.	£
State railways— <i>vide</i> details in statement No. 17 . . . . .	1,74,86,85,738	
State lines leased to companies, statement No. 18 . . . . .	41,16,43,441	30,640,196
Guaranteed railways . . . . . statement No. 18 . . . . .	51,27,27,317	46,962,059
Assisted companies* . . . . .	13,63,66,046	
Native state lines . . . . . statement No. 17 . . . . .	13,94,17,465	
Foreign lines† . . . . .	1,75,87,656	
	2,96,64,27,663	
Surveys . . . . . statement No. 17 . . . . .	48,66,514	
Collieries . . . . . statement No. 17 . . . . .	29,49,005	
	2,97,42,43,182	

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

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

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1898, *viz.*, Rs. 2,68,09,44,856, is given in statement No. 22 and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details in statement No. 22 . . . . .	6,46,57,641
Add—Southern Punjab (under construction) . . . . .	5,86,643
Tápti Valley (under construction) . . . . .	60,45,413
South Behar railway (under construction) . . . . .	97,45,791
Hardwar-Debra (under construction) . . . . .	10,70,545
Bengal and North-Western railway (Company's section) (including lines under construction) . . . . .	4,66,09,667
Brahmaputra-Sultanpur (under construction) . . . . .	12,55,457
Robilkund and Kumaon (Company's section) (under construction) . . . . .	7,274
Segowlie-Raxaul railway (under construction) . . . . .	8,07,550
Bengal Dooars (under construction) . . . . .	4,03,611
Nilgiri railway (under construction) . . . . .	44,54,085
Banaghat-Krishnagarh . . . . .	7,22,369
	13,63,66,046
† As per details in statement No. 22 . . . . .	1,75,87,636

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

2. Up to the 31st December 1898, the total amount of sterling capital raised by the various guaranteed railway companies was £46,955,105, and by state lines leased to companies, £29,491,022, or in all £76,446,127 as under:

## STATEMENT No. 14.

*Guaranteed railways.*

Particulars.	XIX.	XX.	XXI.	TOTAL.
	Great Indian Peninsula railway.	Bombay, Baroda and Central India railway.	Madras railway.	
	£	£	£	£
Share capital @ 5 per cent. . . . .	20,000,000	7,550,300	8,757,870	36,307,970
Share capital @ 4½ per cent. . . . .	...	...	999,960	999,960
Share capital @ 4¼ per cent. . . . .	...	...	500,000	500,000
Debentures @ 3 per cent. . . . .	1,318,800	1,051,000	432,700	2,802,500
Debentures @ 2½ per cent. . . . .	300,000	...	60,000	360,000
Debentures @ 2¼ per cent. . . . .	1,602,100	1,081,400	505,300	3,188,800
Debenture stock @ 4 per cent. . . . .	2,701,450	...	...	2,701,450
Capital not bearing interest . . . . .	60,436	27,731	6,258	94,425
<b>TOTAL</b>	<b>25,982,786</b>	<b>9,710,431</b>	<b>11,261,888</b>	<b>46,955,105</b>

The capital not bearing interest is made up thus—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Premium on share capital and debentures	298,720	31,051	12,089	336,810
<b>Less—</b>				
Discount on debenture stock	225,891	...	...	225,891
„ debentures	7,898	3,320	5,761	16,494
Balance excess premium	60,436	27,731	6,258	94,425



## STATEMENT No. 15.

## State lines leased to companies.

Particulars.	II	III and LXXXI	IV	XLI	XLIV	XLVI	XLIX	L	TOTAL.
	Bengal Central Railway.	Bengal- Nagpur Railway.	Indian Midland railway.	Lucknow- Bareilly section (Rohil- kund and Kumson railway).	Southern Mahratta railway (including Bellary- Kistna railway).	Mysore section (Southern Mahratta railway.)	Assam- Bengal.	Burma.	
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent. . . . .	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent. . . . .	500,000	...	...	...	3,500,000	...	...	...	4,000,000
Share capital @ 3 per cent. . . . .	...	...	...	...	...	...	(a) 1,500,000	...	1,500,000
Share capital @ 2½ per cent. . . . .	...	...	...	...	...	...	...	1,836,462	1,836,462
Advances from money raised under Act 51 Vict., Cap. 5.	500,000	2,760,000	1,345,000	...	2,129,900	...	...	...	6,734,900
Debentures @ 3½ per cent. . . . .	...	...	...	...	600,000	...	...	...	600,000
Debentures @ 3 per cent. . . . .	...	1,900,000	1,150,000	147,000	343,100	...	500,000	...	4,040,100
Debentures @ 2½ per cent. . . . .	...	...	171,200	...	...	...	...	...	171,200
Debentures @ 2½ per cent. . . . .	...	1,100,000	1,832,900	...	100,000	...	300,000	...	3,332,900
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest . . . . .	...	14,095	-5,977	...	30,207	24,000	13,135	...	75,460
<b>TOTAL</b>	<b>1,000,000</b>	<b>8,774,095</b>	<b>7,493,123</b>	<b>147,000</b>	<b>6,703,207</b>	<b>1,224,000</b>	<b>2,313,135</b>	<b>1,836,462</b>	<b>29,491,022</b>

(a) Three and a half per cent. up to the 1st July 1898.

The capital not bearing interest is made up thus:—

	Bengal- Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Assam Bengal.	Total
	£	£	£	£	£	£
Premium on debentures and debenture stock . . . . .	13,595	6,523	30,957	24,000	15,385	95,460
<i>Less—</i>						
Discount on debentures . . . . .	4,500	12,500	750	...	2,950	20,000
Balance excess premium . . . . .	14,095	-5,977	30,207	24,000	13,135	75,460
						22

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

## STATEMENT No. 16.

*Debenture loans on the 31st December 1898.*

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	<b>Guaranteed.</b>	<b>£</b>				
XIX	GREAT INDIAN PENINSULA	1,068,800	3,220,900	3	30th June 1902.	
		300,000		2½	31st December 1902.	
		300,000		2½	30th June 1903.	
		300,000		2½	31st December 1903.	
		1,002,100		2½	30th June 1904.	
		250,000		3	30th June 1905.	
XX	BOMBAY, BARODA AND CENTRAL INDIA.	232,000	2,132,400	2½	1st February 1901.	
		198,800		3	8th July 1901.	
		300,000		3	1st January 1902.	
		100,000		2½	5th May 1903.	
		149,400		2½	15th June 1903.	
		100,500		3	8th July 1903.	
		500,000		2½	10th July 1903.	
		100,000		2½	1st April 1904.	
		100,700		3	8th July 1905.	
		351,000		3	1st December 1905.	
XXI	MADRAS . . . . .	14,200	993,000	3	30th June 1899.	
		140,000		3	30th June 1900.	
		100,000		2½	31st October 1900.	
		102,200		2½	31st December 1900.	
		178,500		3	30th June 1902.	
		60,000		2½	31st December 1902.	
		200,000		2½	31st December 1903.	
		103,100		2½	30th June 1904.	
		100,000		3	31st December 1905.	
	<b>TOTAL GUARANTEED . . . . .</b>	...	0,851,800			
	<b>Carried over . . . . .</b>	...	6,851,800			

## STATEMENT NO. 16—concl'd.

## Debenture loans on the 31st December 1898—concl'd.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Brought forward	...	6,351,300			
	State lines leased to companies.					
III and LXXXI	BENGAL-NAGPUR	1,234,400		3	18th February 1900.	
		200,000		2½	3rd January 1901.	
		265,600		3	18th February 1902.	
		500,000		2½	10th July 1903.	
		400,000		2½	21st April 1904.	
		400,000		3	18th August 1905.	
			3,000,000			
IV	INDIAN MIDLAND	1,000,000		2½	31st December 1900.	
		1,000,000		3	30th June 1901.	
		171,200		2½	31st December 1902.	
		250,000		2½	31st December 1902.	
		582,900		2½	30th June 1903.	
		150,000		3	30th June 1905.	
			3,154,100			
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON). The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3	1st July 1901.	
XLIV	SOUTHERN MAHARAJA	600,000		3½	1st April 1899.	
		255,000		3	1st October 1901.	
		100,000		2½	1st April 1904.	
		88,100		3	1st October 1905.	
					1,043,100	
XLIX	ASSAM-BENGAL	500,000		3	4th July 1902.	
		300,000		2½	13th April 1905.	
			800,000			
	TOTAL STATE	...	8,144,200			
	Purchased by the State.					
I	EAST INDIAN	599,700		2½	11th February 1901.	
		150,000		2½	27th July 1902.	
		300,000		2½	19th June 1904.	
		500,000		2½	5th March 1905.	
		300		2½	11th February 1906.	
					1,550,000	
	GRAND TOTAL	...	16,045,500			

*Expenditure in England and in India on Indian state railway*

STATE LINES WORKS

Classification of expenditure.	STANDARD GAUGE.										
	Open lines.							Under construction.			
	I. East Indian.	V. Bhopal-Itáral (British section.)	VI. Godhra-Rutlam-Náglá.	VII. Wardha Coál.	VIII. Dhond-Manmád.	IX. Bezwada extension (East Coast State.)	X. Washermenpet-Kupúr section (Bezwada Madras).	XI. Arra-Delhi Chord. (a)	XII. Bengal and North-Western (Tirhoot section).	XIII. Lucknow Bareilly section (Rohilkund and Kumaon).	XIV. Rajputana Malwa.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line	37,30,00,000	—	—	—	—	—	—	—	—	—	—
Overdrawn capital	26,45,269	—	—	—	—	—	—	—	—	—	—
Preliminary expenses	3,57,118	—	1,80,184	91,642	1,28,528	15,319	2,263	45,374	1,83,608	1,28,259	22,71,382
Land	19,23,406	—	35,370	4,745	99,142	47,109	96,589	7,622	11,26,178	1,49,118	13,62,149
Formation	20,86,060	—	60,65,426	2,02,318	9,14,908	1,83,339	36,058	4,469	11,27,625	2,95,751	72,99,491
Bridgework	1,02,31,863	—	41,89,069	10,49,577	23,12,654	1,59,947	33,640	—	41,84,200	4,78,916	2,16,69,261
Fencing, etc.	9,87,423	—	2,75,865	2,24,499	4,85,051	19,798	42,807	—	9,17,465	95,675	30,26,589
Electric telegraph	—	—	4,065	—	—	—	2,142	—	14,036	—	—
Ballast and permanent way	1,99,10,336	—	46,77,063	17,51,227	50,23,545	6,20,193	2,91,359	—	30,99,149	22,62,241	2,78,06,923
Stations and buildings	95,51,085	—	13,80,076	8,65,416	9,20,008	3,06,534	66,289	—	32,14,004	5,95,555	1,84,91,844
Colliery works	11,50,582	—	—	—	—	—	—	—	—	—	—
Plant	27,19,360	—	56,706	2,17,578	1,81,771	9,494	8,653	—	5,86,654	1,12,832	30,59,839
Furries	5,10,615	—	—	—	—	—	—	—	5,45,095	—	—
Rolling-stock	1,61,46,956	—	—	3,79,332	17,208	20,394	—	—	45,46,138	6,53,450	2,12,73,539
General charges	24,20,445	—	7,94,585	4,52,519	7,75,497	1,17,273	18,855	4,819	13,64,612	3,06,192	63,41,263
Suspense accounts	1,11,47,343	—	—	—	7,748	—	—	—	4,30,220	—	31,85,586
Exchange	—	—	—	1,57,142	6,56,990	—	—	—	7,04,770	42,150	49,08,971
Deduct—											
Receipts on capital account	—	—	—	—	—	—	—	—	—	—	—
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	91,18,159	—	—	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>44,49,70,192</b>	<b>23,24,365</b>	<b>1,76,17,886</b>	<b>49,96,325</b>	<b>1,14,23,075</b>	<b>15,01,343</b>	<b>5,99,150</b>	<b>62,384</b>	<b>2,70,83,853</b>	<b>51,21,139</b>	<b>13,27,57,841</b>

\* Excluding Rs. 60,670 incurred on surveys of the Bhopal-Itáral railway shown under completed surveys, as it was decided by Government.  
 † Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government.  
 ‡ The total outlay is made up of Rs. 36,41,69,536 on commercial section and Rs. 14,30,06,212 on military section.

	East Indian.	South Indian.
	Rs.	Rs.
§ Total cost to the State in acquiring guaranteed lines plus subsequent outlay (1)	44,49,70,192	8,12,55,033
Deduct—"Purchase of line" and "Overdrawn capital" as shown above	27,45,45,269	6,00,95,670
Less—Undrawn capital at the time of purchase	—	—24,200
Add—Outlay incurred by the guaranteed companies to the time of purchase	7,02,31,023	2,48,53,758
Total expenditure incurred on construction of line to the 31st December 1908 (2)	24,02,94,946	6,01,68,115
Difference between (1) and (2)	40,09,30,605	7,45,31,673
	3,61,30,597	67,33,169

(a) Commencement of work was not authorised at the end of 1908.

No. 17.

appropriated to the various undertakings to the 31st December 1898.

BY COMPANIES.									STATE LINES WORKED BY THE STATE.			
METRE GAUGE.									STANDARD GAUGE.			
Open lines.						Under construction.			Open lines.			
XLIII Palanpur- Deesa (British section).	XLV Guntakal- Mysore frontier.	XLVII South Indian.	XLVIII Máya- ram- Mutapet.	L Burma.	Bellary- Kistna.†	XL Bengal and North- Western (Tirhoot section exten- sions).	XLIX Assam- Bengal.	L Burma (Man- dalay- Kunlon section).	XII North- Western.†	XIII Hydera- bad- Shadi- palli.	XIV Oudh and Rohilkhand.	XV Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	5,69,25,570	...	...	...	...	...	...	14,00,91,244	...	10,33,60,490	4,41,55,749
...	...	...	...	...	...	...	...	...	28,70,470	...	...	4,24,483
...	59,327	4,65,284	16,171	10,66,641	2,24,755	33,648	...	3,85,058	32,72,151	36,345	1,28,996	1,36,902
...	28,541	8,79,357	1,75,761	11,32,072	83,900	9,05,830	...	2,050	27,91,148	25,365	5,20,290	25,78,867
...	7,63,879	26,30,560	2,42,935	97,80,980	32,16,764	5,04,181	...	4,08,636	5,51,05,270	1,39,768	9,04,461	12,12,781
...	20,32,587	57,35,014	8,46,697	1,21,08,246	19,50,678	6,18,691	...	68,495	8,28,00,731	2,75,131	51,01,998	28,66,151
...	56,997	2,29,902	29,897	27,68,610	1,04,683	13,373	...	113	38,05,910	18,987	8,98,774	3,99,086
...	1,845	26,557	2,536	9,238	...	7,584	...	...	1,70,757	...	...	...
...	18,22,223	60,98,026	6,71,546	2,06,46,247	28,60,461	7,95,855	...	1,85,017	9,26,34,420	10,04,945	94,26,242	1,05,60,768
...	4,71,516	21,21,298	2,22,250	74,66,544	12,80,398	28,214	...	1,14,411	2,85,49,894	1,69,773	27,13,857	46,22,979
...	...	...	...	...	...	...	...	...	...	...	...	...
...	28,579	4,00,235	14,347	14,82,459	7,49,262	3,97,362	...	...	83,27,048	19,519	1,37,655	4,63,069
...	...	...	...	6,91,823	...	2,36,277	...	...	5,87,345	26,907	...	2,69,739
...	6,13,843	55,92,844	...	1,03,88,236	8,14,454	14,67,796	...	2,71,146	4,31,51,439	3,577	24,09,664	62,78,292
...	...	19,99,556	2,72,765	65,46,966	15,73,524	5,49,366	...	3,57,029	2,13,19,865	1,17,479	8,45,722	14,06,180
...	...	23,39,373	...	...	32,20,347	20,61,852	...	...	72,15,991	...	18,79,440	29,56,525
...	...	2,42,360	...	12,50,610	4,91,090	...	...	...	87,18,416	...	...	-1,874
...	...	4,470	...	2,17,933	...	5,686	...	370	...	...	1,65,787	...
...	...	39,96,434	...	...	...	...	...	...	48,36,651	...	33,02,053	7,27,880
2,33,264	58,98,868	8,12,55,032	24,94,905	7,51,20,739	1,65,78,416	76,14,343	3,90,81,880	17,91,585	49,71,75,348	18,87,796	12,48,59,749	7,76,21,817

omit this expenditure from the capital account of the railway after the transfer of the line.

North Western.	Oudh and Rohilkhand.	Eastern Bengal.	TOTAL.
Rs.	Rs.	Rs.	Rs.
49,71,75,348	18,48,59,749	7,76,21,817	1,22,68,82,138
14,39,61,714	10,33,00,490	4,46,60,832	72,94,73,275
...	-8,41,459	...	-8,65,766
35,42,13,634	2,23,40,718	3,30,91,585	50,49,74,618
12,37,10,012	9,16,17,643	3,56,60,089	64,08,70,641
47,79,23,646	11,39,58,361	6,87,01,674	1,14,49,45,169
1,92,51,708	1,09,01,338	89,20,143	8,00,36,979

(b) Expenditure charged to Part I of the Capital account Rs. 35,39,013 and to Part II, Rs. 3,65,53,868. Details of the latter amount cannot be given. 2. Oudh to the 31st August 1898; subsequent outlay included in statement No. 12.

## Expenditure in England and in India on Indian state railway

Classification of expenditure.	STATE LINES WORKED BY THE STATE— <i>concl.</i>										
	STANDARD GAUGE— <i>concl.</i>										
	Open lines— <i>concl.</i>			Under construction.							
	XVI Calcutta Port Commissioners'.	XVII East Coast.	XVIII Ender Baswada section (Baswada- Madras.)	XII. North Western.			Jullundur Hoahiar- pur. (a)	Ludhiana- Feroze- pore. (a)	XIV Oudh and Rohil- khand (Ghazia- bad-Mora- dabad).	XV Eastern Bengal (Rajbari Faridpur).	XVII East Coast (Goderai bridge).
Mari- Attock.				Indus Bridge.	Lyallpur- Khans- wal.	Rs.					
Purchase of line . . . . .	—	—	—	—	—	—	—	—	—	—	—
Overdrawn capital . . . . .	—	—	—	—	—	—	—	—	—	—	—
Preliminary expenses . . . . .	28,444	8,49,718	1,58,902	3,79,158	81,237	—	—	98,952	748	21,413	
Land . . . . .	41,44,500	16,41,758	4,81,450	2,01,178	70,607	—	14,531	28,812	2	60,537	1,07,000
Formation . . . . .	4,25,938	60,02,379	21,63,562	54,09,217	1,28,014	87,158	—	—	3,487	1,01,743	51,422
Bridgework . . . . .	4,28,038	1,32,78,535	58,04,234	46,22,458	6,47,802	1,00,376	—	—	8,387	1,02,620	11,20,813
Fencing, etc. . . . .	52,021	2,99,738	1,00,733	2,205	6,587	2,358	—	—	—	449	25,700
Electric telegraph . . . . .	—	—	—	—	—	—	—	—	—	—	—
Ballast and permanent- way. . . . .	9,45,663	1,81,78,256	65,02,819	23,04,309	79,879	7,38,391	—	—	4,128	8,99,506	1,51,481
Stations and buildings . . . . .	2,67,919	33,15,332	9,99,349	2,71,904	2,162	96,292	—	—	—	28,997	11,716
Colliery works . . . . .	—	—	—	—	—	—	—	—	—	—	—
Plant . . . . .	—	9,78,305	8,09,169	2,026	2,08,742	21,580	—	—	612	4,268	2,47,172
Ferries . . . . .	—	4,86,694	—	—	—	—	—	—	—	—	—
Rolling-stock . . . . .	7,12,975	74,89,031	16,66,656	7,000	—	—	—	—	—	—	—
General charges . . . . .	22,216	35,49,760	17,06,521	9,15,354	2,20,895	67,415	—	—	25,250	18,641	2,46,258
Suspense accounts . . . . .	—	12,17,866	9,34,851	5,21,417	9,14,941	6,33,840	—	—	927	—	2,22,270
Exchange . . . . .	—	—	—	—	—	—	—	—	—	—	—
<b>Deduct—</b>											
Receipts on capital account . . . . .	—	—	18,588	18,638	1,637	657	—	—	—	—	4,146
<b>Deduct—</b>											
Value of assets made over to undertakings, sale proceeds of sur- plus stores, dismantled buildings, etc. . . . .	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL</b> . . . . .	<b>71,28,712</b>	<b>5,70,87,268</b>	<b>2,28,04,638</b>	<b>1,46,31,186</b>	<b>28,09,989</b>	<b>17,16,618</b>	<b>14,531</b>	<b>28,812</b>	<b>1,31,748</b>	<b>7,17,488</b>	<b>24,11,164</b>

(a) Commencement of work was not authorized at the end of 1898.

No. 17—contd.

appropriated to the various undertakings to the 31st December 1898—contd.

STATE LINES WORKED BY THE STATE—concl'd.							UNCLASSIFIED EXPENDITURE.						
METRE GAUGE.					SPECIAL GAUGE.								
Open lines.		Under construction.			Open lines.	Under construction.							
LI Eastern Bengal.		LII Cawnpore-Burhwal (metre gauge link).	LI Eastern Bengal (Teesta bridge).	LIII Shadi-palli-Balotra (British section.)	LXXXII Jorhát (2' 0").	Cooch-Bihar-Santrabari (British section) (2' 6").	Frontier railway reserve material.	Peshawar railway reserve material.	Southern Mahratta.*	Biláspur-Etawah (survey).	Vizagapatam-Raipur.†	Ránaghat-Bhagwan-gola.†	Nágpur-Chattisgarh depreciation account.
Northern and Behar sections (including the Kaunia-Dharila, 2' 0" gauge branch).	Dacca section.												
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,97,023	1,27,561	31,729	219	22,718	388	2,999	...	...	...	75,132	2,45,035	83,816	...
13,31,685	5,32,167	93,403	8,249	1,221	6,131	11	...	...	...	...	...	1,01,972	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
34,08,866	6,95,702	1,37,429	—601	77,068	81,469	19,345	...	...	...	...	...	90,698	849
77,71,908	5,88,703	2,65,770	2,07,495	3,519	65,245	16,315	...	...	...	...	...	...	1,46,235
10,98,360	1,08,963	1,58,692	...	...	2,999	1,794	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,05,03,136	17,79,196	12,16,106	30,120	2,279	3,16,748	1,44,458	...	...	...	...	...	...	2,83,197
45,12,816	12,82,656	3,89,315	437	...	89,453	12,364	...	...	...	...	...	...	23,726
...	...	...	...	...	...	...	...	...	...	...	...	...	...
12,31,945	2,18,844	4,760	25,806	7,860	56,039	1,870	...	...	...	...	...	546	2,718
10,04,852	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
65,69,822	7,66,310	...	...	...	2,14,790	...	...	...	...	...	...	...	2,00,275
80,38,925	3,62,982	1,02,901	8,502	25,574	41,248	11,338	38,423	...	...	...	...	25,681	...
...	...	...	...	41,742	38,059	...	43,29,863	3,61,479	...	...	...	...	...
9,31,358	3,05,500	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	3,124	...	...	...	...	...	...	263	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
4,16,00,696	67,68,524	34,00,107	2,80,227	1,81,976	3,09,445	2,10,494	43,63,285	3,61,479	3,27,070	75,132	2,45,035	3,02,450	6,57,038

\* Represent amount of depreciation, &c., allowed on works and stores on transfer to the company.  
 † In abeyance.

*Expenditure in England and in India on Indian state railways*

Classification of expenditure.	UNCLASSIFIED EXPENDITURE—concid.			TOTAL STATE LINES.	SURVEYS (EXCLUDING ABANDONED SURVEYS.)			COLLIERIES.*			GRAND TOTAL STATE LINES, SURVEYS AND COLLIERIES
	Petroleum operations, Baluchistan.	Stores suspense balances.	Patri.†		Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line . . . . .	—	—	—	71,65,33,053	—	—	—	—	—	—	71,65,33,053
Overdrawn capital . . . . .	—	—	—	59,40,222	—	—	—	—	—	—	59,40,222
Preliminary expenses . . . . .	1,12,034	—	—	1,11,86,150	2,16,976	45,44,063	46,61,039	—	—	—	1,60,47,199
Land . . . . .	—	—	—	2,22,98,676	—	—	—	—	—	—	2,22,98,676
Formation . . . . .	—	—	—	11,20,99,239	—	—	—	—	—	—	11,20,99,239
Bridgework . . . . .	—	—	—	19,23,47,744	—	—	—	—	—	—	19,23,47,744
Fencing, etc. . . . .	—	—	—	1,64,22,347	—	—	—	—	—	—	1,64,22,347
Electric telegraph . . . . .	—	—	—	2,39,290	—	—	—	—	—	—	2,39,290
Ballast and permanent-way . . . . .	—	—	—	27,27,47,922	—	—	—	—	—	—	27,27,47,922
Stations and buildings . . . . .	7,176	—	—	9,40,75,728	—	—	—	—	—	—	9,40,75,728
Colliery works . . . . .	—	—	—	11,50,522	—	—	—	11,22,934	5,23,463	16,46,417	27,93,99
Plant . . . . .	—	—	—	2,23,97,151	—	—	—	2,55,675	5,01,409	7,57,084	2,81,54,28
Ferries . . . . .	—	—	—	46,59,347	—	—	—	—	—	—	46,59,34
Rolling-stock . . . . .	—	—	—	13,16,56,290	—	—	—	26,491	85,376	61,967	13,17,13,15
General charges . . . . .	—	—	—	6,00,07,868	—	—	—	8,738	66,275	75,013	6,00,82,88
Suspense accounts . . . . .	—	4,25,962	—	4,48,96,401	1,253	4,223	5,475	3,71,167	27,252	3,98,419	4,53,00,28
Exchange . . . . .	—	—	—	1,84,07,783	—	—	—	12,042	60	12,102	1,84,19,98
<b>Deduct—</b>											
Receipts on capital account . . . . .	11	2,520	—	4,43,822	—	—	—	1,806	91	1,897	4,45,73
<b>Deduct—</b>											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc. . . . .	—	—	—	2,19,11,177	—	—	—	—	—	—	2,19,11,17
<b>Deduct—</b>											
Contribution towards the construction of the Bhopal-Itarsi and Palanpur-Deesa railways by the Government of India . . . . .	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL.</b>	<b>1,19,187</b>	<b>4,23,962</b>	<b>8,08,405</b>	<b>1,74,26,85,788</b>	<b>2,18,229</b>	<b>45,46,285</b>	<b>48,66,514</b>	<b>17,95,261</b>	<b>11,53,744</b>	<b>29,49,005</b>	<b>1,75,65,01,9</b>

\* The expenditure on collieries is included in this statement as it has been charged to railway grants.  
 † The expenditure on the Patri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the Bombay, B. and Central India railway in statement No. 22.  
 ‡ Deducting the total difference (Rs. 2,09,30,979) shown in foot note § on the second page of this statement, the figures are Rs. 1,57,55,64,378.



No. 17—contd.

appropriated to the various undertakings to the 31st December 1898—contd.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.														
STANDARD GAUGE.										METRE GAUGE.				
Open lines.									Under construction.	Open lines.				
XXVIII Khám-gaon.	XXIX Amrá-oti.	XXX Bina-Gooná.	XXXI Bhopal-Ujjain.	XXXII Bhopal Itarsi (Native state section).	XXXIII The Nizam's Guaranteed State.	XXXIV Nágádá Ujjain.	XXXV The Gaekwar's Pétlád.	XXXVI Kolar Gold-fields.	XXX Bina-Gooná (Gooná-Baran section).	XLIII Pálanpur-Deesa (Native state section).	LXIV The Gaekwar's Mésáá-na.	LXV Kolhá-pur.	LXVI Yes-vant-pur-Mysore frontier.	LXVII Mysore Nan-jangúd.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	2,30,30,382	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
369	11,799	57,631	94,758	...	1,88,029	10,938	7,991	6,268	34,589	1,973	10,067	13,858	64,092	15,210
1,116	2,450	...	2,771	15,543	...	...	...	13,402	2,267	...	...	29,203	25,305	3,005
44,036	20,377	4,59,092	8,07,815	15,88,771	14,87,540	1,77,042	...	...	8,59,050	64,114	3,04,742	2,68,591	5,46,275	1,34,407
57,634	62,106	10,77,015	17,33,463	18,06,493	12,23,342	4,57,025	94,058	2,34,731	8,73,723	59,429	5,71,256	11,22,548	5,46,629	93,520
7,368	11,699	2,33,072	74,719	2,12,821	1,95,375	11,383	...	...	14,552	10,037	59,865	41,668	65,247	26,473
...	...	...	28,534	407	...	603	...	...	2,154	...	...	...	...	...
3,10,958	2,43,889	23,86,762	37,24,421	23,34,739	65,82,819	13,41,753	4,33,413	3,39,799	21,63,326	2,09,667	1,63,930	4,01,138	8,54,524	2,43,693
53,002	54,425	2,64,739	4,05,816	8,45,055	19,77,058	63,144	1,63,677	99,332	1,02,266	51,175	4,40,929	2,29,257	1,21,932	57,390
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3,433	3,016	7,323	17,652	42,773	5,11,594	1,227	...	7,092	69,461	6,672	33,139	7,059	35,846	5,651
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11,669	8,641	22,259	...	55,651	42,03,989	...	...	...	...	...	16,026	...	...	...
31,967	29,709	4,18,296	6,95,840	3,62,112	11,17,252	1,68,476	98,294	39,557	3,53,699	14,897	1,65,228	1,21,485	1,43,378	39,931
...	6,387	...	...	...	5,37,069	...	11,614	69,354	3,69,744	...	...	...	95,089	24,541
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	4,972	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	23,24,365	...	...	...	...	...	2,33,264	...	...	...	...
5,22,150	4,54,498	49,26,200	75,85,789	50,00,000	4,10,51,449	22,31,596	7,49,047	3,09,538	48,39,859	1,85,000	32,82,212	29,24,817	24,98,317	6,43,821

## Expenditure in England and in India on Indian state railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concl'd.					LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.					LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.	
	METRE GAUGE—concl'd.			SPECIAL GAUGE.		STANDARD GAUGE.			SPECIAL GAUGE.		METRE GAUGE.	
	Under construction.			Open lines.		Open lines.			Under construction.		Open lines.	
	LXVIII Birat- Shimoga.	LXIX Hydara- bad- Godavari Valley.	LXX Shoran- nur- Cochin.	XC The Gaekwar's Dabhol (2' 6").	XCII Bajpura (2' 6").	XXXVII Kajpura- Bhatinda.	XXXVIII Jammu and Kashmir (Native state section).	XXXIX Ludhi- ana- Dhuri- Jakkal.	XCIV Cooch- Behar (2' 6").	XCIV Cooch- Behar. (2' 6").	LXXI Jodhpore-Bikaner.	
										Jodhpore section.	Bikaner section.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line . . .	—	—	—	—	—	—	—	—	—	—	—	
Overdrawn capital . . .	—	—	—	—	—	—	—	—	—	—	—	
Preliminary expenses . . .	16,137	15,43,808	53,931	28,926	14,657	59,423	23,934	37,076	9,764	27	41,739	10,345
Land . . . . .	212	—	—	—	—	46,494	—	—	10,774	1,838	1,621	2,323
Formation . . . . .	3,95,014	16,15,770	—	—	1,16,428	2,75,954	31,955	—	93,296	23,759	2,30,522	1,62,206
Bridgework . . . . .	2,66,885	12,93,529	—	4,07,299	3,29,162	5,37,820	1,75,428	—	92,130	1,32,963	2,18,661	10,787
Fencing, etc. . . . .	7,309	7,826	—	—	9,381	2,04,412	2,175	—	1,000	1,513	2,651	2,466
Electric telegraph . . . . .	408	—	—	63	—	—	170	—	—	—	1,16,051	15,747
Ballast and permanent- way . . . . .	4,79,511	11,08,015	—	9,50,800	3,47,805	41,57,616	5,79,755	—	2,79,557	43,672	50,40,050	14,19,763
Stations and buildings . . . . .	69,103	2,74,150	—	2,61,204	69,039	10,71,795	1,29,649	—	48,808	14,972	3,79,296	71,381
Colliery works . . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Plant . . . . .	53,074	14,164	—	8,489	8,229	82,359	5,336	—	11,668	418	53,153	9,018
Barriers . . . . .	—	—	—	—	—	—	—	—	3,618	—	—	—
Rolling-stock . . . . .	—	2,85,154	—	2,82,636	1,51,593	—	—	—	1,75,875	—	6,05,362	1,81,111
General charges . . . . .	98,926	3,74,520	—	1,40,199	56,265	2,63,588	60,444	—	53,259	7,429	89,635	12,947
Suspense accounts . . . . .	1,81,600	16,71,496	—	30,684	262	4.	—	—	24,885	—	—	—
Exchange . . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Deduct—												
Receipts on capital ac- count . . . . .	100	38,049	—	—	—	—	—	—	—	—	—	—
Deduct—												
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc. . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Deduct—												
Contribution towards the construction of the Bho- pal-Itarsi and Palanpur- Deesa railways by the Government of India . . . . .	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL</b> . . . . .	<b>15,70,079</b>	<b>86,55,416</b>	<b>53,921</b>	<b>21,18,400</b>	<b>11,08,332</b>	<b>67,04,520</b>	<b>9,62,846</b>	<b>37,076</b>	<b>3,04,428</b>	<b>2,28,510</b>	<b>70,70,341</b>	<b>18,98,798</b>

No. 17—concl'd.

appropriated to the various undertakings to the 31st December 1898—concl'd.

AND WORKED BY NATIVE STATES.

GAUGE.						SPECIAL GAUGE.					TOTAL NATIVE STATES.
Lines.						Under construction.		Open line.	Under construction.		
LXXII Oodeypore- Chitor.	LXXIII Bhavnagar- Gondal- Junágrad- Porbandar	LXXIV Jetalgar- Rájkot.	LXXV Jámnagar.	LXXVI Dhrán- gadra.	LXXVII Jeypore.	LXXI Jodhpore-Bickaneer.		XCV Morvi (2' 6").	XCVI Gwalior Light (2' 0").		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Jodhpore section.	Bickaneer section.	Rs.	Gwalior Sipri section.	Gwalior- Bhind section.	Rs.
...	...	...	...	...	...	...	..	...	...	..	2,30,30,382
7,514	1,19,442	14,238	18,979	5,814	3,213	40,303	10,461	18,134	10,766	...	26,14,780
...	63,889	15,127	...	542	...	...	...	1,172	45	...	2,39,121
2,21,412	17,30,590	2,44,962	2,40,675	62,178	67,312	2,43,184	46,361	6,98,627	3,20,465	54,669	3,39,91,790
1,87,937	43,51,166	2,29,786	5,06,124	48,314	27,057	29,952	...		41,046	11,257	
9,356	1,00,446	67,090	18,096	4,654	430	379	...		178	...	
...	11,774	...	...	...	...	...	...	...	...	...	1,76,001
8,34,138	50,49,126	6,81,578	7,93,938	3,13,567	5,308	23,28,069	1,66,965	11,45,088	1,36,086	2,53,502	4,93,48,807
1,11,258	25,98,768	2,24,120	2,01,611	75,583	12,542	30,123	1,254	53,055	9,888	3,390	1,06,40,557
...	...	...	...	...	...	...	...	...	...	...	...
16,835	8,29,325	15,337	18,247	8,826	4,494	11,083	889	14,605	8,255	5,627	14,13,329
...	...	...	...	...	...	...	...	...	...	...	3,618
2,30,427	23,13,317	...	3,90,863	...	...	3,40,395	1,86,000	4,00,226	1,750	833	1,01,53,857
99,543	8,76,984	82,974	95,232	23,752	6,311	38,312	3,454	1,02,847	39,640	33,418	68,04,804
70,792	8,21,719	2,805	34,731	50,358	1,251	53,443	...	45,694	...	...	36,03,518
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	2,269	...	...	...	...	...	45,470
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	25,57,629
17,89,252	1,78,56,546	15,78,017	23,18,496	5,93,589	1,25,646	30,15,253	4,15,354	24,79,448	5,68,119	3,62,696	13,94,17,465

## STATEMENT

## Guaranteed railways

## Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1908.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
	Guaranteed.	£	£	£	£	£
XIX	GREAT INDIAN PENINSULA . . . . .	20,000,000	3,220,900	(a) 2,701,450	293,720	26,216,070
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	7,550,300	2,132,400	...	31,051	9,713,751
XXI	MADRAS . . . . .	10,257,630	998,000	...	12,039	11,267,669
	TOTAL . . . . .	37,807,930	6,351,300	2,701,450	336,810	47,197,490
	State lines leased to companies.					
II	BENGAL CENTRAL . . . . .	500,000	(b) 500,000	...	*...	1,000,000
III and LXXXI	BENGAL-NÁSPUR . . . . .	3,000,000	1,625,000	...	3,150	4,633,150
	BENGAL-NÁSPUR EXTENSIONS . . . . .	...	1,375,000	...	10,445	1,385,445
IV	INDIAN MIDLAND . . . . .	3,000,000	3,154,100	...	6,523	6,160,623
XLI	LUCKNOW-BAREILLY SECTION (BOHILKUND AND KUMAON) . . . . .	...	147,000	...	...	147,000
XLIV	SOUTHERN MAHARATTA . . . . .	3,500,000	1,043,100	...	30,957	4,574,057
XLVI	MYSORE SECTION (SOUTHERN MAHARATTA) . . . . .	...	...	1,200,000	24,000	1,224,000
XLIX	ASSAM-BENGAL . . . . .	1,500,000	800,000	...	15,385	2,315,385
L	BURMA . . . . .	2,000,000	...	...	...	2,000,000
	TOTAL . . . . .	13,500,000	8,644,200	1,200,000	95,460	23,439,660
	Grand Total . . . . .	51,307,930	14,995,500	3,901,450	432,270	70,637,150

(a) This debenture stock was raised at a discount.  
(b) Replaced by advances raised under Act 51 Viet., esp. 5.

No. 18.

and state lines leased to companies.

now sanctioned, the amount raised and the amount withdrawn to the 31st December 1898.

AMOUNT RAISED BY THE COMPANIES AND ADVANCED BY THE SECRETARY OF STATE IN ENGLAND TO THE 31st DECEMBER 1898.					AMOUNT RAISED IN INDIA TO THE 31st DECEMBER 1898.		Total amount raised to the 31st December 1898.	Total amount withdrawn to the 31st December 1898.
Share capital.	Debentures. Cash received.	Debenture stock. Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51 Vict., Cap. 5.	Share capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,503,103	3,213,507	(a) 2,475,559	218,791	...	456,897	74,929	25,962,786	25,808,632
7,528,628	2,129,080	...	31,051	...	21,672	...	9,710,431	9,951,347
10,257,630	902,219	...	12,039	...	...	...	11,261,888	11,202,080
37,289,361	6,334,806	2,475,559	261,881	...	518,569	74,929	46,955,105	46,962,059
500,000	...	...	...	500,000	...	...	1,000,000	985,581
3,000,000	1,624,875	...	8,150	2,760,000	...	...	(e) 7,393,025	7,692,575
...	1,370,625	...	10,445	...	...	...	1,381,070	2,833,612
3,000,000	3,141,600	...	6,523	1,345,000	...	...	7,493,123	7,770,908
...	(d) 147,000	...	...	...	...	...	(d) 147,000	(d) 315,994
3,491,540	1,042,350	...	30,023	2,129,900	8,460	34	(e) 6,703,207	(e) 6,352,269
...	...	1,200,000	24,000	...	...	...	1,224,000	1,158,591
1,500,000	797,750	...	15,385	...	...	...	2,313,135	2,313,135
1,836,462	...	...	...	...	...	...	1,836,462	917,531
13,328,002	8,124,200	1,200,000	95,426	6,734,900	8,460	34	29,491,022	30,640,196
50,617,363	14,459,006	3,675,559	357,307	6,734,900	527,029	74,063	76,446,127	77,602,255

(c) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £ 373,372.

(d) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £180,337. Expenditure in excess of this capital has been, and is being for the present advanced in India.

(e) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1888.

Amount received from, and withdrawn by, each company

Classification No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1897.	Sums advanced to the companies on the 31st December 1897.	FROM THE		
				Share capital.	Debentures.	Debenture stock.
		£	£	£	£	£
	<b>Guaranteed.</b>					
XIX	GREAT INDIAN PENINSULA . . . . .	181,234	...	...	250,000	...
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	...	228,336	...	397,680	...
XXI	MADRAS . . . . .	126,786	...	...	—1,068	...
	TOTAL . . . . .	256,120	228,336	...	646,612	...
	<b>State lines leased to companies.</b>					
II	BENGAL CENTRAL . . . . .	64,088	...	...	...	...
III & LXXXI	BENGAL-NAGPUR . . . . .	...	262,396	...	...	...
	BENGAL-NAGPUR EXTENSIONS . . . . .	...	1,045,073	...	538,000	...
IV	INDIAN MIDLAND . . . . .	...	313,663	...	150,000	...
XLI	LUCKNOW-BAREILLY SECTION (BONHLEUNG AND KUMAON)	...	156,834	...	...	...
XLIV	SOUTHERN MAHRATTA* . . . . .	113,831	...	...	...	...
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	68,388	...	...	...	...
XLIX	ASSAM-BENGAL . . . . .	247,925	...	...	...	...
L	BURMA . . . . .	1,227,589	...	...	...	...
	TOTAL . . . . .	1,741,771	1,777,986	...	748,000	...
	GRAND TOTAL . . . . .	1,999,891	2,006,321	...	1,394,612	...

\* Including the Bellary-Kistna section.

No. 19.

and state lines leased to companies.

during the year ended the 31st December 1898.

JANUARY TO THE 31st DECEMBER 1898.								
received.				Amount withdrawn.			Total received during the year ended the 31st December 1898.	Total withdrawn during the year ended the 31st December 1898.
England.		In India.		In England.		In India.		
Capital not bearing interest.	Advances made to companies from moneys raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of disbursements.	Amount.		
£	£	£	£	£	£	£	£	£
271	...	...	...	5,21,890	...	-314,439	250,271	207,451
1,483	...	...	...	261,178	205,500	-54,935	399,163	411,743
...	...	...	...	87,493	...	-21,583	-1,068	65,910
1,754	...	...	...	870,561	205,500	-390,957	648,366	685,104
...	...	...	...	8,332	...	41,287	...	49,619
...	...	...	...	49,463	...	-12,303	...	37,155
967	...	...	...	304,800	...	701,636	698,967	1,006,436
848	...	...	...	28,613	...	86,337	150,848	114,950
...	...	...	...	10,741	...	1,419	...	12,160
...	...	...	...	61,865	...	1,028	...	62,893
...	...	...	...	...	...	22,979	...	22,979
...	...	...	...	50,763	...	197,162	...	247,925
...	...	...	...	79,698	...	228,960	...	308,658
1,815	...	...	...	594,275	...	1,268,500	749,815	1,862,775
3,569	...	...	...	1,464,836	205,500	877,343	1,398,181	2,547,879

## STATEMENT No. 20.

## Guaranteed railways.

*Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1899.*

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,692	75,899
1850-51	61,164	38,099	99,263
1851-52	154,312	197,111	351,423
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	900,878	769,278	1,780,156
1855-56	1,985,074	1,491,337	3,476,411
1856-57	1,762,818	1,762,237	3,525,055
1857-58	1,324,243	3,004,825	4,329,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,708	7,171,376
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,697,430	5,004,723	6,702,153
1862-63	1,862,308	4,010,951	5,873,259
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,306,821	2,725,419	4,032,240
1865-66	2,222,679	2,414,167	4,636,846
1866-67	2,958,367	2,339,346	5,297,713
1867-68	3,934,490	3,195,591	7,130,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	3,990,064	1,877,216	5,867,280
1871-72	886,996	1,609,722	2,496,718
1872-73	822,095	-345,760	476,335
1873-74	1,028,032	-854,279	173,753
1874-75	1,174,892	-66,992	1,107,900
1875-76	1,151,525	-200,779	950,746
1876-77	1,222,546	-607,597	614,949
1877-78	1,792,463	-469,678	1,322,785
1878-79	1,786,225	-778,612	1,007,613
1879-80	1,256,417	-906,857	349,560
1880-81	941,781	-606,992	334,789
1881-82	1,041,022	-351,423	689,599
1882-83	1,046,482	-635,610	410,872
1883-84	1,473,138	-135,212	1,337,926
1884-85	1,391,270	-256,212	1,135,058
1885-86	1,622,032	-403,928	1,218,104
1886-87	862,685	-620,359	242,326
1887-88	991,926	-343,364	648,562
1888-89	909,816	-360,938	548,878
1889-90	905,798	-565,970	339,828
1890-91	944,242	-478,463	465,779
1891-92	897,117	-551,226	345,891
1892-93	526,181	-456,927	69,254
1893-94	463,481	-394,191	69,290
1894-95	501,142	-183,580	317,562
1895-96	547,844	-329,595	218,249
1896-97	503,873	-242,804	261,069
1897-98	761,944	-362,396	399,548
<b>Total withdrawals to end of 1897-98</b>	<b>63,015,385</b>	<b>42,811,304</b>	<b>105,826,689</b>
<b>Deduct—Withdrawals by the East Indian Railway Company</b>	<b>12,276,504</b>	<b>18,690,297</b>	<b>30,966,801</b>
Withdrawals by the Eastern Bengal Railway Company	1,770,760	1,474,100	3,244,860
Withdrawals by the Sind, Punjab and Delhi Railway Company	6,226,078	4,833,607	11,079,685
Withdrawals by the Oudh and Rohilkhand Railway Company	4,358,107	4,910,204	9,268,311
Withdrawals by the South Indian Railway Company	8,331,129	832,278	9,163,407
<b>Total deductions</b>	<b>28,462,568</b>	<b>30,790,486</b>	<b>59,253,054</b>
<b>Net withdrawals to end of 1897-98</b>	<b>34,552,819</b>	<b>12,020,818</b>	<b>46,573,637</b>
<b>Add—Withdrawals during 1898-99 (partly estimated)</b>	<b>1,023,900</b>	<b>-319,500</b>	<b>704,400</b>
<b>Net withdrawals to end of 1898-99</b>	<b>35,576,719</b>	<b>11,701,318</b>	<b>47,278,037</b>



## STATEMENT No. 21.

State lines leased to companies.

*Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nággpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1899.*

Year.	England.	India.	TOTAL.
	£	£	£
1881-82 . . . . .	170,000	...	170,000
1882-83 . . . . .	280,477	728,661	1,009,138
1883-84 . . . . .	340,820	538,001	878,821
1884-85 . . . . .	321,853	727,095	1,048,948
1885-86 . . . . .	261,937	1,406,216	1,668,153
1886-87 . . . . .	706,952	2,438,367	3,140,319
1887-88 . . . . .	1,688,658	3,375,644	5,064,302
1888-89 . . . . .	1,460,175	3,657,987	5,118,162
1889-90 . . . . .	605,126	1,507,289	2,112,415
	409,803	973,649	1,383,452
1890-91 . . . . .			
1891-92 . . . . .	469,178	446,620	915,798
1892-93 . . . . .	386,287	417,285	803,572
1893-94 . . . . .	280,110	468,145	748,255
1894-95 . . . . .	385,854	290,644	676,498
1895-96 . . . . .	294,423	489,312	783,735
1896-97 . . . . .	1,001,428	815,345	1,816,773
1897-98 . . . . .	748,920	1,397,452	2,146,372
Total expenditure to end of 1897-98 . . . . .	9,812,001	19,672,712	29,484,713
1898-99 (Revised estimate) . . . . .	756,800	1,128,000	1,884,800
<b>TOTAL</b> . . . . .	<b>10,568,801</b>	<b>20,800,712</b>	<b>31,369,513</b>

## STATEMENT NO. 22.

Capital outlay\* on open lines of railway on the 31st December 1898 and the average cost per mile excluding branches and extensions of the open system still under construction.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 23, chap. VIII.)
			Per mile open.	Per mile of single track, including sidings.			
	<b>STANDARD GAUGE,</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>
	<b>State lines worked by companies.</b>						
I	EAST INDIAN . . . . .	88,64,79,769	2,25,715	1,44,418	9,40,616	1,11,47,348	89,85,67,728
II	BENGAL CENTRAL . . . . .	1,20,61,688	96,494	82,052	...	2,96,612	1,23,58,300
III	BENGAL-NAGPUR . . . . .	9,77,43,455	91,571	82,680	...	21,17,040	9,98,60,465
IV	INDIAN MIDLAND . . . . .	9,30,71,920	1,27,960	1,18,737	...	19,77,898	9,44,49,318
V	BHOPAL-ITÁSI (BRITISH SECTION) . . . . .	23,24,366	1,77,277	1,44,191	...	...	23,24,366
VI	GODHRA-BUTLAM-NÁGDÁ . . . . .	1,76,17,386	1,24,822	1,12,976	...	...	1,76,17,386
VII	WARDHA COAL . . . . .	49,96,325	1,11,326	98,121	...	...	49,96,325
VIII	DHOND-MANMÁD . . . . .	1,14,15,327	76,488	71,471	...	7,743	1,14,23,070
IX	BHEWADA EXTENSION (EAST COAST STATE) . . . . .	15,01,342	72,952	69,700	...	...	15,01,342
X	WASHERMNETI-ENRÚR SECTION (BHEWADA-MADRAS) . . . . .	5,99,150	70,906	55,891	...	...	5,99,150
	<b>TOTAL . . . . .</b>	<b>62,78,10,727</b>	<b>1,66,732</b>	<b>1,19,828</b>	<b>9,40,616</b>	<b>1,49,46,190</b>	<b>64,28,97,477</b>
	<b>State lines worked by the State.</b>						
XII	NORTH WESTERN . . . . .	46,57,26,572	1,65,289	1,27,138	48,32,183	78,16,691	47,79,23,664
XIII	HYDERABAD-SHADIPÁLLI . . . . .	18,10,690	20,740	78,183	26,900	...	18,37,710
XIV	OUDE AND ROHILKHAND . . . . .	11,22,44,707	1,18,038	1,03,243	...	17,18,653	11,39,58,360
XV	EASTERN BENGAL . . . . .	6,40,93,081	2,43,718	1,26,031	16,52,067	29,56,526	6,87,01,679
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	71,28,712	8,36,115	3,09,789	...	...	71,28,712
XVII	EAST COAST . . . . .	5,52,92,707	1,08,268	88,576	4,86,696	13,17,806	5,70,87,329
XVIII	ENRÚR BHEWADA SECTION (BHEWADA-MADRAS) . . . . .	1,62,86,000	91,304	79,712	...	8,90,000	1,70,86,000
	<b>TOTAL . . . . .</b>	<b>72,25,71,669</b>	<b>1,49,970</b>	<b>1,17,024</b>	<b>68,47,851</b>	<b>1,46,03,936</b>	<b>74,27,23,465</b>
	<b>Lines worked by guaranteed companies.</b>						
XIX	GREAT INDIAN PENINSULA . . . . .	27,80,87,649	2,14,353	1,37,463	...	47,21,368	28,08,09,017
XX	BOMBAY, BARODA AND CENTRAL INDIA (a) . . . . .	10,55,34,901	2,23,976	1,48,926	...	38,33,649	10,93,68,550
XXI	MADRAS . . . . .	11,95,62,675	1,42,809	1,16,916	...	23,34,091	12,18,96,766
	<b>TOTAL . . . . .</b>	<b>50,11,85,225</b>	<b>1,93,448</b>	<b>1,34,016</b>	<b>...</b>	<b>1,08,89,106</b>	<b>51,20,74,339</b>
	<b>Assisted companies.</b>						
XXII	DELHI-UMBÁLLA-KÁLKÁ . . . . .	(b) 1,53,79,284	94,703	85,459	...	-85,697	1,53,43,587
XXIII	TARESSUR . . . . .	17,77,085	79,941	70,631	...	...	17,77,085
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSÁTÁ) . . . . .	2,16,71,305	54,205	50,188	...	1,04,974	2,17,76,279
XXV	TÁPTI VALLEY . . . . .	16,81,000	46,258	43,333	...	5,64,000	22,25,000
	<b>TOTAL . . . . .</b>	<b>4,04,88,674</b>	<b>63,265</b>	<b>53,866</b>	<b>...</b>	<b>8,33,277</b>	<b>4,11,31,941</b>
	<b>Carried over . . . . .</b>	<b>1,89,20,51,295</b>	<b>...</b>	<b>...</b>	<b>74,88,407</b>	<b>4,10,72,455</b>	<b>1,94,06,17,341</b>

(a) Including the Pátri branch, the state outlay (Rs. 8,06,406) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.

(b) Including Rs. 5,79,918 on account of interest on capital during construction. The decrease as compared with the last year's report is due to certain credits.

\* N.B.—The outlay against the East Indian, North Western, Oude and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *promiss* on share capital, etc., at time of purchase and outlay on lines under construction are included.

## STATEMENT No. 22—contd.

Capital outlay\* on open lines of railway on the 31st December 1898 and the average cost per mile, excluding branches and extensions of the open system still under construction—contd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 28, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward	1,89,20,56,295	...	...	74,88,467	4,10,72,455	1,94,06,17,217
	<b>STANDARD GAUGE—concl'd.</b>						
	<b>Lines owned by native states and worked by companies.</b>						
XXVIII	KHÁNGAON . . . . .	5,22,150	69,159	62,013	...	...	5,22,150
XXIX	AMBÍOTI . . . . .	4,48,112	82,374	72,510	...	6,387	4,54,499
XXX	BÍNA-GOONA . . . . .	49,26,209	68,668	63,935	...	...	49,26,209
XXXI	BHOPAL-UJJAIN . . . . .	75,85,789	66,823	61,839	...	...	75,85,789
XXXII	BHOPAL-ÍTÁRSI (NATIVE STATE SECTION) . . . . .	50,00,000	1,12,918	94,340	...	...	50,00,000
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	4,05,17,380	1,22,732	1,09,613	...	5,37,069	4,10,54,449
XXXIV	NÁGDÁ-UJJAIN . . . . .	22,31,596	65,023	63,075	...	...	22,31,596
XXXV	THE GARHWAR'S PETLÁD . . . . .	7,37,433	55,238	48,772	...	11,614	7,49,047
XXXVI	KOLAB GOLD-FIELDS . . . . .	7,40,183	74,018	53,443	...	69,355	8,09,538
	<b>TOTAL</b> . . . . .	<b>6,27,08,852</b>	<b>99,486</b>	<b>89,418</b>	...	<b>6,24,425</b>	<b>6,33,33,277</b>
	<b>Lines owned by native states and worked by state railway agency.</b>						
XXXVII	RÁJPURA-BHÁTINDA . . . . .	67,04,520	62,114	54,148	...	...	67,04,520
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .	9,62,846	60,480	46,945	...	...	9,62,846
	<b>TOTAL</b> . . . . .	<b>76,67,366</b>	<b>61,908</b>	<b>53,124</b>	...	...	<b>76,67,366</b>
	<b>TOTAL STANDARD GAUGE</b> . . . . .	<b>1,96,24,32,513</b>	<b>1,53,444</b>	<b>1,17,684</b>	<b>74,88,467</b>	<b>4,16,90,880</b>	<b>2,01,16,17,860</b>
	<b>METRE GAUGE.</b>						
	<b>State lines worked by companies.</b>						
XL	<b>BENGAL AND NORTH-WESTERN—</b>						
	TIRHOOT SECTION . . . . .	2,60,68,518	70,268	66,211	5,45,095	4,20,220	2,70,33,833
	COMPANY'S SECTION . . . . .	3,74,83,803	63,938	55,990	15,40,061	9,97,900	4,00,21,860
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	91,75,612	39,692	34,949	...	3,14,864	91,90,476
XLII	RAJPUTANA-MALWA . . . . .	12,95,71,818	77,405	67,239	...	31,85,526	13,27,57,344
XLIII	PÁLANPUR-DEESA . . . . .	4,18,264	24,205	22,524	...	...	4,18,264
XLIV	SOUTHERN MAHRATTA . . . . .	9,59,31,462	93,061	82,801	...	15,36,039	9,74,67,551
XLV	GUNTAKAL-MYSORE FRONTIER . . . . .	58,98,866	49,363	45,931	...	...	58,98,866
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	1,50,70,980	50,915	46,484	...	4,36,338	1,55,07,318
XLVII	SOUTH INDIAN . . . . .	7,21,86,970	70,919	62,732	...	23,34,903	7,45,21,873
XLVIII	MÁYAVARAM-MUTUPET . . . . .	24,94,905	46,211	41,847	...	...	24,94,905
XLIX	ASSAM-BENGAL . . . . .	4,18,73,324	1,10,411	99,599	...	24,54,000	4,43,27,324
L	BUERMA . . . . .	7,83,36,906	81,545	70,216	6,90,832	16,30,400	7,86,58,183
	<b>TOTAL</b> . . . . .	<b>51,25,11,434</b>	<b>76,549</b>	<b>67,423</b>	<b>27,76,038</b>	<b>1,33,10,930</b>	<b>52,85,97,802</b>
	Carried over	51,25,11,434	...	...	27,76,038	1,33,10,930	52,85,97,802

(a) The decrease as compared with the last year's report is due to certain credits.

(b) Including interest on capital during construction (Rs. 10,90,914).

(c) Including interest on capital during construction (Rs. 41,029).

(d) Decrease due to the transfer of the Nellore-Gudur section to the Ennúr-Bewwada section (Bewwada-Madras).

\* N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where *provisio* on share capital, etc., at time of purchase on outlay on lines under construction are included.

## STATEMENT No. 22—contd.

Capital outlay\* on open lines of railway on the 31st December 1898 and the average cost per mile, excluding branches and extensions of the open system still under construction—contd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 22, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
	Brought forward	Ra. 51,25,11,484	Ra. ...	Ra. ...	Ra. 27,76,038	Ra. 1,38,10,336	Ra. 52,85,97,802
	<b>METRE GAUGE—concl'd.</b>						
	<b>State lines worked by the State.</b>						
L I	<b>EASTERN BENGAL—</b> NORTHERN AND BHAR SECTIONS (including the Kumbia-Dharila, 2' 6" gauge, branch)	4,06,95,844	84,845	72,420	10,04,852	...	4,16,00,696
	DACCA SECTION	67,68,524	78,777	67,275	...	...	67,68,524
L II	CAWPORE-BURHWAL (metre gauge link)	24,00,107	30,152	27,918	...	...	24,00,107
	<b>TOTAL</b>	<b>4,97,64,475</b>	<b>77,275</b>	<b>66,607</b>	<b>10,04,852</b>	<b>...</b>	<b>5,07,89,327</b>
	<b>Assisted companies.</b>						
L IV	DROGHDA	2,86,180	59,745	52,308	...	2,278	2,88,458
L VI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Information	not received	...	...	...	...
L VII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	21,22,173 (a)	39,562	36,458	...	2,105	21,35,278 (a)
L IX	BENGAL-DOOARS	24,59,470	67,568	56,271	1,29,559	79,021	26,68,050
L X	DIBRU-SADIYA	72,68,614	98,788	83,394	21,180	1,50,678	74,40,481
L XI	LEDO AND TIKAR-MANGHERITA COALIERY	12,00,696	1,60,098	1,50,087	...	...	12,00,696
L XII	AHMEDABAD-PARANTIA	19,19,028	35,170	31,856	...	28,043	19,42,971
	<b>TOTAL</b>	<b>1,52,84,063</b>	<b>65,054</b>	<b>57,847</b>	<b>1,50,748</b>	<b>2,57,120</b>	<b>1,56,75,981</b>
	<b>Lines owned by native states and worked by companies.</b>						
L XIV	THE GANWAN'S MENSARA	22,82,212	35,424	31,451	...	...	22,82,212
L XV	KOLHAPUR	22,24,807	79,978	75,554	...	...	22,24,807 (b)
L XVI	YESVANTPUR-MYSORE FRONTIER	24,03,228	46,801	43,759	...	95,089	24,98,317 (b)
L XVII	MYSORE-NANJANGUD	6,19,240	40,609	37,900	...	24,541	6,43,821
	<b>TOTAL</b>	<b>66,29,527</b>	<b>45,829</b>	<b>41,812</b>	<b>...</b>	<b>1,19,630</b>	<b>67,40,157</b>
	<b>Lines owned and worked by native states.</b>						
L XXI	<b>JODHPUR-BICKANEER—</b> JODHPUR SECTION	70,70,241	22,060	21,425	...	...	70,70,241
	BICKANEER SECTION	18,98,798	22,208	21,701	...	...	18,98,798
L XXII	ODDIPPORE-CHITORE	16,12,064	26,501	24,724	...	28,407	16,40,471
L XXIII	BRÁVNAGAR-GONDAL-JUBÁGAD-PORHANDAR	1,75,24,827	53,302	47,896	...	2,21,719	1,78,56,546
L XXIV	JETALGAR-BÁJKOT	15,75,212	34,078	31,466	...	2,805	15,78,017
L XXV	JÁMNAGAR	22,82,765	45,412	42,928	...	34,721	23,18,496
L XXVI	DHRÁNGADRA	5,43,231	26,079	24,273	...	50,358	5,98,589
	<b>TOTAL</b>	<b>2,25,18,238</b>	<b>35,611</b>	<b>33,371</b>	<b>...</b>	<b>4,38,020</b>	<b>2,29,56,258</b>
	<b>Foreign lines.</b>						
L XXVIII	WEST OF INDIA PORTUGUESES	1,35,77,368	2,65,650	2,15,651	(c) 25,29,412	(d) 1,90,672	(e) 1,62,97,448
L XXIX	PONDICHERY	5,68,543	72,890	57,140	...	...	5,68,543
L XXX	KÁRÁIKKAL-PERÁLAM	7,21,658	49,942	48,526	...	7	7,21,665
	<b>TOTAL</b>	<b>1,48,67,564</b>	<b>3,02,608</b>	<b>1,66,137</b>	<b>25,29,412</b>	<b>1,90,679</b>	<b>1,75,87,656</b>
	<b>TOTAL METRE GAUGE</b>	<b>68,36,59,801</b>	<b>(f) 72,617</b>	<b>(g) 64,107</b>	<b>64,81,051</b>	<b>1,43,15,779</b>	<b>65,43,86,181</b>

(a) Including interest on capital during construction (Ra. 37,977).

(b) The decrease as compared with the last year's report is due to certain credits.

(c) Calculated on the cost and mileage of the home line, excluding dock sidings and quarry lines maintained by the States themselves, etc., 228'07 miles and 200'10 miles respectively.

(d) Calculated on 50'30 and 58'20 miles, respectively, which exclude the mileage of the dock estate constructed and maintained by the state itself.

(e) Expenditure on harbour works at Mormugao.

(f) Calculated on 8,746'75 miles

(g) Calculated on 9,982'98 miles. } See notes (c) and (d) above.

N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where premium on share capital, etc., at time of purchase and outlay on lines under construction are included.

## STATEMENT No. 22—concl'd.

Capital outlay\* on open lines of railway on the 31st December 1898 and the average cost per mile, excluding branches and extensions of the open system still under construction—concl'd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 26, chap. VII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	<b>SPECIAL GAUGES.</b>						
	<b>State line worked by the State.</b>						
LXXXII	JOHAT (2' 0") . . . . .	8,71,386	30,575	28,759	...	38,059	9,09,445
	<b>Assisted companies.</b>						
LXXXIII	DARJEELING-HIMALAYAN (2' 0") . . . . .	32,16,284	63,064	59,560	...	1,49,709	33,65,993
LXXXIV	BABSI LIGHT (2' 6") . . . . .	13,38,641	62,003	53,956	...	13,697	13,52,338
LXXXV	HOWRAH-AMTA (2' 0") . . . . .	11,30,475	39,499	37,859	...	...	11,30,475
LXXXVI	HOWRAH-SHEKHALLA (2' 0") . . . . .	6,09,398	23,182	27,550	...	...	6,09,398
LXXXVII	TARANDESHWAR-MAGRA (2' 6") . . . . .	9,38,579	30,160	28,633	...	6,049	9,44,628
LXXXVIII	TEZPUR-BALIPARA (2' 6") . . . . .	4,56,927	22,846	21,708	...	...	4,56,927
	<b>Lines owned by native states and worked by companies.</b>						
XCI	THE GARHWAR'S DABHOI (2' 6") . . . . .	20,70,662	26,277	24,563	...	30,684	21,01,346
XCI	RAJPIPLA (2' 6") . . . . .	8,36,437	43,954	39,343	...	3	8,36,440
	<b>Line owned by native state and worked by state railway agency.</b>						
XCIV	COOCH BEHAR (2' 6") . . . . .	7,75,925	34,920	31,696	3,618	24,885	8,04,423
	<b>Line owned and worked by native state.</b>						
XCVI	MORVI (2' 6") . . . . .	24,32,754	25,792	24,743	...	45,694	24,79,448
	<b>TOTAL SPECIAL GAUGES</b>	<b>1,46,78,468</b>	<b>35,212</b>	<b>33,110</b>	<b>3,618</b>	<b>3,03,780</b>	<b>1,49,90,866</b>
	<b>TOTAL OF ALL RAILWAYS</b>	<b>2,61,06,70,282</b>	<b>1,18,929</b>	<b>96,686</b>	<b>1,39,53,136</b>	<b>5,68,21,439</b>	<b>2,68,00,44,857</b>

(a) Calculated on 21,961.52 miles

(b) Calculated on 27,001.59 miles

} See notes (c) and (d) on page ante.

\* N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where grants on share capital, etc., at time of purchase and outlay on lines under construction are included.

## CHAPTER VIII.

### Main results of working and revenue statistics.

The main results of working of all railways during 1897 and 1898 are compared in statement No. 25.

2. The total mean length of all railways worked during 1898 was 21,476 miles as compared with 20,331 miles worked during the previous year. The total capital outlay,\* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1898, amounted to Rs. 2,68,09,41,857 against Rs. 2,59,57,39,008 at the end of the previous year.

3. The gross earnings from all sources showed an increase of 7.09 per cent. The earnings under coaching fell from Rs. 8,85,68,749 in 1897 to Rs. 8,68,92,203 in 1898, while those under goods rose from Rs. 15,87,55,626 to Rs. 17,88,64,829. The earnings from steam-boat service and miscellaneous sources decreased from Rs. 86,04,118 to Rs. 83,41,424.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 244.67 against Rs. 237.97 in 1897.

4. The total number of passengers booked showed an increase of 0.87 per cent. as compared with the number booked in 1897. The passenger earnings decreased by 0.45 per cent., with a decrease in the passenger unit mileage of 1.85 per cent. The number of passengers carried one mile per mean mile worked was 273,100 as compared with 268,879 in 1897. Of the total number carried, the lower classes contributed 97.12 per cent., the second class 2.45 per cent., and the first class 0.43 per cent. only.

The average distance travelled by each first class passenger was 74.55 miles against 75.59 miles in the previous year, and the average fare was pies 12.40 against pies 12.29 per mile. In the second class, the average distance travelled was 48.24 miles against 50.25 miles, and the average fare 4.92 pies against 4.87 pies per mile; while in the lower classes, the average distance travelled was 38.17 miles against 38.87 miles, and the average fare 2.32 pies against 2.35 pies per mile.

Under other coaching traffic, there was a decrease of Rs. 13,34,851 or 10.79 per cent.

The decrease under coaching traffic in 1898 was chiefly due to the prevalence of the plague; and that under other coaching traffic to the abnormal receipts in 1897 on account of the North West Frontier expedition.

5. The total tonnage of goods lifted showed an increase of 7.87 per cent. as compared with the tonnage lifted in 1897. The total ton-mileage increased 19.10 per cent. and the earnings 12.66 per cent. The number of tons of goods carried one mile per mean mile worked was 268,611 as compared with 231,468 in 1897.

The increase in the earnings from goods traffic was chiefly due to a larger traffic in "Merchandise, general," mainly under cotton, grain and pulse and oil-seeds, owing to better crops.

6. The working expenses increased in 1898 to Rs. 13,06,43,525 from Rs. 12,51,11,631 in 1897. The increase was chiefly due to the increased open mileage and to extensive repairs and renewals of rolling-stock during the year. The percentage of total working expenses on gross earnings was 47.57 as compared with 48.88 in 1897.

7. The net earnings derived from all railways amounted to Rs. 14,39,98,824 as compared with Rs. 13,08,40,061 in 1897, giving a return of 5.37 per cent., against 5.04 per cent. in the previous year, on the total capital outlay\* on open lines stated in rupees.

\* The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1897-98 and in the present report.

8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 to 1898 are given in the following table:

STATEMENT No. 23.

Classification No.	Railways.	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.	1897.	1898. (e)
	<b>STANDARD GAUGE.</b>											
	<b>State lines worked by companies.</b>	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN . . . . .	230	255	384	388	514	573	549	504	597	649	658
II	BENGAL CENTRAL (b) . . . . .	...	...	...	...	...	39	103	127	144	175	158
III	BENGAL-NAGPUR . . . . .	...	...	...	...	51	156	127	143	142	138	143
IV	INDIAN MIDLAND (c) . . . . .	...	...	...	...	52	90	97	129	119	131	134
	<b>State lines worked by the State.</b>											
XII	NORTH WESTERN . . . . .	...	124	128	147	224	228	216	245	220	225	255
XIV	ODDH AND ROHILKHAND . . . . .	...	...	103	76	143	181	196	245	279	185	194
XV	EASTERN BENGAL . . . . .	...	154	250	312	434	436	503	576	675	678	645
XVII	EAST COAST . . . . .	...	...	...	...	...	...	...	85	94	100	95
	<b>Lines worked by guaranteed companies.</b>											
XIX	GREAT INDIAN PENINSULA (c) . . . . .	157	236	340	298	456	457	508	508	444	367	450
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	49	157	300	285	321	481	539	642	676	595	662
XXI	MADRAS (c) . . . . .	105	118	160	143	164	155	198	234	249	263	246
	<b>Line owned by native state and worked by company.</b>											
XXXIII	THE NIZAM'S GUARANTEED STATE (c) . . . . .	...	...	...	79	114	145	131	160	187	205	221
	<b>METRE GAUGE.</b>											
	<b>State lines worked by companies.</b>											
XL	BENGAL AND NORTH-WESTERN— TILBROOK SECTION . . . . .	...	...	...	40	98	103	126	138	161	159	157
	COMPANY'S SECTION . . . . .	...	...	...	...	...	66	100	115	113	105	112
XLII	RAJPUTANA-MALWA . . . . .	...	...	...	86	130	174	210	264	227	212	241
XLIV	SOUTHERN MAHRATTA (c) . . . . .	...	...	...	...	...	60	87	95	113	116	89
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	...	...	...	...	...	63	73				
XLVII	SOUTH INDIAN (c) . . . . .	...	71	89	98	104	118	156	151	165	169	156
XLIX	ASSAM-BENGAL . . . . .	...	...	...	...	...	...	...	64	71	63	86
L	BURMA (c) . . . . .	...	...	...	...	117	173	176	180	167	133	184
	<b>State line worked by the State.</b>											
LI	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kausia-Dhuria, 2' 6" gauge, branch) . . . . .	...	...	...	...	95	130	163	184	212	195	201
	DACCA SECTION . . . . .	...	...	...	...	...	47	73	101	115	114	129
	<b>Assisted company.</b>											
LVII	ROHILKUND AND KUMAON (COM- PANY'S SECTION) (c) . . . . .	...	...	...	...	...	57	69	83	86	86	104
	<b>Lines owned and worked by native states.</b>											
LXXI	JODHPUR-BIKANER— JODHPUR SECTION . . . . .	...	...	...	...	...	48	57	63	70	67	73
	BIKANER SECTION . . . . .	...	...	...	...	...	...	...	35	53	52	39
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PO- BANDAS (c) . . . . .	...	...	...	...	...	92	97	101	110	(f) 103	86

(a) See also statements Nos. 25 and 26.

(b) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.

(c) Including branch lines worked.

(d) Including the Pondicherry railway.

(e) The working of this line was transferred to company from the 1st September 1896.

(f) Excluding the Jámágar railway.

9. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36, chapter IX, were as follows:

Net earnings and percentage on capital outlay on the standard and metre gauge railways.

On "State lines worked by companies," the net earnings amounted on the standard gauge to Rs. 4,86,86,503, giving a return of 7·37 per cent. on a total capital outlay\* of Rs. 66,06,10,327; and on the metre gauge to Rs. 2,56,15,568, giving a return of 4·88 per cent. on a total capital outlay\* of Rs. 52,51,42,814.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,98,21,806† or 3·99† per cent. on a total capital outlay\* of Rs. 74,70,86,410,† and on the metre gauge Rs. 32,87,912, or 6·80 per cent. on a total capital outlay\* of Rs. 4,83,69,220.‡

The net earnings of the "Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 2,84,71,988, giving a return of 5·54 per cent. on a total capital outlay\* of Rs. 51,34,83,019.

The net earnings of the lines in the hands of "Assisted companies" were on the standard gauge Rs. 16,66,275, being at the rate of 4·05 per cent. on a total capital outlay\* of Rs. 4,11,21,951, and on the metre gauge Rs. 12,14,273, being at the rate of 4·82 per cent. on a total capital outlay\* of Rs. 2,51,66,407.

The net earnings derived by the "Native state lines" amounted on the standard gauge to Rs. 27,53,930, giving a return of 5·33 per cent. on a total capital outlay\* of Rs. 5,17,16,260, and on the metre gauge to Rs. 18,95,724, giving a return of 5·23 per cent. on a total capital outlay\* of Rs. 3,62,38,470.

\* The capital expenditure here referred to is that shown in chapter VII, statement No. 23 (excluding branches and extensions of the open system still under construction).

† Including the Jammu and Kashmir railway (Native state section).

‡ Excluding the Cawnpore-Burhwal railway (metre gauge link).



10. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, including steam-boat service and suspense accounts, during the last five years.

Net earnings and percentage on capital outlay on the principal railways during the last five years.

These results which are the best obtainable for purposes of comparison from a statistical point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (vide statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT No. 24.

Classification No.	Railway.	1894.		1895.		1896.		1897.		1898.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings. (see also statements Nos. 26 and 26).	Percentage of net earnings per annum on capital expenditure.
	<b>STANDARD GAUGE.</b>										
	<b>State lines worked by companies.</b>										
I	EAST INDIAN . . . . .	3,64,26,406	9.72	3,73,16,417	9.80	3,67,78,683	9.56	4,14,93,461	10.59	4,08,07,270	10.24
II	BENGAL CENTRAL (a) . . . . .	3,20,483	3.16	3,98,809	3.92	3,46,732	3.20	4,89,686	4.17	3,68,007	2.91
III	BENGAL-NAGPUR . . . . .	32,58,414	3.32	35,41,443	3.59	29,27,869	2.95	29,79,559	2.99	33,63,854	3.37
IV	INDIAN MIDLAND . . . . .	24,08,395	2.53	18,23,669	1.87	24,48,794	2.27	23,38,159	2.61	30,36,193	2.66
	<b>State lines worked by the State.</b>										
XII	NORTH WESTERN . . . . .	1,28,25,181	3.02	1,64,46,997	3.86	1,18,86,409	2.25	1,50,11,817	3.19	1,85,95,794	3.89
XIV	ODDH AND ROHILKHAND . . . . .	57,36,139	5.58	52,55,948	5.01	43,50,907	4.11	36,96,778	3.43	53,07,727	4.56
XV	EASTERN BENGAL . . . . .	49,95,544	8.36	55,01,903	9.03	52,99,143	8.37	47,82,119	7.10	50,47,154	7.35
XVI	EAST COAST . . . . .	1,50,921	0.45	3,29,185	0.70	5,29,705	0.97	8,68,970	1.05	6,51,393	1.14
	<b>Lines worked by guaranteed companies.</b>										
XIX	GREAT INDIAN PENINSULA . . . . .	1,62,56,583	5.62	1,47,38,432	5.27	1,54,20,597	5.51	93,94,397	3.37	1,41,27,268	5.04
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	1,00,70,974	10.22	1,09,37,063	10.87	89,00,862	8.63	64,70,202	6.09	87,42,205	8.05
XXI	MADRAS . . . . .	49,77,136	4.11	59,45,110	4.89	54,58,773	4.46	61,15,973	4.98	56,02,515	4.54
	<b>Line owned by native state and worked by company.</b>										
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	16,22,028	4.03	15,77,150	3.88	17,28,195	4.23	19,38,769	4.73	22,74,580	5.54
	<b>METRE GAUGE.</b>										
	<b>State lines worked by companies.</b>										
XL	BENGAL AND NORTH-WESTERN—TIBHOOT SECTION COMPANY'S SECTION . . . . .	32,36,188	6.03	32,57,825	5.96	32,42,246	5.90	33,69,653	5.95	36,67,472	5.47
XLII	RAJPUTANA-MALWA . . . . .	1,53,54,164	11.65	1,39,95,382	10.54	1,09,76,727	8.26	98,64,421	7.47	1,19,99,627	9.04
XLIV	SOUTHERN MAHRATTA . . . . .	27,37,595	2.26	35,40,902	2.91	39,68,777	3.24	40,42,622	3.28	21,39,061	1.72
XLVII	SOUTH INDIAN . . . . .	33,10,987	4.30	39,34,006	5.09	40,53,149	5.24	43,31,888	5.61	38,66,743	5.15
XLI	ASSAM-BENGAL . . . . .	—	—	—	—	33,239	0.13	72,214	0.20	54,552	0.13
L	BURMA (b) . . . . .	23,23,328	3.58	27,02,356	3.70	29,85,751	3.87	38,82,675	4.97	37,88,523	4.82
	<b>State line worked by the State.</b>										
LI	EASTERN BENGAL—NORTHERN AND BEHAR SECTIONS (including the Kauria-Dharla, 3' 6" gauge, branch) . . . . .	31,29,674	7.88	33,11,548	8.03	34,64,021	8.63	30,59,717	7.48	30,08,848	7.23
	DACCA SECTION . . . . .	2,28,341	3.41	2,61,025	3.88	2,39,122	3.55	2,25,157	3.34	2,79,064	4.12
	<b>Assisted company.</b>										
LVII	ROHILKUND AND KUMAON (Company's section) . . . . .	6,12,494	5.74	4,67,663	4.33	4,55,800	4.15	5,08,095	4.45	7,20,985	6.20
	<b>Lines owned and worked by native states.</b>										
LXXI	JODHPUR-BICKANEER—JODHPUR SECTION . . . . .	6,69,373	10.88	5,69,246	8.85	7,38,273	11.44	7,44,799	11.52	7,30,957	10.34
	BICKANEER SECTION . . . . .	40,477	4.17	45,096	4.65	75,382	7.75	65,504	6.73	77,617	4.09
LXXIII	BRÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR . . . . .	8,52,487	4.52	8,98,666	4.70	10,79,513	5.62	9,08,801	4.77	8,28,236	3.71

(a) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.

(b) The working of this line was transferred to a company from the 1st September 1896.

N.B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No. 26.

11. Particulars relating to guaranteed railway transactions are given in Results of working the guaranteed railways. statements Nos. 27 to 30. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis, the guaranteed lines are shown (*vide* statement No. 29) to have returned a net revenue of £2,624,614. The guaranteed interest is £2,169,926, and the net earnings are shown to be in excess of the guaranteed interest by £454,688. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1898, are given in statement No. 30. This statement also shows the sterling dividends earned by the companies.

12. The financial results of the State lines worked by State agency (excluding the Pishin section, the Mâri-Attock, the Sind-Sagar and Khushâlgarh branches of the North Western State railway which were constructed for military purposes only) for 1897 and 1898, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, chapter VII.

Railway.	Miles worked (from statement No. 23 in the report for 1897-98 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay, as shown in chapter VII, statement No. 17.
<b>1897.</b>						
<b>STANDARD GAUGE.</b>						
North Western . . . . .	1,867-74	2,94,07,459	1,46,34,945	1,47,93,494	49-78	4-17
Hyderabad Shadipalli . . . . .	58-91	2,06,182	1,45,769	59,413	71-04	3-23
Oudh and Rohilkhand (a) . . . . .	878-09	85,16,856	48,19,077	36,96,778	56-50	3-06
Eastern Bengal . . . . .	252-62	8,25,360	41,53,270	47,82,119	46-48	6-23
East Coast . . . . .	(b) 534-08	28,67,268	19,84,818	8,68,970	69-59	1-51
<b>METRE GAUGE.</b>						
Eastern Bengal— Northern and Behar sections (including the Kania-Dharla, 2' 6" gauge, branch) . . . . .	478-20	58,16,061	22,56,334	35,59,717	43-44	7-47
Dacca section . . . . .	85-92	5,10,798	2,65,636	2,25,157	55-92	3-24
<b>TOTAL</b> . . . . .	<b>4,155-51</b>	<b>5,57,48,017</b>	<b>2,82,73,269</b>	<b>2,74,74,646</b>	<b>50-72</b>	<b>4-14</b>
<b>1898.</b>						
<b>STANDARD GAUGE.</b>						
North Western . . . . .	1,871-76	3,44,54,344	1,58,40,916	1,86,13,928	45-98	5-20
Hyderabad Shadipalli . . . . .	58-91	2,22,647	1,52,498	70,159	68-49	3-47
Oudh and Rohilkhand (a) . . . . .	977-72	99,51,699	46,43,871	53,07,728	46-12	4-17
Eastern Bengal . . . . .	257-96	86,81,298	36,34,180	50,47,118	41-86	6-44
East Coast . . . . .	(b) 546-07	37,66,678	21,15,234	6,51,394	76-46	0-80
<b>METRE GAUGE.</b>						
Eastern Bengal— Northern and Behar sections (including the Kania-Dharla, 2' 6" gauge, branch) . . . . .	478-47	54,59,108	24,50,256	30,08,848	44-83	7-18
Dacca section . . . . .	85-92	5,77,498	2,98,429	2,79,069	51-68	4-12
<b>TOTAL</b> . . . . .	<b>4,276-81</b>	<b>6,20,18,647</b>	<b>2,90,35,378</b>	<b>2,29,78,274</b>	<b>46-82</b>	<b>4-74</b>

(a) Including the Cawnpore-Burhwal railway (metre gauge link).

(b) Including 2-66 miles (laid on mixed gauge) which is worked over by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0-88 mile (metre gauge) which is worked over only by the Southern Mahratta railway.

13. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1897 and 1898 :

Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway.

	1897.			1898.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
Total capital outlay * . Rs.	35,48,97,232	15,56,50,228	51,00,47,458	35,81,96,148	15,76,36,948	51,58,33,091
Mean mileage worked . Miles	1,807.74	929.46	2,797.20	1,871.76	955.01	2,826.77
Train mileage . Miles	7,509,833	1,253,403	8,762,785	8,513,225	1,231,145	9,744,370
Gross earnings . . . Rs.	2,94,07,459	34,95,989	3,29,03,448	3,44,54,844	31,47,068	3,76,01,912
Working expenses . . . Rs.	1,46,24,965	32,78,006	1,79,02,971	1,58,40,916	31,86,635	1,90,27,551
Net earnings . . . Rs.	1,47,82,494	2,17,983	1,50,00,477	1,86,13,928	—39,567	1,85,74,361
Percentage of working expenses on gross earnings.	49.73	93.76	54.41	45.98	101.26	50.60
Percentage of net earnings on total capital outlay.	4.17	0.14	2.94	5.20	...	3.60

\* As shown in chapter VII, statement No. 17.

14. Including steam-boat service, and the capital\* expenditure on suspense accounts, the total general results of working of all railways during 1898 were as follows :

	Standard gauge.	Metre gauge.	Special gauges.	Total.
Mileage open at the end of the year . Miles	12,865.58	8,677.99	416.86	21,960.38
Mileage of single track, including sidings ..	16,761.36	9,810.99	443.32	27,015.67
Mean mileage worked during the year . "	12,526.30	8,539.91	409.43	21,475.64
Total capital outlay on open lines † . Rs.	2,01,40,17,967	65,19,36,024	1,49,90,806	2,68,09,44,857
Average cost per mile open ‡ . . . . "	1,53,731	72,905	35,212	1,18,929
Average cost per mile of single track, including sidings. ‡	1,17,234	64,494	33,110	96,836
Gross earnings . . . . . "	20,59,41,416	6,66,35,828	20,65,108	27,46,42,349
Working expenses . . . . . "	9,45,40,916	3,47,24,641	13,77,970	13,06,43,525
Percentage of working expenses on gross earnings.	45.91	52.11	66.73	47.57
Net earnings . . . . . "	11,14,00,502	3,19,11,187	6,87,135	14,99,98,824
Percentage of net earnings on total capital cost of open line.	5.53	4.89	4.58	5.37

15. From statement No. 26, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1898 the average gross earnings per total train-mile were Rs. 4.11 on the standard gauge and Rs. 3.10 on the metre gauge, the highest on the standard gauge being Rs. 6.49 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2.72, on the Bengal Central railway. The highest on the metre gauge was Rs. 3.67 on the Rajputana-Malwa railway and the lowest, Rs. 2.38, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 31.76 on the East Indian railway to 76.46 on the East Coast State railway, and on the metre gauge from 40.22 on the Jodhpore section of the Jodhpore-Bickaneer railway to 95.83 on the Assam-Bengal railway, the average of the standard gauge lines being 45.83, and of the metre gauge, 51.56.

The average working expenses per total train-mile were Rs. 1.58 on the standard gauge and Rs. 1.60 on the metre gauge, the highest being Rs. 2.91 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2.70 on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 2.87 on the standard gauge and Rs. 2.80 on the metre gauge, the highest on the standard gauge being Rs. 3.75 on the Nizam's Guaranteed State railway, and the lowest, Rs. 1.68, on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 4.85 on the Assam-Bengal railway, and the lowest, Rs. 1.76, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The average number of passengers carried in a passenger train was 185.49 on the standard gauge and 210.51 on the metre gauge, the highest on the standard gauge being 260.00 on the Nizam's Guaranteed State railway, and the lowest, 106.90, on the Great Indian Peninsula railway. The highest on the metre gauge was 277.90 on the Assam Bengal railway, and the lowest, 140.08, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0.70 pie on the East Indian railway, on which line the average sum received for this work was 2.71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0.81 pie on the Bengal and North-Western and Rajputana-Malwa railways, the average receipts per passenger on these lines being 2.10 pies and 2.12 pies, respectively.

\* Including Cawnpore-Burhwal railway (metre gauge)

† The capital expenditure here referred to is that shown in Chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

‡ Excluding steam-boat and suspense.

See foot note (g) in the last page of statement No. 26.

The average distance travelled by passengers was on the standard gauge 40·68 miles and on the metre gauge, 36·80 miles.

The average goods earnings per goods train-mile were Rs. 4·80 on the standard gauge and Rs. 3·11 on the metre gauge, the highest on the standard gauge being Rs. 8·72 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 1·81, on the Bengal Central railway. The highest on the metre gauge was Rs. 3·94 on the Rajputana-Malwa railway, and the lowest, Rs. 1·72,\* on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·52 pies on the East Indian railway, standard gauge, and 2·35 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·58 pies and 5·55 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 181·97 miles and on the metre gauge, 125·09 miles.

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\* See note (g) in the last page of statement No. 26.

## Main results of working of all railways for the years ending

Progressive No.	DETAILS.	PREVIOUS YEAR.			1908	
		Standard gauge.*	Metro gauge.	Special gauges.	Standard gauge.*	Metro gauge.‡
1	Open mileage on the 31st December . . . Miles	12,241 74	8,447 85	293 16	12,865 53	8,677 99
2	Mean mileage worked during the year . . . Miles	11,018 52	8,339 37	278 97	12,526 30	8,530 91
3	Capital outlay on open lines, including steam-boat service and suspense accounts † . . . Rs.	1,93,70,95,334	62,89,71,666	1,02,72,008	2,01,40,17,667	65,19,26,024
4	Number of passengers booked . . . No	94,697,070	(b) 55,478,448	888,298	97,259,429	53,124,685
5	Number of passengers booked per mean mile worked . . . No	7,363	(b) 6,657	3,174	7,768	6,227
6	Tonnage of goods booked . . . Tons	25,323,367	(b) 8,207,721	107,529	26,974,285	9,147,560
7	Tonnage of goods booked per mean mile worked . . . Tons	2,125	(b) 985	0 01	2,158	1,071
8	Passenger unit-miles and average distance travelled—					
	1st class . . . . . { Unit-miles	37,500,420	(b) 8,473,557	(d) 321,400	39,922,441	8,724,824
	. . . . . { Av. distance	60-10	(b) 61-80	(d) 46-18	78-89	61-12
	2nd class . . . . . { Unit-miles	140,256,711	(b) 35,063,940	(d) 997,854	148,477,248	31,142,373
	. . . . . { Av. distance	51-55	(b) 45-80	(d) 47-16	48-37	47-63
	Intermediate or 3rd and 4th or lowest { Unit-miles	3,744,133,423	1,910,580,532	(d) 15,696,643	3,712,566,364	1,800,541,064
	. . . . . { Av. distance	40-83	(b) 35-57	(d) 38-53	39-63	35-55
	TOTAL { Unit-miles	3,921,800,554	1,985,118,039	(e) 23,938,363	3,900,966,053	1,900,408,861
{ Av. distance	41 33	(b) 37-78	(e) 28-81	40-12	35-77	
9	Passenger unit-miles per mean mile worked . . . Miles	329,060	(b) 238,318	(e) 94,803	311,531	222,728
10	Ton-milage and average lead of goods { Ton-miles	3,942,273,077	(b) 966,119,061	5,444,529	4,074,224,102	1,053,654,041
	{ Av. lead	151-73	(b) 117-71	32 50	177 98	(g) 117 33
11	Ton-milage per mean mile worked . . . Tons	322,378	(b) 115,934	19,517	373,407	(g) 123,458
12	Train-miles . . . . . Miles	(a) 47,231,747	21,671,757	492,662	(a) 50,373,825	21,442,751
13	Train-miles per mean mile worked . . . Mile	(a) 3,960	2,601	1,700	(a) 4,016	2,511
14	Gross earnings—					
	Coaching { Passengers . . . . . Rs.	5,15,53,303	2,40,49,540	(f) 6,01,742	5,19,73,165	2,30,44,545
	{ Other coaching traffic . . . . . Rs.	99,20,224	23,54,140	97,614	85,82,608	28,30,048
	TOTAL . . . . . Rs.	6,14,73,528	(e) 2,64,25,538	6,89,356	6,04,55,773	2,53,64,594
15	Goods . . . . . Rs.	12,18,99,478	3,60,58,010	8,01,388	13,92,95,158	3,86,78,331
16	Steam-boat, telegraph and miscellaneous . . . Rs.	57,04,906	28,31,138	68,075	61,60,400	26,93,008
17	TOTAL GROSS EARNINGS . . . . . Rs.	18,00,77,909	6,53,14,684	15,58,799	20,60,41,416	6,66,35,828
	Gross earnings per mean mile worked per week, excluding steam-boat . . . Rs.	308 83	148 14	107 46	315 62	147 67
18	Working expenses—					
	Maintenance . . . . . Rs.	2,40,77,841	81,00,328	2,09,081	2,25,20,496	85,83,537
	Locomotive . . . . . Rs.	2,96,35,270	1,05,86,785	2,89,344	3,18,85,258	1,06,75,368
	Carriage and wagon . . . . . Rs.	80,75,803	27,19,421	94,261	1,03,56,358	28,90,081
	Traffic . . . . . Rs.	1,50,25,344	58,76,720	1,60,500	1,58,21,810	60,06,881
	General . . . . . Rs.	83,82,340	47,62,817	1,39,283	85,75,470	48,94,380
19	Steam-boat, special and miscellaneous, and rent of leased lines . . . . . Rs.	30,40,522	12,67,249	22,718	43,37,432	13,05,220
20	Contribution to Provident Fund . . . . . Rs.	8,07,368	2,64,433	7,206	10,04,081	2,79,059
	TOTAL WORKING EXPENSES . . . . . Rs.	9,06,18,396	3,35,77,753	9,20,682	9,15,40,914	3,47,31,641
21	Percentage of working expenses on gross earnings . . . . . Per cent.	47 92	51 41	59 05	45 91	52 11
22	Net earnings . . . . . Rs.	9,64,04,513	3,17,37,231	6,38,317	11,14,00,502	3,19,11,187
23	Percentage of net earnings on total capital outlay † on open line, including suspense . . . . . Per cent.	5 03	5 05	6 23	5 53	4 81

\* Including the Awapori-Burhwal railway (metre gauge) link.

† The capital outlay here referred to is that shown in chapter VII, statement No. 23, in the report for 1907-08 and in the present report.

‡ Excluding the Mymensingh-Jamalpur-Jagannathganj railway.

No. 25.

with the 31st December 1897 and the 31st December 1898.

Special gauges.	TOTAL OF ALL GAUGES.		Increase or decrease in 1898.	PERCENTAGE OF INCREASE OR DECREASE.		Progressive No.	REMARKS.
	Previous year.	1898.		Increase.	Decrease.		
416 86	20,982 95	21,980 31	977 48	4 66	...	1	See also statement No. 22, chapter IX.
400 48	20,530 86	21,475 64	944 78	4 60	...	2	
1,40,90,866	2,19,57,81,008	2,68,09,44,857	8,52,05,849	3 28	...	3	See also statement No. 22, chapter VII.
2,210,207	151,253,816	162,584,331	1,320,505	0 87	...	4	See also statement No. 23, chapter IX.
5,898	(b) 7,368	7,111	-257	...	3 50	5	
229,065	(b) 83,638,017	86,350,901	2,652,283	7 37	...	6	See also statement No. 24, chapter IX.
659	(b) 1,641	1,693	52	3 17	...	7	(e) Excluding the Calcutta Port Commissioners' railway.
(A) 818,944	(b) & (d) 41,293,467	(A) 48,066,211	2,670,742	5 77	...	8	(b) Excluding the figures for the Jamnagar railway for the first-half of 1897.
(A) 45 50	(b) & (d) 75 59	(A) 74 67	-0 92	...	1 22		(c) Including Rs. 22,156 for the Jamnagar railway for the first-half of 1897, for which details are not furnished.
(A) 1,056,472	(A) & (d) 176,918,505	(A) 180,675,098	8,756,588	2 12	...	8	(d) Excluding the figures for the Jorhat-Gaekwar's Dabhoi, and Rajpipla railways.
(A) 44 99	(b) & (d) 50 25	(A) 48 25	-2 03	...	4 04		
(A) 13,559,651	(b) & (d) 5,700,810,598	5,586,666,871	-114,143,919	...	2 00	8	See also statement No. 25, chapter IX.
(A) 35 75	(b) & (d) 38 87	(A) 38 17	-0 70	...	1 80		(e) Excluding the Jorhat railway. Information not received. (f) Including other coaching traffic of the Jorhat railway.
(A) 19,591,795	(b) & (e) 5,930,946,976	5,821,266,709	-109,680,267	...	1 85	8	(g) Excluding the Ledo and Tikak-Margherita colliery railway.
(A) 18 52	(b) & (e) 33 22	(A) 33 55	-0 69	...	1 76		(h) Excluding the Jorhat, Barai Light, Howrah-Amra, Howrah-Sheakhalla, Tarakeswar-Magra, Tezpur-Balipara, Gaekwar's Dabhoi and Rajpipla railways.
(A) 71,913	(b) & (e) 298,573	(A) 273,100	-15,779	...	5 46	9	(i) Excluding the Jorhat, Barai Light, Howrah-Amra, Howrah-Sheakhalla, Tarakeswar-Magra, and Tezpur-Balipara railways.
(A) 5,507,949	(b) 4,813,836,667	(A) 5,733,386,152	919,543,485	19 10	...		10
(A) 33 71	(b) 142 85	(A) & (j) 162 12	19 27	13 49	...	11	
(A) 18,878	(b) 234,468	(A) & (j) 263,64	84,176	14 58	...		12
719,398	(e) 69,396,166	(A) 72,436,574	8,040,408	4 38	...	13	
1,750	(e) 3,381	(e) 3,374	-7	...	0 21		
(A) 9,07,315	(A) 7,01,94,581	(A) 7,58,55,046	-3,59,538	...	0 45	14	
1,34,501	1,23,72,008	1,10,37,157	-13,34,851	...	10 79		See also statements Nos. 23 and 26, chapter IX.
10,41,836	(e) 8,85,68,748	8,63,92,203	-16,99,545	...	1 92	15	
9,85,466	15,87,58,826	17,68,58,830	2,01,00,054	12 60	...		See also statements Nos. 24 and 26, chapter IX.
37,803	86,04,118	88,91,266	2,87,143	3 34	...	16	
20,65,105	25,59,51,692	27,46,42,349	1,86,90,657	7 30	...	...	
97 00	237 97	244 67	6 70	2 82	...	17	
2,78,922	3,23,86,250	3,13,82,955	-10,03,295	...	3 10	18	
4,44,140	4,05,10,408	4,30,04,990	24,94,582	6 16	...	19	
1,19,106	1,14,90,185	1,33,65,685	18,76,150	16 38	...	20	
2,58,613	2,10,62,563	2,20,87,304	10,24,741	4 87	...	21	
2,33,474	1,32,84,339	1,36,53,233	3,73,394	2 81	...	22	See also statements Nos. 26 and 27, chapter IX.
80,998	62,39,489	57,63,645	5,24,156	10 00	...	23	
7,023	11,39,097	13,80,763	2,41,666	21 22	...	24	
13,77,970	12,51,11,631	13,08,48,525	55,31,894	4 42	...	...	
66 73	48 88	47 57	-1 31	...	2 68	25	
6,87,135	13,08,40,011	14,33,98,824	1,31,58,763	10 05	...	26	
4 58	5 14	5 37	0 33	6 55	...	27	

giving the expenditure on lines open to traffic only, and excluding the gross on lines purchased and expenditure on unopen extensions.

STATEMENT  
General results of working the principal standard and metre gauge

Pro- gres- sive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED		
		I East Indian.	II Bengal Central.	III Bengal- Nagpur.	IV Indian Midland. (c)	XII North Western. (e)	XIV Oudh and Buhilkhand †	
<b>STANDARD GAUGE.</b>								
1	Miles open on the 31st December 1898 . . . Miles.	1,712-25	125-01	1,067-41	970-00	2,917-64	1,080-96	
2	Total length of sidings . . . . . "	499-62	21-99	115-49	117-15	675-18	142-60	
3	Total length of single track, including sidings . . . . . "	2,676-12	* 147-00	1,182-90	1,067-15	2,663-31	1,173-16	
4	Mean mileage worked during the year . . . . . "	(b) 1,741-81	125-01	925-03	(d) 976-48	2,842-69	995-10	
5	Capital outlay on open line to the 31st December 1898, including steam-boat service and suspension †	Rs. 29,85,67,728	1,22,58,300	9,98,60,494	11,42,85,676	47,79,23,646	11,63,58,467	
6	Capital outlay on open line to the 31st December 1898, exclusive of steam-boat service and suspension †	38,64,79,769	1,20,61,688	9,77,43,454	11,20,08,283	46,57,95,372	11,46,44,914	
7	Average cost per mile of railway (e) . . . . . "	2,25,715	96,494	91,571	1,16,400	1,65,239	1,11,267	
8	Average cost per mile of single track, including sidings (e) . . . . . "	1,44,418	82,032	82,630	1,08,857	1,27,133	97,723	
9	Coaching earnings . . . . . "	1,78,24,076	6,89,706	12,62,463	24,37,401	1,17,39,901	40,98,242	
10	Goods earnings . . . . . "	4,09,57,631	2,52,870	48,04,497	41,94,179	2,30,01,472	49,49,468	
11	Gross earnings . . . . . "	5,97,96,000	10,24,637	68,79,103	67,31,141	3,76,50,076	98,51,569	
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . "	658	158	148	174	234	190	
13	Working expenses . . . . . "	1,59,96,790	6,56,650	35,15,339	37,46,948	1,90,54,292	45,43,871	
14	Working expenses per cent. of gross earnings Per cent	26-78	64-08	51-10	55-24	50-61	46-12	
15	Net earnings . . . . . Rs	4,08,07,270	3,68,007	33,63,854	30,36,198	1,25,95,794	58,07,737	
16	Net earnings per cent. on capital outlay (5) Per cent	10-24	2-97	3-37	2-66	3-59	4-54	
17	Net earnings per cent. on paid up capital . . . . . "	...	...	3-32	2-62	...	...	
18	Passenger train-miles . . . . . Miles	4,838,385	277,235	789,423	825,903	3,877,429	1,340,497	
19	Goods train-miles . . . . . "	2,467,058	140,116	1,161,474	1,073,962	3,994,621	1,503,543	
20	Total train-miles . . . . . "	12,305,443	377,351	1,950,897	1,899,764	9,768,060	2,844,040	
21	Coaching earnings per passenger train-mile . . . . . Rs.	3-68	2-97	1-73	2-95	3-03	3-05	
22	Goods earnings per goods train-mile . . . . . "	4-84	1-81	4-14	3-91	4-24	3-29	
23	Gross earnings per train-mile . . . . . "	4-49	2-72	3-58	3-57	3-55	3-46	
24	Working expenses per train-mile . . . . . "	1-42	1-74	1-70	1-97	1-95	1-66	
25	Net earnings per train-mile . . . . . "	3-07	0-98	1-78	1-60	1-90	1-61	
26	Cost of train staff per train-mile . . . . . Anna-	0-93	0-57	0-63	0-59	(g) 0-62	0-72	
27	Average number of passengers in a passenger train No.	230-45	162-98	127-92	163-41	202-65	197-16	
28	Average distance travelled by a passenger . . . Miles	62-00	22-57	48-46	74-06	53-77	44-23	
29	Average number of tons in a goods train . . . Ton-	202-74	56-66	127-42	123-49	156-09	119-75	
30	Average distance over which a ton of goods was hauled . . . Miles	210-50	61-83	102-09	172-18	208-22	163-18	
Average number of vehicles (excluding brake-								
wans)—								
31	In each passenger train . . . . . No.	14-64	12-67	9-87	9-00	12-80	10-98	
32	In each goods train . . . . . "	32-62	22-49	22-79	27-00	31-75	27-96	
33	In each mixed train {	Passenger carriages . . . . . "	14-22	12-98	6-11	10-00	8-65	9-12
		Goods vehicles . . . . . "	3-28	12-39	15-54	12-00	6-42	8-95
34	Number of passengers carried one mile . . . Unit-miles	1,115,016,858	33,965,099	108,976,800	134,959,439	784,577,778	264,290,304	
35	Number of tons of goods carried one mile . . . Ton-miles	1,716,627,350	7,939,075	147,997,783	132,612,541	920,083,968	166,519,736	
Average cost of hauling for one mile—								
36	One passenger unit . . . . . Pies	0-70	1-50	1-73	1-44	1-18	1-20	
37	One ton of goods . . . . . "	1-52	5-54	2-98	3-50	2-80	3-00	
Average sum received for carrying for one mile—								
38	One passenger unit . . . . . Pies	2-71	8-08	2-12	2-87	2-44	2-63	
39	One ton of goods . . . . . "	4-58	6-14	6-23	6-07	5-22	5-71	

\* The capital outlay here referred to is that shown in chapter  
† Including the Cawnpore-Burhwal railway (metre gauge  
‡ Including 2-66 miles (laid on the  
§ Including 1-60 miles of metre gauge  
|| Madras railway proper.



No. 26.

railways during the year ending with the 31st December 1898.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XV Eastern Bengal.	XVII East Coast railway system.	XIX Great Indian Peninsula (h).	XX Bombay, Baroda and Central India. (j)	XXI Madras. railway system.	XXIII The Nizam's Guaranteed State. (m)			
262.98	₹ 718.99	1,298.00	460.90	857.68	850.71	11,661.93	1	(a) Excluding steam-boat service and suspense.
193.16	₹ 109.45	258.58	116.63	147.12	40.47	2,367.59	2	(b) Including 34.50 miles of the Eastern Bengal State railway and 1.00 mile of the Rajputana-Malwa railway worked over.
508.35	₹ 823.44	2,008.45	708.64	1,047.20	391.18	15,421.90	3	
257.96	546.07	1,491.31	460.90	857.68	854.70	11,574.78	4	
6,87,01,674	7,41,78,268	28,08,09,015	10,93,68,550	12,33,05,454	4,25,55,792	191,82,68,064	5	(c) Including the Bhopal-Itarsi, Bina-Goonā and Bhopal-Ujjain railways, except as regards item 17.
6,40,93,081	7,15,68,707	27,60,87,648	10,55,34,901	12,09,02,008	4,20,18,723	1,86,97,68,648	6	(d) Including 15.30 miles of the East Indian railway, 1.00 mile of the Oudh and Rohilkhand State railway, 0.13 mile of the Great Indian Peninsula railway and 2.89 miles of the Rajputana-Malwa railway worked over.
2,43,718	99,541	2,14,353	2,28,976	1,40,964	1,19,810	1,60,331	7	
1,26,081	86,390	1,37,463	1,48,926	1,15,452	1,07,415	1,21,241	8	
28,28,070	14,05,366	70,50,427	37,10,984	40,99,357	8,43,679	5,80,74,671	9	
54,25,399	11,76,412	2,74,61,611	1,15,92,181	66,52,261	31,45,227	13,56,14,226	10	(e) Including the Jammu and Kashmir railway (Native state section) except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16, but excluding Hyderabad-Shadipalli, Rājputana-Bhātinda and Southern Punjab railways.
86,81,234	27,66,678	3,46,77,496	1,58,62,726	1,09,68,550	40,76,673	19,92,18,132	11	
645	5	450	662	246	221	330	12	
86,34,130	21,15,285	3,07,50,228	71,20,521	53,66,035	18,02,093	9,12,94,172	13	(f) Including 13.00 miles of the East Indian railway and 2.20 miles of the Delhi-Umballa-Kalka railway worked over.
41.86	76.46	59.49	44.89	48.92	44.20	45.83	14	
50,47,154	6,51,393	1,41,27,268	87,42,205	56,02,515	22,74,580	10,79,23,960	15	(g) Including the Hyderabad-Shadipalli, Rājputana-Bhātinda and Southern Punjab railways.
7.85	0.88	5.04	7.99	4.54	5.54	5.63	16	
...	...	5.04	8.28	4.60	4.71	...	17	(h) Including the Wardha Coal, Dhond-Manmā, Khāmgāon, and Amrāoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
1,050,599	473,372	4,188,774	1,115,207	1,256,831	224,899	20,214,553	18	
909,391	460,638	5,260,649	1,328,973	1,943,715	723,552	28,267,592	19	(i) Including rent of leased lines (Rs. 4,45,500), but excluding charges incurred direct by the State.
1,959,990	934,010	9,449,423	2,444,180	2,600,546	948,451	46,492,145	20	
2.69	2.97	1.68	3.33	3.26	3.75	2.87	21	
5.97	2.55	5.22	8.72	4.95	4.35	4.80	22	
4.43	2.96	3.69	6.49	4.22	4.30	4.11	23	
1.85	2.26	2.20	2.91	2.06	1.90	1.88	24	
2.58	0.70	1.49	3.58	2.16	2.40	2.23	25	(j) Including the Pātri branch.
0.79	0.76	1.41	0.62	0.76	0.75	...	26	(k) Including the State outlay on the Pātri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,27,222 and per mile of single track including sidings Rs. 1,47,785.
172.31	222.47	106.90	197.05	231.36	260.00	185.49	27	
25.78	38.46	31.42	16.39	31.41	48.29	40.68	28	
143.55	111.74	141.69	226.69	113.90	162.27	162.41	29	
86.28	95.76	261.90	161.37	130.38	147.34	181.97	30	(l) Including the Gaekwar's Petlād Nāgdā-Ujjain and Tāpti Valley railways.
12.45	5.90	11.00	12.87	11.07	10.35	...	31	
35.15	16.11	26.00	42.39	24.67	23.27	...	32	
9.95	7.98	8.00	7.94	5.92	7.64	...	33	
6.36	6.44	5.00	11.89	17.65	18.87	...	33	(m) Including the Bezvada extension (East Coast State) except as regards items 15, 16 and 17.
181,027,880	105,311,810	447,763,383	219,755,950	290,784,364	59,530,805	3,749,559,949	34	
130,546,212	51,471,016	745,359,107	301,261,902	153,043,942	117,407,296	4,590,869,927	35	
1.16	1.48	2.96	1.37	1.05	0.85	...	36	(n) Including 3.10 miles worked over twice by each train, and 0.89 mile of the East Coast State railway worked over, but excluding 2.19 miles used for military traffic only.
3.09	3.83	3.51	3.07	4.31	2.17	...	37	
2.70	2.40	2.34	2.63	2.31	2.97	...	38	
7.98	4.39	7.07	7.39	8.35	5.14	...	39	(o) Including rent of leased line (Rs. 95,390).

VII, statement No. 22, which is that on lines open to traffic, excluding premia on lines purchased and expenditure on unopen extensions, link), excepting items 23 to 28 and 31 to 33, mixed gauge) and 0.33 mile (metre gauge) sidings.

## General results of working the principal standard and metre gauge

Pro- gressive No.	READINGS.	STATE LINES WORKED BY COMPANIES.				
		XL Bengal and North-Western —Tirhoot and Company's sections.	XLII Rajputana- Malwa.	XLIV Southern Maharatta railway system.	XLVII South Indian. (e)	XLIX Assam- Bengal. (g)
<b>METRE GAUGE.</b>						
1	Miles open on the 31st December 1898 . . . Miles	929.05	1,673.94	1,553.21	1,025.68	(A) 379.25
2	Total length of sidings . . . . . "	185.14	(b) 353.09	160.05	184.99	41.17
3	Total length of single track, including sidings . . . "	1,063.19	1,923.17	1,718.26	1,160.67	420.43
4	Mean mileage worked during the year . . . . . "	888.60	1,673.94	(d) 1,556.20	1,045.43	291.30
5	Capital outlay on open line to the 31st December 1898 including steam-boat service and suspense* . . . . . Ra.	6,70,55,693	13,37,57,944	12,43,40,690	7,50,90,416	4,43,27,324
6	Capital outlay on open line to the 31st December 1898 exclusive of steam-boat service and suspense* . . . . . "	6,85,52,327	12,95,71,918	12,22,43,623	7,27,55,518	4,18,73,324
7	Average cost per mile of railway (a) . . . . . "	68.479	77.403	78.707	70.934	1,10,411
8	Average cost per mile of single track, including sidings (a) . . . . . "	59.775	67.239	71.354	62.634	39,599
9	Coaching earnings . . . . . "	24,57,306	62,03,497	21,45,752	44,06,238	7,37,630
10	Goods earnings . . . . . "	32,49,165	1,43,93,522	48,85,462	38,29,075	5,35,739
11	Gross earnings . . . . . "	64,76,080	2,09,90,363	71,70,369	84,99,411	13,08,194
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . "	129	241	89	156	36
13	Working expenses . . . . . "	28,08,558	89,90,766	50,21,208	46,32,698	12,53,572
14	Working expenses per cent. of gross earnings . . . Per cent.	43.37	42.83	70.17	54.51	95.83
15	Net earnings . . . . . Ra.	36,67,472	1,19,99,637	21,39,061	38,66,743	54,542
16	Net earnings per cent. on capital outlay (5) . . . Per cent.	5.47	9.04	1.72	5.15	0.13
17	Net earnings per cent. on paid up capital . . . . . "	—	—	—	—	—
18	Passenger train-miles . . . . . Miles.	1,069,472	2,000,533	961,128	1,337,395	152,042
19	Goods train-miles . . . . . "	1,185,570	2,656,134	1,847,153	1,518,965	311,537
20	Total train-miles . . . . . "	2,275,042	5,716,717	2,708,281	2,856,360	463,579
21	Coaching earnings per passenger train-mile . . . Ra.	2.26	3.01	2.49	3.40	4.85
22	Goods earnings per goods train-mile . . . . . "	2.74	3.94	2.64	2.52	1.72
23	Gross earnings per train-mile . . . . . "	2.85	3.67	2.65	2.53	2.32
24	Working expenses per train-mile . . . . . "	1.23	1.57	1.86	1.38	2.70
25	Net earnings per train-mile . . . . . "	1.62	2.10	0.79	1.15	0.12
26	Cost of train staff per train-mile . . . . . Annas	0.48	(e) 0.62	0.64	(f) 0.40	0.74
27	Average number of passengers in a passenger train . . No.	193.60	237.85	185.57	208.57	277.90
28	Average distance travelled by a passenger . . . Miles	33.76	50.43	41.55	32.73	34.69
29	Average number of tons in a goods train . . . . . Tons	94.84	114.89	78.50	66.20	74.14
30	Average distance over which a ton of goods was hauled . . . . . Miles	121.00	232.73	155.91	54.19	50.13
Average number of vehicles (excluding brake-vans)—						
31	In each passenger train . . . . . No.	11.00	14.19	10.17	13.46	15.00
32	In each goods train . . . . . "	34.00	30.43	24.56	13.30	30.00
33	In each mixed train { Passenger carriages . . . . . "	18.00	13.28	9.15	16.51	14.00
	{ Goods vehicles . . . . . "	18.00	11.72	11.76	13.19	18.00
34	Number of passengers carried one mile . . . Unit-miles	210,922,586	490,104,191	159,801,837	383,223,829	43,252,012
35	Number of tons of goods carried one mile . . . Ton-miles	112,442,040	420,047,110	145,000,721	85,363,052	23,084,506
Average cost of hauling for one mile—						
36	One passenger unit . . . . . Pies	0.81	0.81	1.49	(f) 1.12	1.83
37	One ton of goods . . . . . "	2.35	2.94	4.70	(f) 4.88	6.33
Average sum received for carrying for one mile—						
38	One passenger unit . . . . . Pies	2.10	2.12	2.18	2.08	3.19
39	One ton of goods . . . . . "	5.55	6.58	6.47	8.61	4.46

\* The capital outlay here referred to is that shown in chapter

No. 26—concl'd.

railways during the year ending with the 31st December 1898—concl'd.

L Burma.	STATE LINE WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			Total and average of principal metre gauge lines.	Progressive No.	REMARKS.
	LI EASTERN BENGAL.			LXXI JODHPUR-BICKANEER.	LXXIII Bhavnagar-Gondal-Junagad-Forbandar railway system.				
	Northern and Behar sections (including the Kannaia-Dharila, 2' 6" gauge, branch).	Dacca section.				Jodhpore section.			
936.18	478.47	85.92	285.09	320.50	85.50	(j) 455.18	8,206.92	1	(a) Excluding steam-boat service and suspense.
141.94	82.09	14.69	35.96	9.50	2.00	50.64	1,060.66	2	(b) Including 3.07 miles of main line laid on the standard gauge.
1,087.02	560.56	100.61	321.05	330.00	87.50	£05.82	9,278.27	3	
936.18	478.47	85.92	277.88	320.50	68.01	446.56	8,068.84	4	(c) Including the Palanpur-Dacca, Gaekwar's-Mehsana and Ahmedabad-Parantij railways.
7,86,58,188	4,16,00,696	67,68,524	1,16,25,754	70,70,341	18,98,798	2,23,46,648	61,35,40,406	5	
7,63,36,906	4,05,95,844	67,65,524	1,13,08,785	70,70,341	18,98,798	2,19,37,035	59,59,17,838	6	(d) Including 2.66 miles (laid on mixed gauge) and 0.33 mile (metre gauge) of the East Coast State railway worked over by the Southern Mahratta railway.
81,545	84,845	78,777	39,667	22,060	22,208	(k) 49,151	72,612	7	
70,226	72,420	67,275	35,224	21,425	21,701	(l) 44,611	64,327	8	
43,84,060	18,24,393	3,82,715	6,02,506	4,76,983	43,866	9,37,612	2,46,03,138	9	
44,52,693	31,18,512	1,76,483	7,27,601	7,21,793	82,364	10,01,074	3,71,75,503	10	(e) Including the Pondicherry railway.
89,91,452	54,59,108	5,77,493	14,96,306	12,22,727	1,37,473	20,03,938	6,43,32,809	11	
184	201	129	104	78	39	86	151	12	(f) Including the Mayavaram-Mutpet, Pondicherry and Karaikkal-Peralam railways.
52,02,929	24,50,255	2,98,429	7,75,411	4,91,770	59,856	11,75,702	3,31,71,124	13	(g) The results shown under this railway are abnormal, owing chiefly to the undeveloped state of the traffic on the line, and to the temporary closing of certain portions of the open sections on account of the earthquake in June 1897.
57.87	44.88	51.68	51.82	40.22	43.54	53.67	51.56	14	
37,88,523	30,08,848	2,79,064	7,20,985	7,30,957	77,617	8,28,236	3,11,61,685	15	
4.82	7.23	4.12	6.20	10.34	4.09	3.71	5.07	16	
8.50	...	...	...	...	...	...	...	17	(h) Including the Ganhati-Jamuna Mukh section, 74.73 miles, temporarily closed from the 13th June 1897, on account of damages done by the earthquake.
1,319,848	647,629	129,432	171,168	154,755	24,990	328,262	8,774,704	18	
1,635,058	834,011	93,520	335,653	197,627	32,669	264,227	11,961,844	19	
2,954,906	1,531,640	222,952	506,821	353,332	57,659	590,489	20,736,548	20	(i) No passenger trains were run.
3.16	2.83	2.96	3.52	3.08	1.76	2.87	2.80	21	
2.72	3.53	1.89	2.17	3.65	2.52	3.79	3.11	22	
3.04	3.56	2.59	2.95	3.47	2.38	3.39	3.10	23	
1.76	1.60	1.34	1.53	1.40	1.04	1.99	1.60	24	
1.28	1.96	1.25	1.43	2.07	1.34	1.40	1.50	25	(j) Including 8.86 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.
0.73	0.50	0.41	0.37	0.19	0.17	0.44	...	26	
318.50	178.57	206.41	224.20	243.63	140.08	172.28	210.51	27	
28.03	44.04	21.18	34.23	57.14	36.70	34.34	36.80	28	
74.78	78.08	46.16	59.93	74.03	48.15	61.21	66.07	29	(k) Calculated on 446.32 miles, excluding dock mileage, vide note (j).
109.66	114.88	61.12	63.89	98.02	43.03	58.20	125.19	30	
14.89	16.24	7.92	(i)	14.97	9.88	11.42	...	31	(l) Calculated on 491.74 miles, excluding the length of single track including sidings of dock line.
40.76	35.17	16.60	20.00	24.92	26.09	28.40	...	32	
12.66	12.02	12.06	11.00	9.90	5.80	11.84	...	33	
12.87	9.96	6.80	12.00	12.10	8.10	8.04	...		
281,911,025	115,647,383	26,716,214	38,376,440	38,476,074	3,500,513	56,207,077	1,847,144,181	34	
122,263,907	64,602,137	4,317,308	20,114,237	14,629,542	1,573,040	16,173,726	1,029,611,326	35	
1.84	0.99	1.05	1.03	0.89	1.01	1.82	...	36	
4.78	4.11	5.50	3.90	3.62	3.56	6.51	...	37	
2.84	2.70	2.60	2.62	2.09	2.12	2.93	...	38	
6.99	9.27	7.85	6.95	9.47	10.05	11.88	...	39	

VII, statement No. 22, which is that on lines open to traffic, excluding premia, on lines purchased and expenditure on unopen extensions.

## STATEMENT No. 27.

## Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1898, the net revenue of these railways to the 30th June 1898 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest advanced to the 31st December 1897.	INTEREST ADVANCED DURING 1898.				Total. (b)	Aggregate of net revenue balances for the several half-years to the 30th June 1898.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital (c)	Total.			
		£	£	£	£	£	£	£	
XIX	Great Indian Peninsula . . . . .	89,843,098	1,187,222	1,203	12	1,188,437	40,531,535	86,924,869	8,606,646
XX	Bombay, Baroda and Central India . . . . .	13,717,709	432,547	104	5,906	438,557	14,156,266	13,439,054	717,212
XXI	Madras . . . . .	18,413,133	534,313	...	307	534,620	18,947,753	10,655,155	8,292,618
	TOTAL . . . . .	71,473,940	2,154,082	1,307	6,225	2,161,614	73,635,554	61,019,078	12,616,476

(c) Interest on overdrawn capital is for the year 1898, being charged in that year by transfer entry.

(b) Represents interest due up to the 30th June 1898 only, the interest for the half-year ended the 31st December 1898 not being paid until the succeeding half-year.

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

## STATEMENT No. 28.

*Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1898 inclusive.*

Half-year ending	XIX Great Indian Peninsula railway.	XX Bombay, Baroda and Central India railway.	XXI Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
To end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	36,90,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885	...	6,66,993	...	6,66,993
June 1886	66,37,691	27,31,549	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	58,73,655	26,37,284	...	85,10,939
December 1889	...	3,35,498	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,98,109	...	1,09,25,122
December 1892	...	2,75,400	...	2,75,400
June 1893	58,62,262	39,97,617	...	98,59,879
December 1893	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,20,467	...	1,04,10,129
December 1894	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,959	1,12,099	84,13,780
December 1895	...	12,14,280	...	12,14,280
June 1896	43,06,515	37,10,596	...	80,17,111
December 1896	...	4,45,663	...	4,45,663
June 1897	...	19,03,090	1,82,678	20,85,768
December 1897	...	...	10,449	10,449
June 1898	27,14,655	29,76,509	2,00,730	58,91,894
December 1898	...	9,22,446	...	9,22,446
<b>TOTAL</b>	<b>11,86,37,064</b>	<b>5,98,88,559</b>	<b>5,05,956</b>	<b>17,90,31,579</b>
<i>Add—</i> Guaranteed lines subsequently purchased by Government—				
East Indian railway	...	...	...	6,38,77,385
Eastern Bengal railway	...	...	...	93,09,567
Sind, Punjab and Delhi railway	...	...	...	2,96,825
South Indian railway	...	...	...	3,92,112
<b>TOTAL</b>	...	...	...	<b>25,28,07,468</b>

## STATEMENT No. 29.

## Guaranteed railways.

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

Year.	Capital expend- ed to the 31st March.	Net revenue for the year ended the 31st Decem- ber.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870 . . .	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	60,183,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,683	3,956,071	4,651,058	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	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,894
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,953
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 . . .	67,431,443	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,016	35,702	...
1885† . . .	66,553,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,435	2,725,445	...	601,040
1888 . . .	57,634,898	3,433,689	2,698,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
1890 . . .	49,897,293	3,107,217	2,361,094	...	746,123
1891   . . .	45,091,263	3,266,586	2,151,338	...	1,115,248
1892 . . .	45,137,155	3,012,611	2,148,725	...	863,886
1893 . . .	45,207,409	3,046,225	2,157,007	...	889,216
1894 . . .	45,276,701	2,886,556	2,160,536	...	726,020
1895 . . .	45,594,202	2,909,568	2,164,151	...	745,417
1896 . . .	45,912,510	2,739,964	2,167,939	...	572,025
1897 . . .	46,174,078	2,009,462	2,165,464	154,002	...
1898 . . .	46,573,687	2,624,614	2,169,926	...	454,688

\* East Indian railway excluded from this and subsequent years.  
† Eastern Bengal railway ditto ditto.  
‡ Sind, Punjab and Delhi railway ditto ditto.  
§ Oudh and Rohilkhand railway ditto ditto.  
|| South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1898.

Classification No.	RAILWAY.	Capital cost.	Net Revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4-5.	Company's share of profits for the year.	Dividend earned by company including guaranteed interest.	Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc., 7 + 8 + 10.	Net result to Government. + gain. - loss.
1	2	3	4	5	6	7	8	9	10	11	12
	<b>State lines worked by companies.</b>		Rs.	Rs.	Rs.	Rs.	£ s. d.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN . . . . .	237,200,000 Rs. 7,29,70,192	4,08,07,269	(b) 2,88,11,047	1,24,96,222	24,99,244	6 10 10	(b) 2,58,38,156	...	2,83,37,400	+1,24,69,869
II	BENGAL CENTRAL . . . . .	1,23,58,300	3,68,007	5,19,230	...	(c) 92,002	4 14 6	5,06,250	...	5,96,252	-2,30,245
III & LXXXI	BENGAL-NAGPUR . . . . .	14,67,03,519	83,03,854	54,23,186	...	...	4 0 0	53,37,953	...	53,37,953	-19,74,099
IV	INDIAN MIDLAND . . . . .	9,96,74,804	25,11,012	89,93,986	...	...	4 0 0	38,96,856	...	38,96,856	-13,84,944
VI & XLII	RAJPUTANA-MALWA . . . . .	15,03,74,730	1,26,49,006	72,83,337	53,65,669	10,73,134	(c)	60,77,309	...	71,50,443	+54,98,563
XLIV	SOUTHERN MAHRATTA . . . . .	9,74,67,550	14,95,521	41,10,276	...	(e) 3,73,880	4 8 2	40,26,661	...	44,00,541	-29,05,090
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA).	1,55,07,319	4,10,721	7,38,461	...	(e) 1,02,680			(d) 2,92,512	...	3,95,192
XLVII	SOUTH INDIAN . . . . .	25,092,557 Rs. 2,43,29,462	33,23,851	23,84,685	14,39,166	2,66,185	4 15 6	36,81,563	...	39,47,748	-1,23,897
XLIX	ASSAM-BENGAL . . . . .	7,56,41,721	54,551	23,09,832	...	...	3 5 0	24,17,767	...	24,17,767	-28,63,216
L	BURMA . . . . .	9,24,93,599	37,88,523	24,60,884	(g) 10,43,500	(g) 1,42,789	3 5 6	88,34,038	...	39,76,827	-1,83,304
	<b>Guaranteed railways.</b>										
XIX	GREAT INDIAN PENINSULA . . . . .	28,18,47,620	1,41,06,389	1,29,64,631	27,03,895 -15,62,137	13,51,948	5 9 0	1,78,63,528	57,548	1,92,78,024	-51,66,635
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	10,85,60,145	87,12,047	48,42,250	38,68,797	19,34,399	7 13 1	66,20,306	17,245	85,71,950	+1,40,097
XXI	MADRAS . . . . .	12,23,29,552	53,92,924	58,13,907	1,80,997 -6,02,070	90,498	5 0 2	80,34,275	2,23,320	83,48,093	-29,55,169

CHAPTER VIII.—MAIN RESULTS OF WORKING AND REVENUE STATISTICS.

(a) This column shows approximately the dividends earned by the companies and not those actually distributed.  
 (b) Includes Rs. 500 for redemption of capital.  
 (c) The profits are paid over to the Bombay, Baroda and Central India Railway Company and are distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.  
 (d) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 2,92,512.  
 (e) Company receive one-fourth of the net revenue.  
 (f) The difference between the figures entered in this column and those given in Chapters VIII and IX, statements Nos. 24, 25 and 26, are due to adjustments on account of outstandings recovered during the year.  
 (g) For the year ending 30th June 1898.

## CHAPTER IX.

### Details of revenue earnings and expenditure.

The summary of principal commodities in statement No. 81 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1898, on the standard and metre gauge railways, to Rs. 16,76,61,266. This, however, includes a sum of Rs. 1,98,49,018 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 14,78,12,248) is mainly accounted for under eight heads of country produce, *vis.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, provisions, salt and sugar, the earnings from which amounted to Rs. 10,64,41,565 or about 72 per cent. of the whole, leaving Rs. 4,13,70,683 as the earnings under the remaining twenty-two heads.

2. In grain and seeds, the most important traffic on Indian railways, there was an increase, compared with the preceding year, of 1,184,480 tons or 15.74 per cent., the actual figures being:

	Tons.
1897 . . . . .	7,524,214
1898 . . . . .	8,708,694

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows:

	Quantity. Tons.	Earnings. Rs.
1897 . . . . .	*1,102,818	*171,98,700
1898 . . . . .	2,215,235	1,84,61,053

The quantities of wheat carried by the important exporting railways during the past seven years were as follows†:

Railways.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula . . . . .	368,180	319,473	161,923	131,965	127,796	68,573	214,137
Bombay, Baroda and Central India . . . . .	140,650	49,690	60,818	107,798	54,235	* 32,198	172,151
East Indian . . . . .	357,026	166,007	233,028	237,421	141,043	211,912	394,805
North Western State . . . . .	244,958	365,581	548,590	591,449	262,793	336,196	630,357
<b>TOTAL</b>	<b>1,290,823</b>	<b>920,679</b>	<b>999,349</b>	<b>1,058,633</b>	<b>585,866</b>	<b>648,879</b>	<b>1,417,450</b>

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given:

Ports.	1892.	1893.	1894.	1895. (a)	1896. (a)	1897. (a)	1898. (a)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay . . . . .	463,075	256,324	75,991	154,505	109,373	21,101	338,619
Calcutta . . . . .	180,151	54,349	13,580	30,668	4,017	4,370	170,961
Kurrachee . . . . .	263,376	263,923	296,524	356,438	49,058	53,914	454,641
<b>TOTAL</b>	<b>906,602</b>	<b>574,596</b>	<b>387,995</b>	<b>541,611</b>	<b>162,447</b>	<b>79,385</b>	<b>964,241</b>
Estimated outturn of wheat in India during each previous financial year, in tons	1891-92. 5,535,000	1892-93. 7,193,000	1893-94. 6,923,000	1894-95. 6,886,890	1895-96. 5,510,965	1896-97. 4,892,879*	1897-98. 6,506,820
Percentage of exports on outturn	16.74	7.99	5.60	8.21	2.95	*1.62	14.82

\* Revised figures.  
† Including figures of the Jámnaagar railway for the second-half of 1897 only.  
‡ In this table, through-loadings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire system of railways.  
(a) Including wheat flour.



The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that, while the amount of wheat carried by the four principal exporting railways in 1898 for local consumption did not vary very greatly from the normal, the amount exported was above the average owing to better crops and low prices.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1898 as compared with the previous year. Statements giving detailed statistics for these railways will be found in statements Nos. 31 to 37.

*East Indian Railway system (standard gauge).*

5. The mean mileage worked, including branch lines and lines worked over, was 1,926.28 miles against 1,922.63 miles worked in the previous year. The increase was due to the opening of the Hathras City branch (5.61 miles) on the 1st November 1898.

The gross earnings increased from Rs. 6,07,13,989 to Rs. 6,17,17,629 or by Rs. 10,03,640, but as the working expenses were Rs. 16,77,175 more, the net earnings showed a decrease of Rs. 6,73,538, having fallen from Rs. 4,25,14,791 to Rs. 4,18,41,253.

Of the increase in the gross earnings, Rs. 7,22,784 were derived from coaching traffic and Rs. 2,81,143 from goods traffic.

The increase in the coaching earnings was chiefly due to the increased traffic to river-side stations near the Ganges, on account of the lunar and solar eclipses on the 8th and 22nd January 1898, respectively, to the observation camp at Buxar on the occasion of the total eclipse of the sun, to the movement of numerous marriage parties, increased pilgrim traffic owing to the period being considered auspicious for religious and marriage ceremonies, and to the return of horses, transport mules and military stores from the North-Western frontier. The increase under goods traffic was principally due to the increased local consumption of coal by mills at Cawnpore and other manufacturing centres, to a growing demand for brick burning purposes, and to an increased traffic in coal for the public and foreign railways.

The principal fluctuations in the working expenses were increases of Rs. 9,70,454 and Rs. 2,46,360 under "Locomotive expenses" and "Traffic expenses", respectively. The increase under "Locomotive expenses" was chiefly due to the increased mileage run, enhanced price of coal, increased renewals of locomotive engines and heavier expenditure on account of carriage of revenue stores; and that under "Traffic expenses," chiefly to the additional appointments in the superior establishment, owing to an increase of work, raising of the pay of higher posts, grant of presidency allowance to officers of the departments in Calcutta, appointment of additional station and train staff, and to the payment of an extra charge of one pie per maund to the Port Commissioners for dealing with the traffic at the Kidderpore Docks.

*Bengal Central Railway (standard gauge).*

6. Compared with the results of 1897, the gross earnings decreased from Rs. 11,38,199 to Rs. 10,24,657 or by Rs. 1,13,542, and as the working expenses were Rs. 8,137 more, the net earnings showed a decrease of Rs. 1,21,679, having fallen from Rs. 4,89,686 to Rs. 3,68,007.

There was an increase of Rs. 8,676 under coaching traffic and a decrease of Rs. 1,32,319 under goods traffic.

The increase in the coaching traffic was chiefly under "Passengers' luggage" and "Parcels," due to the increased traffic in fish. The decrease in the goods traffic was chiefly due to a falling off in the traffic in sugar, rice, oil-seeds and tobacco, owing principally to a depression of trade, and also to the failure of the jute crops.

The principal fluctuations in the working expenses were a decrease of Rs. 20,476 under "Locomotive expenses," increases of Rs. 27,319 under "Carriage and wagon expenses," and Rs. 16,061 under "General charges," and a decrease of Rs. 26,994 under "Special and miscellaneous expenditure." The decrease under "Locomotive expenses" was chiefly due to a credit of Rs. 57,870

under "Maintenance and renewals of locomotive engines" debited to the Depreciation Fund; the increase under "Carriage and wagon expenses," to the repairs and renewals of a larger number of vehicles; that under "General charges," to the appointment of an Auditor, increase of pay of the accountant, assistant accountant, travelling inspector of accounts and clerical establishment; and the decrease under "Special and miscellaneous expenditure," chiefly to reduced charges for running powers over the Eastern Bengal State railway between Dum Dum Junction and Calcutta.

*Bengal-Nágpur Railway (standard gauge).*

7. The mean mileage worked during 1898 was 925·08 miles against 862·33 miles worked in the previous year. The increase was due to the opening of the Sini-Khargpur section (99·50 miles) from the 1st June 1898 and the Kolaghat-Balasore section (107·03 miles) from the 17th December 1898.

The gross earnings increased from Rs. 62,00,809 to Rs. 68,79,193 or by Rs. 6,78,884, and as the working expenses were Rs. 2,94,589 more only, the net earnings showed an improvement of Rs. 3,84,295, having risen from Rs. 29,79,559 to Rs. 33,63,854.

The variations in the gross earnings were a decrease of Rs. 33,444 in the coaching traffic, and increases of Rs. 5,71,770 in the goods traffic and of Rs. 1,40,558 in sundries, including telegraph.

The decrease in the coaching earnings was mainly due to the continued prevalence of the plague in the Bombay Presidency and its appearance in Calcutta and to a smaller number of cooly emigrants having been booked to tea plantations in Assam. The increase in the goods traffic was principally due to good crops of grain and pulse and oil-seeds and to longer leads of coal consignments from Madbanagar to the Great Indian Peninsula railway *via* Katni and Nágpur.

The increase under "Sundries" was chiefly due to a larger outward traffic, which resulted in increased receipts from "Mileage and demurrage of vehicles over foreign lines."

The principal increases in the working expenses were Rs. 1,47,147 and Rs. 1,18,267 under "Maintenance of way, works and stations" and "Locomotive expenses," respectively. The increase under "Maintenance of way, works and stations" was chiefly due to the cost of materials for relaying the Katni-Umaria section for the second-half of 1897 having been debited during the year under review, and to labour charges on account of re-sleeping the open line, having been debited to revenue; and that under "Locomotive expenses," to the increased train-mileage run, to extra general repairs to locomotives and workshops and to the carriage of more coal to meet the requirements of the new train service during the year.

*Indian Midland Railway system (standard gauge).*

8. The mean mileage worked during 1898 was 976·48 miles against 944·82 miles worked in the previous year. The increase was due to the opening of the Saugor-Damoh section for public traffic on the 26th March 1898.

The gross earnings increased from Rs. 64,47,857 to Rs. 67,83,141 or by Rs. 3,35,284, and as the working expenses were Rs. 1,37,250 more only, the net earnings showed an improvement of Rs. 1,98,034, having risen from Rs. 28,38,159 to Rs. 30,36,193.

Of the increase in the gross earnings, Rs. 44,037 were derived from coaching traffic and Rs. 2,79,442 from goods traffic. The increase in the coaching traffic was due to the traffic having recovered after a good season, to the relaxation of plague restrictions, and also to the movement of troops returning from the Malakand and Tirah expeditions. The increase under goods traffic was principally due to the improved condition of the cotton trade, to the increased demand for oil-seeds in Bombay for export to Europe, and to the heavy traffic in the first-half of 1898 in Mauritius and Austrian sugar from Bombay to Cawnpore and other trade centres on and beyond this line.

The principal fluctuations in the working expenses were increases of Rs. 94,797 under "Maintenance of way, works and stations," Rs. 72,545 under "Locomotive expenses" and Rs. 32,386 under "Carriage and wagon expenses;"

and a decrease of Rs. 51,078 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to the longer length maintained and heavier extraordinary renewals; that under "Locomotive expenses," to the increased mileage run, to the greater quantity of Bengal coal used, and to heavy repairs and renewals of engines, etc.; and that under "Carriage and Wagon expenses," to heavier repairs and renewals of vehicles; while the decrease under "Special and miscellaneous expenditure" was due to there being no charges for mileage and demurrage and commission on renewal of debentures.

*Godhra-Rutlam-Nágdá Railway (standard gauge).*

9. The mean mileage worked was 141·14 miles against 140·91 miles in the previous year. The increase was due to the addition of 0·23 mile at Rutlam.

The gross earnings increased from Rs. 10,73,390 to Rs. 13,26,922 or by Rs. 2,53,532, and as the working expenses were Rs. 94,502 less, the net earnings increased by Rs. 3,48,034, having risen from Rs. 3,00,292 to Rs. 6,48,326.

There was a decrease of Rs. 26,282 in the coaching earnings and an increase of Rs. 2,74,093 in the goods earnings.

The decrease in the coaching traffic was mainly due to the plague restrictions.

The increase in the goods traffic chiefly occurred under "Cotton," "Grain and pulse," "Oil-seed," "Sugar," "Salt" and in other miscellaneous articles.

The principal variations in the working expenses were a decrease of Rs. 59,300 under "Maintenance of way, works and stations," and of Rs. 36,775 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was chiefly due to less outlay on maintenance and renewal of permanent-way; and that under "Locomotive expenses," to a lower rate paid for coal.

*North Western State Railway system (standard gauge).*

10. The mean mileage worked, including lines worked over, was 3,409·34 miles against 3,036·94 miles worked in the previous year. The increase was due to the Mushkaf-Bolan and Southern Punjab railways, which were opened on the 15th April and 10th November 1897, respectively, having been worked for the whole year.

The gross earnings increased from Rs. 3,39,34,682 to Rs. 3,99,72,133, or by Rs. 60,37,451, and as the working expenses were only Rs. 18,19,455 more, the net earnings showed an improvement of Rs. 42,07,750, having risen from Rs. 1,54,44,841 to Rs. 1,96,52,591.

The principal variations in the gross earnings were decreases of Rs. 1,65,992 under coaching traffic, and of Rs. 1,25,219 under miscellaneous receipts, and an increase of Rs. 63,28,662 under goods traffic.

The decrease in the coaching earnings was due to a heavy military traffic in the previous year owing to the military operations on the North-West Frontier; and that in the miscellaneous earnings, to smaller receipts on account of mileage and demurrage of rolling-stock from the East Indian and Oudh and Bohilkhand railways, and hire of locomotives and vehicles owing to the completion of the Southern Punjab railway. The increase in the goods earnings was mainly due to an improvement in the bookings of wheat from stations on the main line in the Punjab, North-Western Provinces and Sind, and to the return of troops from the Frontier expedition.

The principal fluctuations in the working expenses were a decrease of Rs. 1,23,277 under "Maintenance of way, works and stations;" and increases of Rs. 11,00,838 under "Locomotive expenses," Rs. 4,37,891 under "Carriage and wagon expenses," Rs. 2,51,905 under "Traffic expenses," and Rs. 1,33,860 under "General charges." The decrease under "Maintenance of way, works and stations" was mainly due to the adjustment in the previous year of arrear charges for wages and permanent-way material required for the Mushkaf-Bolan railway. The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel owing to the additional train-mileage run, to a larger outlay on renewals and repairs necessitated by the increased traffic, and to the

opening of the Southern Punjab railway; that under "Carriage and wagon expenses," partly to heavier repairs and renewals of vehicles, and partly to an adjustment of the value of material in anticipation of issues; and that under "Traffic expenses" and "General charges," to the opening of the Southern Punjab railway.

The following statement compares the North-Western State railway earnings from passenger and parcels traffic in connection with the through-booking arrangements to and from Europe during the years 1897 and 1898:

	PREVIOUS YEAR,		1898.	
	Number or weight.	Amount.	Number or weight.	Amount.
<i>From India to England.</i>	No.	Rs.	No.	Rs.
1st class passengers . . . . .	63	3,568	79	4,302
2nd class passengers . . . . .	23½	661	28	798
3rd class passengers . . . . .	1	10	...	...
Luggage . . . . .	Tons 1-971	302	Tons 3-265	450
Parcels . . . . .	" 2-410	684	" 1-991	577
Dogs . . . . .	No. 1	10	No. ...	...
Total . . . . .	...	5,235	...	6,122
<i>From England to India.</i>				
1st class passengers . . . . .	4½	242	16	961
2nd class passengers . . . . .	1	34	2½	80
3rd class passengers . . . . .	...	...	1	13
Luggage . . . . .	...	...	Tons 1-002	146
Parcels . . . . .	Tons 0-295	67	" 0-170	32
Total . . . . .	..	343	...	1,231

*Oudh and Rohilkhand State Railway system (standard and metre gauges).*

11. The mean mileage worked during the year was 995·10 miles against 878·09 miles worked in the previous year. The increase was due entirely to the opening of the Rae Bareli-Benares extension, 138·39 miles in length, from the 4th April 1898.

The gross earnings increased from Rs. 85,15,855 to Rs. 98,51,598 or by Rs. 13,35,743, and as the working expenses were Rs. 2,75,206 less, the net earnings showed an improvement of Rs. 16,10,949, having risen from Rs. 36,96,778 to Rs. 53,07,727.

Of the increase in the gross earnings, Rs. 4,08,004 were derived from coaching traffic, Rs. 6,83,078 from goods traffic and Rs. 2,44,661 from sundries.

The increase in the earnings was due to the additional traffic consequent on the opening of the Rae Bareli-Benares extension and to the cessation of the famine.

The principal decreases in the working expenses were Rs. 89,579 under "Maintenance of way, works and stations," Rs. 66,943 under "Locomotive expenses" and Rs. 2,20,023 under "Carriage and wagon expenses." The decreases were due to the reduced outlay on special renewals in connection with which heavy expenditure was incurred in the previous year in accordance with the authorized programme.

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

12. The mean mileage worked during the year was 822·35 miles against 816·74 miles worked in the previous year. The increase was principally due to the opening of the Faridpur branch (7·19 miles) and Belgachhi ghat line (2·30 miles) during the year.

The gross earnings decreased from Rs. 1,47,62,233 to Rs. 1,47,17,880 or by Rs. 44,353, but as the working expenses were Rs. 3,12,426 less, the net earnings showed an improvement of Rs. 2,68,073, having risen from Rs. 80,66,993 to Rs. 83,35,066.

The principal variations in the gross earnings were an increase of Rs. 1,04,624 under coaching traffic, and a decrease of Rs. 1,50,126 under goods traffic.

The increase in the coaching earnings was chiefly due to the rush of passengers out of Calcutta on account of the panic caused by the plague, to increased pilgrim traffic owing to the lunar eclipses in July and December 1898, and to a development of the traffic on the opening of the Mymensingh-Singhiani-Jamalpur extension. The decrease in the goods traffic was chiefly due to a falling off in the traffic in jute and rice, which was abnormally heavy in the previous year on account of a favourable jute crop and famine.

The principal fluctuations in the working expenses were an increase of Rs. 1,67,720 under "Maintenance of way, works and stations," a decrease of Rs. 3,27,519 under "Locomotive expenses," an increase of Rs. 1,38,033 under "Traffic expenses," and a decrease of Rs. 2,99,482 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to large renewals of steel rails on the Northern section and Rajbári district; the decrease under "Locomotive expenses," to a credit afforded for 3 repaired boilers and serviceable parts of 2 condemned engines and to the debit of the cost of 6 goods engines replaced in the previous year; the increase under "Traffic expenses," to the reopening of a district office at Chitpore, to increments granted to clerks and to the appointment of additional officers; and the decrease under "Special and miscellaneous expenditure," to smaller payments on account of hire of rolling-stock and mileage and demurrage of foreign stock owing to a falling off in the goods traffic.

*Calcutta Port Commissioners' Railway (standard gauge).*

13. Compared with the results of 1897, the gross earnings increased from Rs. 3,93,528 to Rs. 4,28,262 or by Rs. 34,734, but as the working expenses were Rs. 33,862 more, the net earnings showed an increase of Rs. 872 only, having risen from Rs. 1,48,708 to Rs. 1,49,580. The sources of income were goods and sundries.

The earnings under goods traffic increased from Rs. 3,51,798 to Rs. 3,65,187, and was mostly due to heavy receipts from grain and pulse, jute and metals, while those under sundries increased from Rs. 41,730 to Rs. 63,075.

The principal increases in the working expenses were Rs. 5,543 under "Maintenance of way, works and stations," Rs. 3,833 under "Locomotive expenses," Rs. 4,338 under "Carriage and wagon expenses," Rs. 13,990 under "Traffic expenses" and Rs. 6,996 under "General charges."

The increase under "Maintenance of way, works and stations" was chiefly due to more expenditure under "Maintenance and renewal of permanent-way" and "New minor works;" that under "Locomotive expenses," to increased expenditure in repairing the engines thoroughly; that under "Carriage and wagon expenses," to heavier repairs of goods vehicles; that under "Traffic expenses," partly to increased expenditure under "General superintendence," partly on account of a portion of the handling charges of the second-half of the previous year being adjusted in the first-half of 1898, and partly to abnormally heavy expenditure under "Printing and stationery"; and that under "General charges," to payment of premiums in 1898 for insurance of the several station godowns and to half of the audit fee to Eastern Bengal State railway for 1897 being adjusted in the year under review.

*East Coast State Railway system (standard gauge).*

14. The mean mileage worked during the year was 546.07 miles against 534.03 miles in the previous year; the increase was due to the opening of the Bezwada-Madras railway from Kistna Canal to Nellore, 154.13 miles, and to the conversion of the Nellore-Gudur section\* of the South-Indian railway to the standard gauge, 23.62 miles, and also to the opening of the new Puri extension, 1.84 miles.

The gross earnings decreased from Rs. 28,57,288 to Rs. 27,66,678 or by Rs. 90,610, and as the working expenses were Rs. 1,26,967 more, the net earnings showed a decrease of Rs. 2,17,577, having fallen from Rs. 6,68,970 to Rs. 6,51,393.

The decrease in the gross earnings was due to the falling off of Rs. 31,094 under coaching traffic and Rs. 1,00,774 under sundries, including electric telegraph and steam-boat, which was partly counterbalanced by the increase of Rs. 41,258 under goods traffic.

The decrease under coaching traffic was chiefly due to a reduction in the number of third class passengers; and that under sundries, including electric telegraph and steam-boat, to indirect charges on the construction of rolling-stock, etc. The increase in the goods traffic was chiefly due to the carriage of materials for the Bezwada-Madras and Bengal-Nágpur railways.

The principal fluctuations in the working expenses were an increase of Rs. 87,831 under "Maintenance of way, works and stations," a decrease of Rs. 33,107 under "Locomotive expenses," and increases of Rs. 29,392 under "Carriage and wagon expenses," Rs. 31,305 under "Traffic expenses," and Rs. 28,809 under "General charges." The increase under "Maintenance of way, works and stations" was principally due to an increased outlay on ballast; and the decrease under "Locomotive expenses," principally to the reduced train-mileage run, and a reduction in the price of coal, Singareni coal having entirely been used in 1898. The increases under the other heads were chiefly due to the opening of the Kistna Canal-Gudur section of the Bezwada Madras railway.

*Great Indian Peninsula Railway system (standard gauge).*

15. Compared with the results of 1897, the gross earnings rose from Rs. 2,84,32,402 to Rs. 3,43,77,496 or by Rs. 64,45,094, and as the working expenses\* were Rs. 16,64,826 more only, the net earnings showed an increase of Rs. 47,80,268, having risen from Rs. 97,77,961 to Rs. 2,45,28,229.

There was a decrease of Rs. 7,38,727 under coaching traffic and an increase of Rs. 71,67,970 under goods traffic.

The decrease in the coaching traffic was chiefly due to the plague in the Bombay Presidency and to a certain extent to the despatch of troops to the frontier in 1897.

The increase in the goods traffic was chiefly under "Cotton," "Grain and pulse" and "Oil-seeds," due to a good harvest.

The principal fluctuations in the working expenses were a decrease of Rs. 6,29,106 under "Maintenance of way, works and stations," and increases of Rs. 4,94,462, Rs. 13,94,698 and Rs. 3,89,663 under "Locomotive expenses," "Carriage and wagon expenses" and "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was due to an increase in the credits for old and second-hand material returned to stores and to an improvement in the rate of exchange, as also to the discontinuance of grain compensation allowance. The increase under "Locomotive expenses" was partly due to a larger quantity of coal consumed owing to the increased train-mileage run, and partly to a higher average issue rate on account of the superior quality of coal used in engines; that under "Carriage and wagon expenses," chiefly to debits in connection with the replacement of Cammell's axles and loss by exchange on a large quantity of English stores used during the year; and that under "Special and miscellaneous expenditure," chiefly to increased payments to foreign lines on account of mileage and demurrage, toll, etc., to the increased traffic worked; to the provision of a sum of Rs. 78,300 to meet the first contribution to members who will elect for the new Provident Fund rules and to no contribution being made in 1897 to the Provident Fund.

\* Including contribution to the Provident Fund.

*Bombay, Baroda and Central India Railway (standard gauge).*

16. Compared with the results of 1897, the gross earnings increased from Rs. 1,42,61,293 to Rs. 1,58,62,726 or by Rs. 16,01,433, and as the working expenses were Rs. 6,70,570 less, the net earnings showed an improvement of Rs. 22,72,003, having risen from Rs. 64,70,202 to Rs. 87,42,205.

The principal variations in the gross earnings were a decrease of Rs. 6,33,607 in the coaching traffic and an increase of Rs. 20,46,340 in the goods traffic.

The decrease in the coaching traffic was mainly due to the prevalence of the plague in the Bombay Presidency, and the increase in the goods traffic was chiefly under "Grain and pulse," "Oil-seeds," "Railway plant and rolling-stock" and "Firewood."

The principal fluctuations in the working expenses were a decrease of Rs. 8,79,262 under "Maintenance of way, works and stations," and increases of Rs. 76,124 and Rs. 1,25,741 under "Locomotive expenses" and "Special and miscellaneous expenditure," respectively. The decrease under "Maintenance of way, works and stations" was due to the contribution from the assets of the Fire Insurance Fund to Revenue towards the cost of renewing Warren girder bridges and to the reduced outlay on that work. The increase under "Locomotive expenses" was chiefly due to the increase in the number of engines replaced; and that under "Special and miscellaneous expenditure," partly to a credit in 1897 for the cost of surveying the Surat-Nandarbar section of the Tápti Valley railway, partly to the settlement of heavy claims for goods damaged, and partly to an increase in the payments to the Great Indian Peninsula railway on the Carnac bridge traffic.

*Madras Railway system (standard gauge).*

17. Compared with the results of 1897, the gross earnings decreased from Rs. 1,17,33,041 to Rs. 1,09,68,550 or by Rs. 7,69,491, and as the working expenses were Rs. 2,56,033 less, the net earnings showed a decrease of Rs. 8,13,458, having fallen from Rs. 61,15,973 to Rs. 56,02,515.

Of the decrease in the gross earnings, Rs. 5,33,400 were under coaching traffic and Rs. 2,13,633 under goods traffic.

The decrease in the coaching traffic was mainly due to the plague restrictions; and that under goods traffic, to a great extent to the considerable movements of grain in the previous year, probably on account of the famine then prevailing.

The principal fluctuations in the working expenses were decreases of Rs. 1,06,796 and Rs. 1,39,085 under "Locomotive expenses" and "Carriage and wagon expenses," and an increase of Rs. 25,580 under "Traffic expenses." The decrease under "Locomotive expenses" was chiefly due to four new engines having been purchased in the previous year; and that under "Carriage and wagon expenses," chiefly to repairs to a smaller number of vehicles. The increase under the "Traffic expenses" was chiefly due to the mileage allowance paid to the train staff and to a larger issue of stores for wagon covers.

*Tápti Valley Railway (standard gauge).*

18. The mean mileage worked during the year was 3.05 miles, as the Kanpakhari-Vyára section (35.91 miles) of the line was opened only for goods traffic from the 1st December 1893.

The gross earnings amounted to Rs. 2,836 and the working expenses to Rs. 1,381, leaving Rs. 1,455 as net earnings.

Of the gross earnings, Rs. 2,746 were derived from goods traffic and Rs. 90 from electric telegraph earnings.

The line is worked by the Bombay, Baroda and Central India Railway Company.

*Nizam's Guaranteed State Railway system (standard gauge).*

19. Compared with the results of 1897, the gross earnings of the entire system increased from Rs. 37,77,154 to Rs. 40,76,673 or by Rs. 2,99,519, and as the working expenses decreased by Rs. 50,874, the net earnings showed an improvement of Rs. 3,50,393, having risen from Rs. 20,19,577 to Rs. 23,69,970.

The principal variations in the gross earnings were a decrease of Rs. 37,782 under coaching and an increase of Rs. 3,20,947 under goods.

The decrease in the coaching traffic was chiefly under third class passengers, due to the prevalence of famine and plague, whereas the increase in the goods earnings occurred under "Merchandise, general" owing to the importation of food grains, chiefly rice and jawar, from Burma and other foreign railways to Secunderabad and Hyderabad, for local consumption, owing to failure of crops, to the increased bookings of castor seeds to the East Coast State and other lines *viâ* Wadi, and to larger despatches of coal to Wadi for the use of the Great Indian Peninsula railway and to the East Coast State and Southern Mahratta railways *viâ* Bezwada.

The principal fluctuations in the working expenses were a decrease of Rs. 90,902 under "Maintenance of way, works and stations," an increase of Rs. 26,852 under "Locomotive expenses," a decrease of Rs. 26,189 under "General charges," and an increase of Rs. 29,814 under "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was chiefly due to less renewals and repairs of permanent-way and bridges and tunnels; and the increase under "Locomotive expenses," to a larger consumption of fuel, owing to an increase in the speed of trains and to the inferior quality of coal supplied. The decrease under "General charges" was due to a portion of Home establishment charges being debited to the capital account of the Hyderabad-Godâvari Valley railway; while the increase under "Special and miscellaneous expenditure" was mainly due to the debit of a larger amount against "Loss by exchange."

#### *Nâgdâ-Ujjain Railway (standard gauge).*

20. The mean mileage worked during the year was 34.32 miles against 34.67 miles in the previous year.

The gross earnings increased from Rs. 1,04,639 to Rs. 1,29,627 or by Rs. 24,988, and as the working expenses were only Rs. 1,235 more, the net earnings showed an improvement of Rs. 23,753, having risen from Rs. 47,756 to Rs. 71,509.

The principal variations in the gross earnings were a decrease of Rs. 5,874 under coaching traffic and an increase of Rs. 30,667 under goods traffic.

The decrease in the coaching earnings was due to a falling off in the passenger traffic, chiefly third class; and the increase under goods, chiefly to an improvement in the grain and pulse traffic.

The line is worked by the Bombay, Baroda and Central India Railway Company.

#### *The Gaekwar's Pettâd Railway (standard gauge).*

21. Compared with the results of 1897, the gross earnings decreased from Rs. 64,737 to Rs. 51,121 or by Rs. 13,616, but as the working expenses were Rs. 7,826 less, the net earnings showed a decrease of Rs. 5,790, having fallen from Rs. 33,946 to Rs. 28,156.

Of the decrease in the gross earnings, Rs. 9,572 were in coaching traffic and Rs. 4,187 in goods traffic.

The decrease in the coaching traffic was due to a reduction in the passenger earnings, chiefly third class, and that in the goods, to the falling off in the traffic derived from "Grain and pulse" and "Tobacco."

The line is worked by the Bombay, Baroda and Central India Railway Company.

#### *Bengal and North-Western Railway system (metre gauge).*

22. The mean mileage worked during the year 1898 was 888.60 against 815.66 miles in the previous year. The increase was due to the opening of the Nanpara-Katarnian Ghat (27.08 miles), Gonda-Balrampur-Tulsipur (19.00 miles), Turtipar-Azamgarh (51.35 miles), and Gogra Ghat-Ganeshpur (3.27 miles) branches from the 26th March, 1st June, 8th June and 24th December 1898, respectively.



The gross earnings increased from Rs. 59,93,826 to Rs. 64,76,030 or by Rs. 4,82,204, and as the working expenses were Rs. 1,84,385 more, the net earnings showed an improvement of Rs. 2,97,819 only, having risen from Rs. 33,69,653 to Rs. 36,67,472.

The principal variations in the gross earnings were an increase of Rs. 1,21,149 under coaching traffic, of Rs. 4,19,854 under goods traffic, and a decrease of Rs. 75,957 under steam-boat earnings.

The increase in the coaching earnings was chiefly due to the increase in the mileage worked, to the larger attendance at *melas*, and to the celebration of more Hindu marriages; and that under goods earnings, to the carriage of local rice over longer leads instead of Burma rice which was heavily imported during 1897 owing to the famine, to a demand for wheat in Calcutta for export, to a good production and demand for linseed for export, and to a favourable sugarcane crop and to demands in Cawnpore and up-country for sugar, and in Bengal for molasses. The decrease in the steam-boat earnings was due to less traffic.

The principal increases in the working expenses were Rs. 61,211 under "Maintenance of way, works and stations," Rs. 55,147 under "Locomotive expenses," Rs. 28,447 under "Traffic expenses," and Rs. 29,843 under "Steam-boat service." The increase under "Maintenance of way, works and stations" was due to the carriage of a large quantity of materials for relaying the line and to repairs of damages to bridges caused by floods on the Tirhoot section; that under "Locomotive expenses," to the inclusion of charges for the carriage of revenue stores for the previous years and to the haulage of more coal; that under "Traffic expenses," to the opening of new extensions, and employment of additional staff; and that under "Steam-boat service," to the cost of two boilers and to heavy repairs to flats.

#### *Rajputana-Malwa Railway (metre gauge).*

23. Compared with the results of 1897, the gross earnings increased from Rs. 1,84,74,358 to Rs. 2,09,90,393 or by Rs. 25,16,035, and as the working expenses were only Rs. 3,80,829 more, the net earnings were better by Rs. 21,35,206, having risen from Rs. 98,64,421 to Rs. 1,19,99,627.

The principal variations in the gross earnings were increases of Rs. 69,289 under coaching traffic, of Rs. 25,10,535 under goods traffic and a decrease of Rs. 63,789 under miscellaneous.

The increase in the coaching traffic was due partly to the larger attendance at *melas*, partly to the season being considered propitious for Hindu marriages and partly to the withdrawal of the plague restrictions; while that under goods traffic occurred under "Cotton piece goods," due chiefly to the carriage of local traffic as well as inward and outward traffic *viâ* Sábarmatî; under "Grain and pulse" and "Oilseeds," chiefly in the traffic forwarded *viâ* Sábarmatî and *viâ* Godhra and in that exchanged with other foreign lines; and under "Sugar," mainly in the traffic carried locally and in that forwarded to and received from *viâ* Sábarmatî and *viâ* Godhra. The decrease under miscellaneous earnings was due to less receipts on account of hire of vehicles lent to the Ahmedabad-Parántij railway, to the supervision charges on works of the Nágdá-Ujjain, Ahmedabad-Parántij and Oodeypore-Chitor railways, and to commission charges on English stores for the Ahmedabad-Parántij railway having been credited in 1897.

The principal fluctuations in the working expenses were increases of Rs. 46,486 under "Maintenance of way, works and stations," of Rs. 2,16,520 under "Locomotive expenses," of Rs. 62,839 under "Carriage and wagon expenses," and of Rs. 71,359 under "Traffic expenses." The increase under "Maintenance of way, works and stations" was mainly due to heavier outlay on renewal of rails and sleepers and on re-laying the line with 50-lb. rails; that under "Locomotive expenses," partly to the increased train-mileage run, partly to the repairs and renewal of locomotive engines, partly to an increase in the rate for castor oil, and partly to more coal having been carried for revenue purposes; that under "Carriage and wagon expenses," to more numerous repairs and heavier renewals of coaching and goods vehicles; and that under "Traffic expenses," partly to an increased rate for castor oil, and partly to the purchase of tarpaulins.

*Pálanpur-Deesa Railway (metre gauge).*

24. Compared with the results of 1897, the gross earnings fell from Rs. 43,264 to Rs. 38,199 or by Rs. 5,065, and as the working expenses were Rs. 3,902 less, the net earnings showed a decrease of Rs. 1,163 only, having fallen from Rs. 23,126 to Rs. 21,963.

Of the decrease in the gross earnings, Rs. 4,931 were under goods traffic, chiefly due to a falling off in the receipts from "Grain and pulse" and "All other articles of merchandize."

The line is worked by the Bombay, Baroda and Central India Railway Company.

• *Southern Mahratta Railway system (metre gauge).*

25. Compared with the results of 1897, the gross earnings decreased from Rs. 94,08,260 to Rs. 71,70,269 or by Rs. 22,37,991, and as the working expenses were Rs. 3,34,430 less, the net earnings showed a decrease of Rs. 19,03,561, having fallen from Rs. 40,42,622 to Rs. 21,39,061.

The principal decreases in the gross earnings were Rs. 9,11,306 under coaching traffic, and Rs. 12,87,073 under goods traffic.

The decrease in the coaching traffic was chiefly due to the prevalence of the plague; and that under goods traffic, to the abnormal movements of food-stuffs to the famine affected districts during 1897.

The principal variations in the working expenses were a decrease of Rs. 3,70,288 under "Locomotive expenses," and of Rs. 74,536 under "Traffic expenses" and an increase of Rs. 38,838 under "Special and miscellaneous expenditure." The decrease under "Locomotive expenses" was partly due to a write-back in the first-half of 1898 on account of toll over the Kistna bridge and partly to a reduction in the train-mileage run. The decrease under "Traffic expenses" was due to the cessation of compensation allowance for dearness of grain and to the reduction in the train-mileage. The increase under "Special and miscellaneous expenditure" was due to a special outlay incurred in plague operations and to the contribution to the Company's Provident Fund having been charged to working expenses.

*South Indian Railway system (metre gauge).*

26. The mean mileage worked during the year was 1,113.87 miles against 1,103.38 miles in the previous year. The increase was due to the opening of the Káraikkal-Peralam railway, 14.45 miles, on the 14th March 1898. The Gudur-Nellore section, 23.62 miles, was transferred to the Berwada-Madras railway from the 1st November 1898.

The gross earnings decreased from Rs. 94,84,083 to Rs. 87,65,313 or by Rs. 7,18,740, and as the working expenses were Rs. 2,27,581 less, the net earnings showed a decrease of Rs. 4,91,159, having fallen from Rs. 44,43,384 to Rs. 39,52,225.

Of the decrease in the gross earnings, Rs. 5,78,556 were in the coaching traffic and Rs. 1,03,892 in the goods traffic.

The decrease in the coaching earnings was due to the plague restrictions, to the unfavourable season which resulted in poor attendance at important local festivals and to the Mahamagham festival which was held at Kumbakonam in the previous year. The decrease in the goods earnings was due to a poor rice-crop in the previous year, and to a decline in the exports of rice not in the husk, owing to a smaller demand from Colombo on account of a cheaper supply from Bengal.

The principal decrease in the working expenses was Rs. 2,40,184 under "Maintenance of way, works and stations," chiefly due to a smaller outlay on the maintenance and renewal of permanent-way and on repairs of stations and buildings.

*Assam-Bengal Railway (metre gauge).*

27. The mean mileage worked during the year was 291.20 miles against 301.18 miles in the previous year. The decrease was due to the temporary closing of certain sections of the line on account of the earthquake.

The gross earnings increased from Rs. 9,90,640 to Rs. 13,08,124 or by Rs. 3,17,484, but as the working expenses were Rs. 3,35,146 more, the net earnings showed a decrease of Rs. 17,662, having fallen from Rs. 72,214 to Rs. 54,552.

Of the increase in the gross earnings, Rs. 1,97,777 were derived from coaching traffic and Rs. 1,11,350 from goods traffic.

The increase in the passenger earnings was mainly due to the Sitakund and Brahmaputra fairs held in February and March 1898, as also to a general development of the traffic; while that in the goods earnings was due to the carriage of rice to Karimganj and Badarpur, and to an increased traffic in tea.

The principal increase in the working expenses was Rs. 3,46,991 under "Maintenance of way, works and stations," due chiefly to the additional expenditure in repairing the damages caused by the earthquake.

*Burma Railways (metre gauge).*

28. The mean mileage worked during the year was 936·13 against 897·00 miles in the previous year. The increase was due to the opening of the Mogaung-Myitkyina section (36·63 miles) of the Mu Valley railway and of the Myohaung-Sidaw section of the Mandalay-Kunlon railway (13·00 miles) from the 1st January 1898.

The gross earnings increased from Rs. 86,76,404 to Rs. 89,91,452 or by Rs. 3,15,048, but as the working expenses were Rs. 4,09,200 more, the net earnings showed a decrease of Rs. 94,152, having fallen from Rs. 38,82,675 to Rs. 37,88,523.

Of the increase in the gross earnings, Rs. 15,823 were derived from coaching traffic, Rs. 2,76,081 from goods traffic and Rs. 23,139 from sundries, including electric telegraph and steam-boat.

The increase in the coaching earnings was chiefly due to the introduction of third class accommodation by mail trains, extended use of the value payable system and reduction and simplification of the rates and fares; and that in the goods earnings, to an abnormally good paddy crop in Lower Burma.

The principal increases in the working expenses were Rs. 1,48,271 under "Locomotive expenses," Rs. 82,586 under "Traffic expenses," and Rs. 79,466 under "General charges." The increase in the "Locomotive expenses" was chiefly due to the additional mileage worked, extra trains run, extensive use of coal and increase to the stock of engines. The increase under "Traffic expenses" was chiefly due to the employment of extra station staff for the extension to Myitkyina, to the opening of new stations and to an increase of pay granted to the staff; and that under "General charges," to the charges for the railway police force from the 1st September 1896 to the 30th September 1898, the cost of which was borne entirely by the Government when the line was worked by the State, being now divided between the State and the Railway.

*Deoghur Railway (metre gauge).*

29. Compared with the results of 1897, the gross earnings increased from Rs. 30,320 to Rs. 32,099 or by Rs. 1,779, but as the working expenses were Rs. 6,330 more, the net earnings showed a decrease of Rs. 4,551, having fallen from Rs. 11,152 to Rs. 6,601.

Of the increase in the gross earnings, Rs. 578 were derived from coaching traffic and Rs. 1,207 from goods traffic.

The increase in the coaching traffic was due to a larger number of pilgrims visiting the shrine at Deoghur, owing to a plentiful harvest; and that under goods traffic, to the increased traffic in general merchandise.

The principal increases in the working expenses were Rs. 3,348 under "Locomotive expenses," and Rs. 1,930 under "Carriage and wagon expenses." The increase under "Locomotive expenses" was chiefly due to thorough repairs to a locomotive; and that under "Carriage and wagon expenses," to repairs to carriages.

*Rohilkund and Kumaon Railway system (metre gauge).*

30. The mean mileage worked during the year was 277·88 miles against 279·32 miles in the previous year. The decrease was due to the closing of the Dudwa branch for a longer period.

The gross earnings increased from Rs. 12,51,092 to Rs. 14,96,396 or by Rs. 2,45,304, and as the working expenses were Rs. 82,414 more only, the net earnings showed an improvement of Rs. 2,12,890, having risen from Rs. 5,08,095 to Rs. 7,20,985.

Of the increase in the gross earnings, Rs. 60,062 were derived from coaching traffic and Rs. 1,61,653 from goods traffic.

The increase in the coaching earnings was mainly due to the development of the 3rd class passenger traffic at almost all the stations on the Lucknow-Bareilly section, owing to the improved conditions of the people of the districts served by this railway system, and to the through running of carriages between Lucknow and Kathgodam; and that in the goods earnings, chiefly to an abundant harvest in "Grain and pulse" and to the larger exports of "Sugar, unrefined" and "Firewood."

The principal increases in the working expenses were Rs. 12,479 under "Maintenance of way, works and stations," and Rs. 6,009 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was mainly due to the larger expenditure under "Maintenance and renewal of permanent-way," "Repairs of bridges" and "Repairs of stations and buildings;" and that under "Carriage and wagon expenses," to larger repairs and renewals.

#### *Bengal Dooars Railway (metre gauge).*

31. Compared with the results of 1897, the gross earnings decreased from Rs. 2,86,407 to Rs. 2,69,090 or by Rs. 17,317, and as the working expenses were Rs. 13,351 more, the net earnings showed a decrease of Rs. 30,668, having fallen from Rs. 1,45,289 to Rs. 1,14,621.

The decrease in the gross earnings was mainly due to the large falling off of Rs. 14,228 under "Railway materials for construction."

The principal increases in the working expenses were Rs. 9,679 under "Maintenance of way, works and stations" and Rs. 6,424 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to improvements made to the embankments, construction of a temporary station and staff quarters at Barnes Ghat, and replacement of signals at Dam Dim and Chalsa; and that under "Special and miscellaneous expenditure," to the interest on amount advanced from extensions capital.

#### *Dibru-Sadiya Railway (metre gauge).*

32. Compared with the results of 1897, the gross earnings increased from Rs. 7,74,189 to Rs. 7,81,414 or by Rs. 7,225, and as the working expenses were Rs. 28,503 less, the net earnings showed an improvement of Rs. 35,728, having risen from Rs. 2,46,750 to Rs. 2,82,478.

The principal variations in the gross earnings were a decrease of Rs. 3,061 in the coaching traffic, an increase of Rs. 16,479 in the goods traffic and a decrease of Rs. 6,364 under "Sundries."

The decrease in the coaching earnings was chiefly due to a falling off in the 3rd class passenger traffic, while the increase in the goods earnings was due to an improvement in the coal traffic. The decrease under "Sundries" was mainly in printing and other miscellaneous receipts.

The principal decrease in the working expenses was Rs. 27,512 under "Maintenance of way, works and stations," chiefly due to the extensive replacement of wooden by cast iron sleepers in the previous year.

#### *Ahmedabad-Parantij Railway (metre gauge).*

33. The mean mileage worked during the year was 54.59 miles against 28.93 miles in the previous year. The increase was due to the line having been worked throughout the year.

The gross earnings increased from Rs. 69,068 to Rs. 1,49,789 or by Rs. 80,721, but as the working expenses were Rs. 81,549 more, the net earnings showed an improvement of Rs. 49,172 only, having risen from Rs. 36,664 to Rs. 85,836.

Of the increase in the gross earnings, Rs. 37,696 were derived from coaching traffic and Rs. 42,023 from goods traffic. The increase was due to the line having been worked throughout the year.

The line is worked by the Bombay, Baroda and Central India Railway Company.

*The Gaekwar's Mehsána Railway (metre gauge).*

34. Compared with the results of 1897, the gross earnings increased from Rs. 3,39,125 to Rs. 3,46,491 or by Rs. 7,366, and as the working expenses were Rs. 10,528 less, the net earnings showed an improvement of Rs. 17,894, having risen from Rs. 1,81,158 to Rs. 1,99,052.

The earnings from coaching traffic decreased by Rs. 3,922 and those from goods traffic increased by Rs. 12,003.

The decrease in the coaching earnings was chiefly due to the plague restrictions; and the increase in the goods earnings to the increased traffic in grain and pulse, oilseeds, salt, sugar and timber.

The line is worked by the Bombay, Baroda and Central India Railway Company.

*Jodhpore-Bickaneer Railway (metre-gauge).*

35. The mean mileage worked was 388·51 miles against 364·00 miles. The increase was due to the opening of the Bickaneer-Khari section, 42·00 miles, from the 2nd June 1898.

The gross earnings rose from Rs. 11,22,658 to Rs. 12,22,727 or by Rs. 1,00,069 on the Jodhpore section, and from Rs. 1,17,010 to Rs. 1,37,473 or by Rs. 20,463 on the Bickaneer section; but as the working expenses were Rs. 1,13,911 and Rs. 8,350 more on the Jodhpore and Bickaneer sections, respectively, the net earnings on the former showed a decrease of Rs. 13,842, having fallen from Rs. 7,44,799 to Rs. 7,30,957, and on the latter an improvement of Rs. 12,113 only, having risen from Rs. 65,504 to Rs. 77,617.

On the Jodhpore section, the earnings from coaching traffic decreased by Rs. 4,919 and from goods traffic increased by Rs. 1,02,251, and on the Bickaneer section, the earnings from coaching and goods traffic increased by Rs. 5,004 and Rs. 15,462, respectively. The increase was chiefly due to the import of large quantities of grain on account of the famine.

The principal increase in the working expenses on the Jodhpore section was Rs. 96,256 under "Maintenance of way, works and stations." The increase was due to the charges for depreciation of permanent-way materials on the Luni-Balotra section which is about to be laid with heavier rails. The working expenses on the Bickaneer section slightly increased.

*Oodeypore-Chitor Railway (metre gauge).*

36. The mean mileage worked during the year was 60·83 miles against 60·39 miles worked in the previous year. The increase was due to the opening of a separate station at Chitorgarh.

The gross earnings increased from Rs. 1,23,175 to Rs. 1,43,822 or by Rs. 20,647, and as the working expenses were only Rs. 3,666 more, the net earnings showed an improvement of Rs. 16,981, having risen from Rs. 42,881 to Rs. 59,862.

Of the increase in the gross earnings, Rs. 3,226 were under coaching traffic and Rs. 17,085 under goods traffic. The increase in the goods earnings was due to the alterations in the goods rates.

The principal variations in the working expenses were a decrease of Rs. 6,809 under "Maintenance of way, works and stations," and increases of Rs. 5,730 under "Locomotive expenses" and Rs. 5,139 under "General charges."

*Bhávsnagar-Gondal-Junágad-Porbandar, including the Jetalsar Rájkot, Railway (metre gauge).*

37. The mean mileage worked during the year was 380·07 miles against 379·69 miles in the previous year. The increase was due to the additions and alterations in the line at Bhávsnagar Terminus station and at Porbandar.

The gross earnings decreased from Rs. 20,26,893 to Rs. 18,77,598 or by Rs. 1,49,295, and as the working expenses were Rs. 31,331 less, the net earnings showed a decrease of Rs. 1,17,964, having fallen from Rs. 9,08,801 to Rs. 7,85,837.

The principal decrease of Rs. 1,47,627 was under coaching traffic, and was chiefly due to the prevalence of the plague in the Bombay Presidency.

The principal decreases in the working expenses were Rs. 17,168 under "Locomotive expenses" and Rs. 11,157 under "Traffic expenses." The decrease under "Locomotive expenses" was chiefly due to repairs to a less number of engines and to the adjustment of the cost of one boiler in the previous year; and that under "Traffic expenses," to the exchange compensation allowance being discontinued, to the inclusion in the previous year's accounts of the cost of the traffic staff at the Bhavnagar docks for the steamer service, from October 1895 to December 1896, and to smaller purchases of wagon sheets.

#### *Jamnagar Railway (metre gauge).*

38. The mean mileage worked during the year was 54.28 miles against 39.55 miles in the previous year. The increase was due to the working of the line, which was opened on the 8th April 1897, throughout the year.

The gross earnings increased from Rs. 84,476 to Rs. 1,02,945 or by Rs. 18,469, but as the working expenses were Rs. 15,643 more, the net earnings showed an improvement of Rs. 2,827 only, having risen from Rs. 28,954 to Rs. 31,781.

Of the increase in the gross earnings, Rs. 6,580 were derived from coaching traffic and Rs. 11,683 from goods traffic.

The line is worked by the Bhavnagar-Gondal-Junagad-Porbandar Railway Company.

#### *Dhrangadra Railway (metre gauge).*

39. This line, 20.83 miles in length, was opened for traffic on the 1st June 1898, and the mean mileage worked during the year was 12.21 miles.

The gross earnings amounted to Rs. 23,395, the working expenses to Rs. 12,777, and the net earnings to Rs. 10,618.

Of the gross earnings, Rs. 11,838 were derived from coaching traffic, and Rs. 11,287 from goods traffic.

The line is worked by the Bhavnagar-Gondal-Junagad-Porbandar Railway Company.

40. Statistics of working of the special gauge railways for the year 1898

Statistics of working of the special gauge railways. will be found in statement No. 37A. The general results of working these railways for the past five years are given in statement No. 37B.

## STATEMENT No. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways,\* during the year 1898 as compared with the previous year (details given in Appendix H.)

Progressive No.	DESCRIPTION OF COMMODITY.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.		Progressive No.
		Previous year.	1898.	Previous year.	1898.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways . . . . .	5,382,634	5,876,061	1,47,18,935	1,74,28,602	493,427	...	27,09,617	...	1
2	Cotton, raw . . . . .	625,850	742,721	85,94,014	1,09,44,314	116,871	...	23,50,300	...	2
3	Cotton, manufactured . . . . .	456,201	520,051	76,19,827	89,49,323	63,850	...	13,29,496	...	3
4	Drugs and chemicals . . . . .	59,229	62,974	8,42,753	8,51,545	3,745	...	8,792	...	4
5	Dyes and tans . . . . .	195,211	225,146	19,93,491	21,74,151	29,935	...	1,83,660	...	5
6	Grain and pulse . . . . .	6,102,580	6,490,978	3,51,79,403	4,05,26,055	388,418	...	53,46,652	...	6
7	Hides and skins . . . . .	197,443	161,113	24,66,636	18,21,498	...	36,330	...	6,45,138	7
8	Horns . . . . .	5,120	4,977	57,506	52,395	...	143	...	5,111	8
9	Jute . . . . .	1,200,835	1,152,100	63,14,584	66,47,416	...	48,285	3,32,832	...	9
10	Lac . . . . .	41,202	34,549	4,91,155	4,00,045	...	6,653	...	91,110	10
11	Leather, manufactured . . . . .	12,919	13,161	2,39,033	2,39,057	242	...	24	...	11
12	Liquors . . . . .	77,170	79,675	9,29,572	9,58,272	2,505	...	28,700	...	12
13	Metals . . . . .	522,469	499,507	44,87,943	45,31,960	...	22,962	47,012	...	13
14	Oils . . . . .	413,993	422,387	30,91,042	31,52,662	8,394	...	61,620	...	14
15	Oil-seeds . . . . .	1,421,654	2,217,716	82,42,520	1,44,16,527	796,062	...	60,74,007	...	15
16	Opium . . . . .	27,419	25,336	4,76,721	4,47,563	...	2,033	...	29,158	16
17	Paper and paste-board . . . . .	92,225	37,201	3,30,368	4,10,554	4,976	...	30,246	...	17
18	Provisions . . . . .	703,099	731,994	64,54,079	65,74,707	28,895	...	1,20,628	...	18
19	Railway plant and rolling-stock carried for the public and foreign railways . . . . .	786,027	545,347	30,60,139	24,20,416	...	240,680	...	6,39,723	19
20	Salt . . . . .	1,500,772	1,531,478	87,15,668	88,33,412	30,704	...	1,17,744	...	20
21	Saltpetre, etc. . . . .	92,416	82,541	7,20,662	6,27,254	...	9,872	...	93,408	21
22	Silk, raw . . . . .	3,600	3,274	77,813	66,184	...	326	...	11,629	22
23	Silk, piece-goods . . . . .	804	771	22,390	23,252	...	33	802	...	23
24	Spices . . . . .	239,950	242,327	24,61,249	24,89,183	2,377	...	27,934	...	24
25	Stone and lime . . . . .	773,876	924,942	18,85,982	21,97,156	151,066	...	3,11,174	...	25
26	Sugar . . . . .	1,097,930	1,320,806	77,73,091	95,49,811	222,826	...	17,76,720	...	26
27	Tea . . . . .	*113,259	116,528	11,77,344	12,17,550	3,269	...	39,706	...	27
28	Timber . . . . .	748,143	755,508	27,91,150	26,44,615	7,365	...	...	1,46,535	28
29	Tobacco . . . . .	218,252	200,099	18,81,501	17,18,795	...	18,153	...	1,62,706	29
30	Wool, raw . . . . .	38,125	40,722	7,89,347	7,98,328	2,597	...	8,981	...	30
31	Wool, manufactured . . . . .	10,279	11,899	2,07,470	2,46,506	1,620	...	39,036	...	31
32	All other articles of merchandise . . . . .	2,115,141	2,202,665	1,36,22,135	1,42,99,158	87,524	...	6,77,023	...	32
	TOTAL	25,215,407	27,376,605	14,78,68,018	16,76,81,296	2,061,193	...	1,97,93,248	...	

\* Excluding the Deoghur, Mymensingh-Jamalpur-Jagannathganj and Ledo and Tikak-Margherita colliery railways.

## STATEMENT No. 32.

*Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year.*

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
I	EAST INDIAN . . . . .	474-35	1,238-00	1,712-35	489-63	2,676-12	(a)1,741-81	(a) Including 31-60 miles of the Eastern Bengal State railway and 1-00 mile of the Putana-Malwa railway worked over.
II	BENGAL CENTRAL . . . . .	...	125-01	125-01	21-99	147-00	125-01	
III	BENGAL-NAGPUR . . . . .	...	1,067-41	1,067-41	115-49	1,182-90	(b)925-08	(b) Including 0-80 mile of the East Indian railway and 0-64 mile of the Great Indian Peninsula railway worked over.
IV	INDIAN MIDLAND . . . . .	...	727-35	727-35	90-96	818-31	(c)976-48	
V	BHOPAL-ITÁRSI (BRITISH SECTION) . . . . .	...	13-11	13-11	3-01	16-12	(d)(13-11)	
VI	GODHRA-RUTLAM-NÁGDÁ . . . . .	...	141-14	141-14	14-80	155-94	141-14	
VII	WARDHA COAL . . . . .	...	44-88	44-88	6-04	50-92	(e)(44-88)	(e) Including V, VII, VIII, and XIII, also 15-30 miles of the East Indian railway, 1-00 mile of the Oudh and Rohilkhand State railway, 9-00 mile of the Great Indian Peninsula railway and 7-00 miles of the Rajputana-Malwa railway worked over.
VIII	DHOND-MANMÁD . . . . .	...	145-44	145-44	14-28	159-72	(f)(145-44)	
IX	BREWADA EXTENSION (EAST COAST STATE) . . . . .	...	20-58	20-58	0-96	21-54	(g)(21-47)	
X	WASHERMENPET-ENNÚR SECTION (BREWADA-MADRAS) . . . . .	...	8-45	8-45	2-27	10-72	(g)(8-45)	
	TOTAL . . . . .	474-25	2,531-37	4,005-62	759-42	5,239-29	3,909-52	(d) Included with IV.
	State lines worked by the State.			(A)				
XII	NORTH WESTERN . . . . .	170-49	2,647-15	2,817-64	675-18	3,663-31	(i)2,843-69	(e) Included with XII.
XIII	HYDERABAD-SHADIPALLI . . . . .	...	58-91	58-91	5-34	64-25	58-91	(f) Included with XIII.
XIV	OUDE AND ROHILKHAND . . . . .	...	950-76	950-76	136-43	1,087-19	915-50	(g) Included with XII.
XV	EASTERN BENGAL . . . . .	112-21	150-77	262-98	133-16	506-35	257-56	(A) Including 6-18 miles (Meeran Meer Choke and Peresepore Cummington to Hussainwala) used for military traffic only.
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	1-49	7-04	8-53	13-07	23-09	8-53	
XVII	EAST COAST . . . . .	...	540-62	(j)540-62	(k)83-51	624-12	(l)546-07	(h) Including XXVIII, also 13 miles of the East Indian railway and 2-3 miles of the Delhi-Umballa-Erika railway worked over, but excluding 6-12 miles used for military traffic only, vide remark (a).
XVIII	ENNÚR-BREWADA SECTION (BREWADA-MADRAS) . . . . .	...	178-37	178-37	25-94	204-31	(2-79)	
	TOTAL . . . . .	284-19	4,523-62	4,817-61	1,072-63	6,174-63	4,629-66	
	Lines worked by guaranteed companies.						(m)	
XIX	GREAT INDIAN PENINSULA . . . . .	461-02	626-08	1,288-00	255-53	2,008-45	1,491-31	(f) Including 3-06 miles (laid on the mixed gauge) and 0-33 mile (metre gauge), see also footnote (b).
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	131-10	329-90	460-90	116-68	708-64	460-90	
XXI	MADRAS . . . . .	42-41	796-82	839-23	141-01	1,022-64	(n)857-68	
	TOTAL . . . . .	635-43	1,952-70	2,588-18	516-17	3,739-78	2,809-89	(b) Including 1-00 mile of metre gauge sidings.
	Assisted companies.							
XXII	DELHI-UMBALLA-KÁLKA . . . . .	...	162-24	162-24	17-72	179-96	162-24	(j) Including XVIII and 2-00 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0-33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
XXIII	TANKSIBUR . . . . .	...	22-23	22-23	2-93	25-16	22-23	
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . . . . .	...	399-80	399-80	22-66	432-66	399-80	
XXV	TÁPTI VALLEY . . . . .	...	35-91	35-91	2-42	28-83	3-05	
	TOTAL . . . . .	...	620-18	620-18	55-98	676-11	587-32	
	Lines owned by native states and worked by companies.							
XXVIII	KHÁNGAON . . . . .	...	7-55	7-55	0-87	8-42	(o)(7-55)	(m) Including VII, VIII, XXVIII and XXIX.
XXIX	AMRÁOTI . . . . .	...	5-44	5-44	0-74	6-18	(o)(5-44)	
XXX	BÍNA-GOONA . . . . .	...	71-74	71-74	5-31	77-05	(d)(71-74)	(n) Including X and XXVI.
XXXI	BHOPAL-UJJAIN . . . . .	...	118-52	118-52	9-15	122-67	(d)(118-52)	
XXXII	BHOPAL ITÁRSI (NATIVE STATE SECTION) . . . . .	...	44-28	44-28	8-72	53-00	(d)(44-28)	(o) Including IX; also 3-10 miles worked over twice by each train and 0-60 mile of the East Coast State railway worked over.
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	...	380-18	380-18	29-51	369-64	(e)854-70	
XXXIV	NÁGDÁ-UJJAIN . . . . .	...	84-32	84-32	1-06	85-88	84-32	
XXXV	THE GÁRKWAR'S PRITLÁD . . . . .	...	13-35	13-35	1-77	15-12	13-35	
XXXVI	KOLAR GOLD-FIELDS . . . . .	...	10-00	10-00	3-84	18-84	(g)(10-00)	
	TOTAL . . . . .	...	630-83	630-83	70-97	701-80	402-37	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.



STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINES ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	<b>STANDARD GAUGE—concl'd.</b>							
	Lines owned by native states and worked by state railway agency.							
XXXVII	RĀJPURA-BHĀTĪNDA . . . . .	...	107·94	107·94	15·88	123·82	107·94	
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .	...	15·92	15·92	4·59	20·51	(a)(15·92)	(a) Included with XII.
	<b>TOTAL</b> . . . . .	...	123·86	123·86	20·47	144·33	107·94	
	<b>TOTAL STANDARD GAUGE</b> . . . . .	1,393·87	11,892·06	12,785·93	2,495·59	16,675·39	12,446·70	
	<b>METRE GAUGE.</b>							
	State lines worked by companies.							
XL	<b>BENGAL AND NORTH-WESTERN—</b>							
	TIBHOOT SECTION . . . . .	...	341·80	341·80	51·92	393·72	} 888·60	
	COMPANY'S SECTION . . . . .	...	536·25	536·25	83·22	669·47		
XLi	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	...	231·17	231·17	31·37	262·54	(b)(211·96)	(b) Included with LVII.
XLii	RAJPUTANA-MALWA . . . . .	1·14	1,672·80	1,673·94	(c)253·09	1,928·17	1,673·94	(c) Including 3·07 miles of main line laid on the standard gauge.
XLiii	PĀLANPUR-DEESA . . . . .	...	17·28	17·28	1·29	18·57	17·28	
XLiv	SOUTHERN MAHRATTA . . . . .	...	1,042·04	1,042·04	116·54	1,158·58	(d)1,556·20	(d) Including XLV, XLVI and LXVII; also 2·99 miles of the East Coast State railway worked over.
XLv	GUNTAKAL-MYSORE FRONTIER . . . . .	...	119·50	119·50	8·98	128·43	(e)(119·50)	(e) Included with XLIV.
XLvi	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	...	296·00	296·00	28·22	324·22	(e)(296·00)	(e) Included with XLIV.
XLvii	SOUTH INDIAN . . . . .	...	1,017·88	1,017·88	132·84	1,150·72	(f)1,045·43	(f) Including LXXIX.
XLviii	MĀYĀVARAM-MUTUPET . . . . .	...	53·99	53·99	5·68	59·67	53·99	
XLix	ASSAM-BENGAL . . . . .	...	379·25	379·25	41·17	420·42	291·20	
L	BURMA . . . . .	9·55	926·58	936·13	141·34	1,087·02	936·13	
	<b>TOTAL</b> . . . . .	10·69	6,684·54	6,695·23	895·56	7,601·48	6,462·77	
	State lines worked by the State.							
L1	<b>EASTERN BENGAL—</b>							
	NORTHERN AND BRĀHĀR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch) . . . . .	...	478·47	478·47	82·09	560·56	478·47	
	DACCA SECTION . . . . .	...	85·92	85·92	14·69	100·61	85·92	
Lii	CAWNPORE-BURHWAL (METRE GAUGE LINE) . . . . .	...	79·60	79·60	6·37	85·97	79·60	
	<b>TOTAL</b> . . . . .	...	643·99	643·99	103·15	747·14	643·99	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	METRE GAUGE—contd.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	<b>Assisted companies.</b>							
LIV	DROGHDA . . . . .	...	4.79	4.79	0.02	5.41	4.79	
LVI	MYMENSINGH-JAMALPUR-JAGANNATH-GANG . . . . .	...	Information not received.	...	...	...	...	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	...	53.02	53.02	4.50	58.51	(a) 277.88	
LIX	PENJAL-DOOARS . . . . .	...	36.40	36.40	7.23	43.63	36.40	
LS	DIBRU-SADIYA . . . . .	...	77.50	77.50	9.66	87.16	77.50	
LXI	LUDO AND TIKA-MARGHERITA COLLIERY . . . . .	...	7.50	7.50	0.50	8.00	7.50	
LXII	AHMEDABAD-PARANTIA . . . . .	...	54.53	54.53	6.64	61.23	54.53	
	<b>TOTAL</b> . . . . .	...	234.79	234.70	29.24	263.94	459.06	
	<b>Lines owned by native states and worked by companies.</b>							
LXIV	THE GARHWAN'S MENSINA . . . . .	...	92.03	92.03	11.73	104.36	92.03	
LXV	KOLHAPUR . . . . .	...	29.07	29.07	1.70	30.77	(b) (29.07)	
LXVI	YESWANTPUR-MYSORE FRONTIER . . . . .	...	51.35	51.35	3.57	54.92	(b) (51.35)	
LXVII	MYSORE-NANJANGOD . . . . .	...	15.25	15.25	1.09	16.34	(b) (15.25)	
	<b>TOTAL</b> . . . . .	...	187.30	188.30	15.19	203.39	192.63	
	<b>Lines owned and worked by native states.</b>							
LXIII	JODHPUR BIKANER—							
	JODHPUR SECTION . . . . .	...	320.50	320.50	0.50	330.00	320.50	
	BIKANER SECTION . . . . .	...	85.50	85.50	2.00	87.50	69.01	
LXXI	ODDIPPORE CHITOI . . . . .	...	60.83	60.83	4.37	65.20	60.83	
LXXIII	BHIVNAGAR GOYDAL-JUNAGAD-POB-BANDAR (c) . . . . .	...	333.84	333.84	42.12	375.96	446.56	
LXXIV	JETALSAR-BAJKOT . . . . .	...	46.23	46.23	3.83	50.06	(d) (46.23)	
LXXV	JAMNAGAR (e) . . . . .	...	54.28	54.28	3.14	57.42	(d) (54.28)	
LXXVI	DHRANGADRA . . . . .	...	20.83	20.83	1.55	22.38	(e) (20.83)	
	<b>TOTAL</b> . . . . .	...	922.01	922.01	63.51	985.52	895.90	
	<b>Foreign lines.</b>							
LXXVII	WEST OF INDIA PORTUGUESE . . . . .	...	51.11	51.11	11.85	62.96	51.11	
LXXIX	PONDICHERY . . . . .	...	7.80	7.80	2.16	9.96	(f) (7.80)	
LXXX	KARAIKAL-PERLAM . . . . .	...	14.45	14.45	2.13	16.58	14.45	
	<b>TOTAL</b> . . . . .	...	73.36	73.36	16.13	89.49	65.56	
	<b>TOTAL METRE GAUGE</b> . . . . .	10.00	8,746.00	8,757.69	1,128.68	9,896.96	8,619.51	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

## STATEMENT No. 32—concl'd.

Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year—concl'd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	<b>SPECIAL GAUGES.</b>							
	State line worked by the State.							
LXXXII	JORHAT (2' 0") . . . . .	...	28.50	28.50	1.80	30.30	26.45	
	Assisted companies.							
LXXXIII	DARJEELING-HIMALAYAN (2' 0") . . . . .	...	51.00	51.00	3.00	54.00	51.00	
LXXXIV	BÁRSI LIGHT (2' 6") . . . . .	...	21.59	21.59	3.22	24.81	21.59	
LXXXV	HOWRAH-AMTA (2' 0") . . . . .	...	28.62	28.62	1.24	29.86	24.15	
LXXXVI	HOWRAH-SHEAKHALLA (2' 0") . . . . .	...	(a) 31.62	21.62	0.50	22.12	(a) 20.80	
LXXXVII	TARAKESHWAR-MAGRA (2' 6") . . . . .	...	31.12	31.12	1.66	32.78	31.12	
LXXXVIII	TREPUR-BALIPARA (2' 6") . . . . .	...	20.00	20.00	1.05	21.05	20.00	
	<b>TOTAL</b> . . . . .	...	173.95	173.95	10.67	184.62	168.66	
	Lines owned by native states and worked by companies.							
XCI	THE GARHWAR'S DARHOL (2' 6") . . . . .	...	78.80	78.80	5.50	84.30	78.80	
XCI	RAJPIPLA (2' 6") . . . . .	...	19.03	19.03	2.23	21.26	19.03	
	<b>TOTAL</b> . . . . .	...	97.83	97.83	7.73	105.56	97.83	
	Line owned by native state and worked by state railway agency.							
XCIV	COOCH BEHAR (2' 6") . . . . .	...	22.22	22.22	2.26	24.48	22.13	
	Line owned and worked by native state.							
XCIV	MORVI (3' 6") . . . . .	...	94.36	94.36	4.00	98.36	94.36	
	<b>TOTAL SPECIAL GAUGES</b> . . . . .	...	416.86	416.86	26.46	443.32	409.43	
	<b>TOTAL OF ALL RAILWAYS</b> . . . . .	1,401.56	20,535.82	21,900.38	3,650.73	27,015.67	21,475.64	

(a) Including 3.00 miles of the Howrah-Amta railway worked over.

STATEMENT  
Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	<b>STANDARD GAUGE.</b>		Rs.		Rs.		Rs.
	<b>State lines worked by companies.</b>						
I	EAST INDIAN . . . . .	65,005	6,21,070	198,689	7,62,663	1,325,725	12,19,193
II	BENGAL CENTRAL . . . . .	8,241	6,133	89,144	26,670	56,125	85,940
III	BENGAL-NAGPUR . . . . .	5,960	43,584	18,704	41,640	42,602	27,495
IV	INDIAN MIDLAND (c) . . . . .	11,372	1,22,333	45,874	1,76,847	853,230	4,21,721
VI	GODHRA-RUTLAM-NAGDÁ . . . . .	788	8,574	3,010	6,436	3,314	4,563
	<b>TOTAL</b>	<b>80,386</b>	<b>7,96,694</b>	<b>305,321</b>	<b>10,14,255</b>	<b>1,780,996</b>	<b>17,07,912</b>
	<b>State lines worked by the State.</b>						
XII	NORTH WESTERN (b) . . . . .	52,942	4,11,779	169,408	5,83,418	664,202	7,19,771
XIII	HYDERABAD-SHADIPALKI . . . . .	771	995	5,484	2,610	23,900	8,398
XIV	ODISH AND BOHILKHAND . . . . .	22,501	1,10,769	72,355	1,69,284	395,268	1,68,323
XV	EASTERN BENGAL . . . . .	40,409	1,03,261	101,781	1,18,805	685,265	3,06,160
XVI	CALCUTTA PORT COMMISSIONERS' (c) . . . . .	...	...	...	...	...	...
XVII	EAST COAST . . . . .	4,857	20,902	19,385	20,984	7,970	9,707
	<b>TOTAL</b>	<b>121,470</b>	<b>6,64,706</b>	<b>339,418</b>	<b>9,04,096</b>	<b>1,781,006</b>	<b>13,25,364</b>
	<b>Lines worked by guaranteed companies.</b>						
XIX	GREAT INDIAN PENINSULA (d) . . . . .	107,087	6,22,355	882,562	7,81,044	321,916	5,56,773
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	142,887	1,41,454	1,302,380	4,01,308	804,893	5,07,298
XXI	MADRAS (e) . . . . .	25,058	2,01,378	112,723	2,56,743	...	...
	<b>TOTAL</b>	<b>275,032</b>	<b>8,65,187</b>	<b>2,297,665</b>	<b>14,39,095</b>	<b>626,809</b>	<b>10,64,071</b>
	<b>Assisted companies.</b>						
XXII	DELHI-UMRALLA-KALKA . . . . .	8,832	72,876	25,309	82,466	48,207	58,381
XXIII	TAREKSEER . . . . .	374	230	3,886	1,650	152,380	84,528
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . . . . .	627	4,076	2,517	6,617	9,234	8,663
XXV	TÁPPI VALLEY (f) . . . . .	...	...	...	...	...	...
	<b>TOTAL</b>	<b>9,833</b>	<b>77,882</b>	<b>31,712</b>	<b>90,733</b>	<b>209,881</b>	<b>1,01,572</b>
	<b>Lines owned by native states and worked by companies.</b>						
XXXIII	THE NIZAM'S GUARANTEED STATE (g) . . . . .	8,780	54,722	85,682	73,238	253,047	1,15,808
XXXIV	NAGDÁ-UJJAIN . . . . .	108	242	548	642	441	196
XXXV	THE GASKWAR'S PRINCE . . . . .	145	100	2,399	934	...	...
	<b>TOTAL</b>	<b>9,033</b>	<b>55,064</b>	<b>88,629</b>	<b>74,814</b>	<b>253,488</b>	<b>1,16,064</b>
	<b>Line owned by native state and worked by state railway agency.</b>						
XXXVII	RÁJPUKA-SHÁTINDA . . . . .	4,267	8,912	7,593	8,214	29,393	13,866
	<b>TOTAL</b>	<b>4,267</b>	<b>8,912</b>	<b>7,593</b>	<b>8,214</b>	<b>29,393</b>	<b>13,866</b>
	<b>TOTAL STANDARD GAUGE</b>	<b>506,021</b>	<b>24,68,445</b>	<b>3,069,418</b>	<b>35,81,207</b>	<b>4,681,572</b>	<b>48,28,849</b>

No. 33.

railways during the year ending with the 31st December 1898.

LOWEST (3RD OR 4TH) CLASS.		TOTAL PASSENGER TRAFFIC.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
16,851,541	1,31,33,220	17,947,860	1,57,35,146	20,92,931	1,78,28,076	I	
1,614,475	5,42,066	1,712,985	6,10,809	69,897	6,80,706	II	
2,179,209	10,91,158	2,246,405	12,03,872	1,58,590	13,62,462	III	
1,411,858	12,97,534	1,822,334	20,18,435	4,18,966	24,37,401	IV	
841,316	1,34,641	848,428	1,48,214	22,045	1,71,259	VI	(a) Including the Bhopal-Itarsi, Bina-Gons and Bhopal-Ujjain railways.
21,898,399	1,61,98,614	24,071,102	1,97,17,475	27,62,429	2,24,79,904		
13,085,339	82,59,416	14,591,875	99,68,379	17,71,522	1,17,39,901	XII	
410,815	86,870	445,370	98,873	5,365	1,04,238	XIII	(b) Including the Jammu and Kashmir railway (Native state section).
5,485,906	31,12,507	5,976,030	36,89,888	3,98,354	40,88,242	XIV	
6,195,239	20,19,405	7,022,784	25,45,721	2,82,349	28,28,070	XV	
...	...	...	...	...	...	XVI	(c) There is no passenger traffic on this line.
2,706,041	12,48,504	2,738,253	13,18,097	87,269	14,05,366	XVII	
28,483,339	1,47,26,792	30,774,312	1,76,20,958	25,44,859	2,01,65,817		
12,939,864	36,03,715	14,251,429	54,63,887	15,86,540	70,50,427	XIX	(d) Including the Wardha Coal Dhond-Manmad, Khámgaon and Amrāoli railways.
11,659,417	19,62,803	13,409,577	30,12,863	6,98,121	37,10,984	XX	
9,121,191	30,33,276	9,258,972	34,91,397	6,07,960	40,99,357	XXI	(e) Including the Washermenpet-Ennur section (Bezwa-Madras) and Kolar Gold-fields railways.
33,720,472	85,99,794	36,919,978	1,19,68,147	28,92,621	1,48,60,768		
989,273	5,80,660	1,071,681	7,94,392	1,83,518	9,77,910	XXII	
1,062,610	2,43,087	1,219,250	2,79,595	6,193	2,85,788	XXIII	
857,934	3,34,740	870,312	4,04,696	33,952	4,38,648	XXIV	
...	...	...	...	...	...	XXV	(f) Opened to goods traffic only from the 1st December 1898.
2,909,817	12,08,406	3,161,243	14,78,683	2,23,663	17,02,346		
914,596	4,77,848	1,312,105	7,21,676	1,22,003	8,43,679	XXXIII	(g) Including the Bezwa extension (East Coast State railway).
88,914	26,478	90,011	27,553	1,995	29,548	XXXIV	
116,547	20,332	119,091	21,366	2,051	23,417	XXXV	
1,120,057	5,24,653	1,421,207	7,70,595	1,26,049	8,96,644		
850,334	3,16,315	891,587	3,47,307	32,937	3,80,294	XXXVII	
850,334	3,16,315	891,587	3,47,307	32,937	3,80,294		
88,982,418	4,15,74,664	97,239,429	5,19,03,165	85,82,608	6,04,85,773		

\* See also statements Nos. 26 and 36.

STATEMENT  
Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1st CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	<b>METRE GAUGE.</b>		Rs.		Rs.		Rs.
	<b>State lines worked by companies.</b>						
XL	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION . . . . .	16,495	52,341	24,550	41,640	62,240	42,330
	COMPANY'S SECTION . . . . .						
XLII	RAJPUTANA-MALWA . . . . .	18,773	1,22,417	80,429	2,08,486	2,24,684	2,38,458
XLIII	PALANPUR-DHESA . . . . .	640	630	2,333	829	...	...
XLIV	SOUTHERN MAHARATTA (a) . . . . .	16,503	96,486	47,917	1,14,001	...	...
XLVII	SOUTH INDIAN (b) . . . . .	24,376	82,091	112,138	1,56,568	...	...
XLVIII	MATYARAH-MUTUPET . . . . .	308	801	5,245	2,664	...	...
XLIX	ASSAM-BENGAL . . . . .	3,275	17,265	6,617	14,548	...	...
L	BURMA . . . . .	28,306	1,02,191	229,094	2,11,117	1,03,640	1,87,002
	<b>TOTAL</b> . . . . .	107,870	4,73,821	503,432	7,50,044	330,573	4,68,600
	<b>State lines worked by the State.</b>						
LI	<b>EASTERN BENGAL—</b>						
	NORTHERN AND BEHAR SECTIONS (including the Kauria-Dharila, 2' 6" gauge, branch) . . . . .	8,412	60,015	27,906	77,461	182,044	1,27,496
	DACCA SECTION . . . . .	2,334	4,516	13,160	10,501	92,475	25,661
	<b>TOTAL</b> . . . . .	11,746	64,531	41,066	88,365	275,619	1,53,147
	<b>Assisted companies.</b>						
LIV	DROGHDA . . . . .	950	475	...	...	...	...
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANG . . . . .	...	Information	not received	...	...	...
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (c) . . . . .	4,708	85,803	17,567	60,452	10,714	8,951
LIX	BENGAL-DOOARS . . . . .	577	1,879	1,508	2,585	1,228	745
LX	DIBRU-SADIYA . . . . .	4,091	9,210	2,922	3,688	229,959	98,028
LXI	LEDO AND TIRAK-MARGHERITA COLLIERY (d) . . . . .	...	...	...	...	...	...
LXII	AHMEDABAD-PARANTIA . . . . .	267	551	1,022	1,833	...	...
	<b>TOTAL</b> . . . . .	10,558	47,418	23,739	64,556	240,901	1,07,724
	<b>Line owned by native state and worked by company.</b>						
LXIV	THE GANAKAR'S MESSINA . . . . .	663	1,223	4,573	4,158	...	...
	<b>TOTAL</b> . . . . .	663	1,223	4,573	4,158	...	...
	<b>Lines owned and worked by native states.</b>						
LXXI	<b>JODHPUR-BICKANEER—</b>						
	JODHPUR SECTION . . . . .	1,808	10,465	5,932	13,723	...	...
	BICKANEER SECTION . . . . .	847	1,427	1,038	1,328	...	...
LXXII	ODDYPUR-CHITTOH . . . . .	410	2,083	1,440	3,522	2,149	2,396
LXXIII	BHAVNAGAR-GONDAL-JUNAGAD-POORBANDAR (e) . . . . .	8,453	23,798	58,019	67,032	...	...
	<b>TOTAL</b> . . . . .	10,516	37,668	66,414	86,608	2,149	2,396
	<b>Foreign lines.</b>						
LXXVIII	WEST OF INDIA PORTUGUESE . . . . .	1,140	1,458	8,469	8,797	...	...
LXXX	KARAIKAL-PERALAM . . . . .	219	170	1,080	404	...	...
	<b>TOTAL</b> . . . . .	1,359	1,628	9,549	9,201	...	...
	<b>TOTAL METRE GAUGE</b> . . . . .	142,758	6,20,504	653,808	10,01,838	909,142	7,31,956

No. 33—concl'd.

railways during the year ending with the 31st December 1898—concl'd.

LOWEST (3RD OR 4TH) CLASS.		TOTAL PASSENGER TRAFFIC.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
6,143,734	21,67,618	6,247,028	23,03,933	1,53,963	24,57,896	XL	
9,394,980	48,31,106	9,718,875	64,00,667	8,02,830	62,03,497	XLII	
60,383	13,324	63,356	11,792	2,227	14,019	XLIII	
3,781,543	16,01,365	3,845,669	18,11,852	8,33,900	21,45,752	XLIV	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Sish-ratta), Kolhapur, Ye-vantpur-Mysore frontier, and Mysore-Nanjangud railways.
11,554,212	89,09,600	11,689,626	41,48,259	2,57,979	44,06,238	XLVII	
1,067,539	1,68,760	1,073,280	1,71,815	3,844	1,75,659	XLVIII	
1,208,195	6,51,130	1,218,087	6,82,938	54,682	7,37,620	XLIX	(b) Including the Pondicherry railway.
9,694,987	36,71,933	10,056,536	41,73,143	2,10,917	43,81,060	L	
42,905,582	1,70,11,831	43,912,457	1,87,04,399	1,830,312	2,05,24,741		
						LI	
2,407,637	13,60,584	2,625,999	16,25,546	1,98,847	18,24,393		
1,151,702	8,21,149	1,261,671	3,62,230	29,485	3,92,715		
3,559,339	16,81,733	3,887,670	19,87,776	2,19,332	22,07,108		
188,917	26,081	189,867	26,559	...	26,559	LIV	
...	...	...	...	...	...	LVI	
1,088,214	4,18,769	1,121,023	5,23,475	79,031	6,02,506	LVII	(c) Including the Lucknow-Bareilly section.
145,645	36,503	148,958	41,712	7,991	49,703	LIX	
...	...	235,972	1,10,926	21,440	1,32,366	LX	(d) There is no passenger traffic on this line.
...	...	...	...	...	...	LXI	
250,227	69,102	252,416	71,486	4,582	76,069	LXII	
1,673,603	5,50,458	1,943,236	7,74,158	1,13,044	8,87,202		
496,944	1,20,329	502,180	1,25,715	10,610	1,36,325	LXIV	
496,944	1,20,329	502,180	1,25,715	10,610	1,36,325		
						LXXI	
666,083	3,95,054	673,321	4,19,245	57,738	4,76,983		
94,001	35,862	95,371	38,617	5,249	43,866		
176,125	77,501	180,124	85,097	5,624	91,321	LXXII	(e) Including the Jaisalmer-Rajkot, Jammu and Dhruwadra railways.
1,570,263	7,61,921	1,636,765	8,56,641	80,971	9,37,612	LXXIII	
2,506,472	12,73,338	2,585,581	14,00,200	1,49,582	15,49,782		
154,382	30,897	161,000	36,152	6,344	42,996	LXXVIII	
193,262	15,572	194,561	16,146	294	16,440	LXXX	
287,644	46,469	298,561	52,298	7,138	59,436		
51,428,084	2,06,84,158	53,134,635	2,30,44,546	23,20,048	2,52,64,594		

\* See also statements Nos. 36 and 36.

STATEMENT  
Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN . . . . .	2,270,484	2,67,44,207	15,082	4,20,831	216,370	2,53,024	2,745,184	1,23,91,148
II	BENGAL CENTRAL . . . . .	76,323	2,11,108	118	168	14,001	10,651	19,894	18,401
III	BENGAL-NAGPUR . . . . .	529,672	89,92,112	391	8,329	32,056	64,034	708,109	4,53,181
IV	INDIAN MIDLAND (a) . . . . .	480,054	39,84,087	4,206	25,732	82,470	74,350	8,009	15,491
VI	GODHRA-BUTLAM-NAGDI . . . . .	249,004	11,17,848	82	285	8,714	9,043	471	1,130
	TOTAL	4,606,387	3,49,51,367	19,829	4,55,216	353,610	5,11,102	4,478,667	1,81,79,371
	State lines worked by the State.								
XII	NORTH WESTERN . . . . .	2,347,161	2,16,59,879	59,637	10,80,129	725,224	2,20,232	41,060	1,48,535
XIII	HYDRABAD SHADIPALLI . . . . .	84,480	1,08,325	153	100	70,509	5,612	2	1
XIV	ODISH AND BOHILKHAND (b) . . . . .	1,019,210	44,87,138	4,108	49,540	230,607	98,522	24,173	74,791
XV	EASTERN BENGAL . . . . .	1,068,317	49,31,014	207	678	96,285	136,376	2,19,733	1,78,034
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	690,129	3,03,319	---	---	---	---	15,509	5,616
XVII	EAST COAST . . . . .	355,531	9,68,352	2	127	50,041	73,066	6,404	17,240
	TOTAL	5,509,828	3,25,16,097	64,108	11,20,574	1,172,716	3,24,675	806,947	4,24,025
	Lines worked by guaranteed companies.								
XIX	GREAT INDIAN PENINSULA (c) . . . . .	2,056,019	2,52,56,852	3,358	1,65,208	38,785	24,767	229,257	8,64,501
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	1,431,705	1,06,22,635	458	13,666	247,488	1,00,906	48,713	2,35,801
XXI	MADRAS (d) . . . . .	786,082	56,02,154	1,932	75,974	2,096	9,473	170,643	7,59,564
	TOTAL	4,273,806	4,14,81,641	10,748	2,54,709	289,609	3,24,648	448,513	13,59,066
	Assisted companies.								
XXII	DELHI-UMBALLA-KALKA . . . . .	125,112	5,26,836	9,178	62,238	3,708	4,812	4,642	9,788
XXIII	TANKSUR . . . . .	21,145	25,578	---	---	844	181	2,660	1,153
XXIV	SOUTHERN PUNJAB (DELHI-SAMASATA) . . . . .	193,927	8,85,074	1,454	32,579	6,024	22,522	5,939	7,491
XXV	JAPEI VALLEY . . . . .	858	1,868	---	---	1,879	878	---	---
	TOTAL	341,042	14,39,856	10,632	94,767	12,385	28,398	13,241	18,437
	Lines owned by native states and worked by companies.								
XXXIII	THE NIZAM'S GUARANTEED STATE (e) . . . . .	268,893	16,40,714	688	10,102	22,753	15,222	342,956	13,80,061
XXXIV	NAGDI UJJAIN . . . . .	45,280	98,558	---	---	81	32	468	260
XXXV	THE GANAKWAR'S PETLAD . . . . .	19,079	25,690	---	---	---	---	2	4
	TOTAL	333,252	17,64,962	688	10,102	22,834	15,254	343,420	13,80,325
	Lines owned by native states and worked by state railway agency.								
XXXVII	RAJPURA-BHATINDA . . . . .	123,131	2,96,780	2,235	17,529	1,524	537	2,747	4,511
	TOTAL	123,131	2,96,780	2,235	17,529	1,524	537	2,747	4,511
	TOTAL STANDARD GAUGE	16,246,428	11,24,40,191	108,240	19,52,975	1,852,748	14,14,609	5,501,541	1,68,65,789



No. 34.

during the year ending with the 31st December 1898.

COAL AND COKE FOR CONSTRUCTION (HOME LIME ONLY).		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE.		LIVE-STOCK.		RENTS, MISCELLANEOUS, &c., LESS OUTSTANDING IRREGULARS.	TOTAL.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Rs.	Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
28,320	86,262	437,478	8,76,985	436,223	4,07,173	4,096	1,65,628	2,12,373	8,155,182	4,09,57,631	I	
...	...	15,035	8,825	3,185	1,899	2	30	2,785	128,397	2,53,870	II	
6,388	22,100	52,737	1,79,902	118,157	80,096	147	1,411	3,333	1,440,657	48,04,497	III	
191	616	59,472	1,34,923	140,310	35,942	413	17,212	5,819	770,185	41,94,178	IV	(c) Including the Bhopal-Ikara, Bina-Goonn and Bhopal-Ujjain railways.
7,336	12,414	1,657	2,490	11,732	18,063	48	532	960	278,994	11,59,727	VI	
44,285	1,21,392	566,374	12,03,131	711,607	5,38,173	4,706	1,84,813	2,25,270	10,782,415	5,13,69,904		
6,463	18,211	202,768	4,70,911	1,028,540	8,39,983	5,760	2,24,177	2,39,355	4,416,619	2,50,01,472	XII	
...	...	3	2	6,182	1,891	3	2	629	161,422	1,16,502	XIII	
7,150	22,023	32,823	1,04,296	297,095	92,190	452	12,908	18,263	1,614,618	49,49,486	XIV	(b) Including the Cawnpore-Burhwal railway (metre gauge link)
...	...	89,650	62,786	38,708	52,337	217	1,823	62,451	1,513,117	54,25,394	XV	
...	...	...	...	...	...	...	...	-3,813	711,698	3,65,187	XVI	
...	...	38,107	69,211	47,393	34,633	24	598	14,285	497,503	11,76,412	XVII	
13,613	40,234	363,351	7,07,206	1,417,918	10,20,974	6,456	2,39,506	3,31,165	8,914,977	3,70,34,458		
75	92	224,509	4,97,024	278,855	4,24,568	10,160	1,85,936	43,065	2,846,018	2,74,61,611	XIX	(c) Including the Wardha Coal, Dhond-Manmad, Khamsaon and Amroli railways.
1,640	2,710	52,919	1,04,160	66,544	75,886	17,015	8,28,781	17,536	1,866,862	1,15,92,181	XX	
...	...	15,345	35,036	195,562	1,20,463	1,370	29,592	21,145	1,173,830	66,52,261	XXI	(d) Including the Madras-Bandur section (Bezwa-Madras railway) and Kolar Gold-fields railway.
1,715	2,802	292,773	6,93,220	540,961	6,20,917	28,545	5,44,312	81,746	5,888,730	4,57,06,053		
...	...	...	...	...	...	622	8,828	4,267	143,162	6,16,769	XXII	
...	...	3	1	1,544	489	...	...	88	26,196	27,400	XXIII	
436	1,131	...	...	...	...	47	941	1,133	207,827	9,50,826	XXIV	
...	...	...	...	...	...	...	...	...	2,737	2,746	XXV	
436	1,131	3	1	1,544	489	669	9,769	5,488	379,922	15,97,831		
79	285	32,786	49,536	128,406	27,092	306	7,440	14,785	796,867	31,45,227	XXXIII	(e) Including the Bezwa extension (East Coast State railway).
...	...	...	...	...	...	4	21	444	45,813	99,319	XXXIV	
...	...	972	137	8	1	304	465	109	20,365	26,406	XXXV	
79	285	33,758	49,673	128,414	27,083	614	7,933	15,338	863,045	32,70,952		
...	...	263	853	17,223	4,541	73	521	1,206	147,196	3,15,985	XXXVII	
...	...	263	853	17,223	4,541	73	521	1,206	147,196	3,15,985		
60,078	1,65,844	1,256,522	25,96,584	2,817,667	22,12,177	41,063	9,86,858	6,60,213	26,974,235	13,92,95,183		

\* See also statements Nos. 26 and 36.

## Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY,	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINES ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	<b>METRE GAUGE.</b>		Rs.		Rs.		Rs.		Rs.
XL	State lines worked by companies.								
	BENGAL AND NORTH-WESTERN—								
	TIROOET SECTION	755,506	29,35,524	26	63	63,750	66,075	24,361	52,525
	COMPANY'S SECTION								
XLII	RAJPUTANA-MALWA . . . . .	1,551,680	1,97,23,353	6,477	1,13,123	55,121	64,006	20,264	66,443
XLIII	PALANPUR-DEESA . . . . .	13,233	23,414	129	311	...	...	4	1
XLIV	SOUTHERN MAHARAJA (a) . . . . .	794,066	44,99,930	1,137	19,423	20,743	26,610	4,072	13,445
XLVII	SOUTH INDIAN (b) . . . . .	304,484	26,31,739	314	3,004	114,214	13,141	13,144	17,596
XLVIII	MAYAVARAM-MUTUPET . . . . .	53,447	61,757	6	20	4,354	987	111	43
XLIX	ASSAM-BENGAL . . . . .	69,994	3,24,210	26	223	330,764	1,74,199	5,694	13,139
L	BURMA . . . . .	337,304	40,03,703	1,027	24,156	119,946	1,05,387	316	393
	<b>TOTAL</b>	<b>4,874,714</b>	<b>2,92,07,629</b>	<b>9,154</b>	<b>1,80,241</b>	<b>759,511</b>	<b>4,73,006</b>	<b>78,466</b>	<b>1,67,600</b>
LI	State line worked by the State.								
	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kania-Dharila, 2' 6" gauge, branch).	480,050	29,32,193	4	63	30,312	46,533	11,265	37,507
	DACCA SECTION . . . . .	61,080	1,63,313	...	...	2,774	2,986	1,001	2,913
	<b>TOTAL</b>	<b>541,130</b>	<b>30,95,506</b>	<b>4</b>	<b>63</b>	<b>33,387</b>	<b>49,519</b>	<b>12,266</b>	<b>40,420</b>
LIV	Assisted companies.								
	DEOGRUH . . . . .	12,590	5,450	...	...	...	...	...	...
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ.								Information
LVII	BOMILKUND AND KUMAON (COMPANY'S SECTION). (d)	268,338	6,95,686	561	3,671	20,484	10,394	121	171
LIX	BENGAL DOGARS . . . . .	24,542	1,34,100	...	...	72,245	7,322	720	2,782
LX	DIBRU-SADIYA . . . . .	47,442	2,76,072	...	...	...	...	190,606	3,22,679
LXI	LEDO AND TIRAK-MARGHERITA COLLIERY.	16,692	13,930	...	...	...	...	1,93,331	29,333
LXII	ARMEDDARAD-PARANTIS . . . . .	31,418	63,795	...	...	...	...	...	...
	<b>TOTAL</b>	<b>395,424</b>	<b>12,45,984</b>	<b>561</b>	<b>3,671</b>	<b>92,970</b>	<b>17,716</b>	<b>384,329</b>	<b>3,75,216</b>
LXIV	Line owned by native state and worked by company.								
	THE GARHWAR'S MESSANA . . . . .	124,169	2,04,285	...	...	125	60	5	7
	<b>TOTAL</b>	<b>124,169</b>	<b>2,04,285</b>	<b>...</b>	<b>...</b>	<b>125</b>	<b>60</b>	<b>5</b>	<b>7</b>
LXXI	Lines owned and worked by native states.								
	JODHPUR-BICKANER—								
	JODHPUR SECTION	116,941	6,34,800	16	259	25,136	23,641	206	739
	BICKANER SECTION . . . . .	33,836	79,676	3	62	927	128	183	355
LXXII	ODISHA—								
	ODISHA SECTION . . . . .	11,042	50,409	13	147	179	143	...	...
LXXIII	BHUVNAGAR-GONDAL-JUNA-GAD-POREBANDAR. (e)	253,352	9,64,680	9	67	4,366	3,476	2,594	7,505
	<b>TOTAL</b>	<b>417,171</b>	<b>17,79,565</b>	<b>45</b>	<b>535</b>	<b>30,628</b>	<b>27,390</b>	<b>2,983</b>	<b>8,599</b>
LXXVIII	Foreign line.								
	WEST OF INDIA PORTUGUESE	43,644	1,09,039	...	4	...	...	...	...
LXXX	KARAIKAL-PERALAM . . . . .	3,043	5,760	...	...	50	8	...	...
	<b>TOTAL</b>	<b>46,687</b>	<b>1,14,799</b>	<b>...</b>	<b>4</b>	<b>50</b>	<b>8</b>	<b>...</b>	<b>...</b>
	<b>TOTAL METRE GAUGE</b>	<b>6,899,303</b>	<b>3,57,06,767</b>	<b>9,764</b>	<b>1,84,519</b>	<b>916,380</b>	<b>5,67,698</b>	<b>479,149</b>	<b>5,91,846</b>

No. 84—conold.

during the year ending with the 31st December 1898—conold.

COAL AND COKE FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE.		LIVE-STOCK.		RENTS, MISCELLANEOUS, &c., LESS OUTSTANDING IRRECOVERABLE.	TOTAL.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Rs.	Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
1,683	4,192	30,162	47,522	43,266	50,011	36	633	18,000	929,290	82,49,165	XL	
2,505	9,481	90,882	2,14,148	71,824	1,07,663	5,696	73,411	19,891	1,804,449	1,43,95,522	XLII	
...	...	41	10	...	...	18	66	250	18,425	23,952	XLIII	
...	...	88,056	1,99,512	71,570	94,991	363	7,487	19,085	930,006	48,85,482	XLIV	(a) Including the Gun- takil Mysore frontier, Mysore section (Southern Maharatta), Kolhapur, Yasvantpur-Mysore fron- tier and Mysore-Nan- jangud railways.
...	...	26,352	82,108	616,021	99,234	833	8,231	22,022	1,575,362	38,29,075	XLVII	
...	...	2,783	948	60,270	8,566	24	55	488	121,545	67,869	XLVIII	
3,034	8,008	9,309	12,568	1,586	2,238	4	10	6,144	460,508	5,35,739	XLIX	(b) Including the Pondi- cherry railway.
1,882	485	36,542	55,179	110,495	91,220	5,650	1,56,748	10,517	1,113,162	44,52,693	L	
9,164	17,166	234,077	5,61,995	975,082	4,88,923	12,623	2,46,541	96,397	6,952,742	3,14,39,497		
...	...	15,050	38,088	25,312	43,169	70	2,611	18,343	562,364	81,18,512	LI	
...	...	1,310	372	8,962	1,63	2	30	3,182	70,629	1,76,483		
...	...	16,260	38,460	29,274	44,852	72	2,644	21,523	632,993	32,94,995		
...	...	303	(c)	...	...	...	...	...	12,893	5,450	LIV	(c) Carried frce.
not received.											LVI	
...	...	156	107	24,713	13,139	7	74	5,409	814,831	7,27,601	LVII	(d) Including the Luck- now-Bareilly section.
...	...	...	...	5,117	574	...	...	1,274	102,624	1,36,052	LIX	
...	...	...	...	4,016	1,375	61	584	284	237,126	6,11,195	LX	
...	...	...	...	...	...	...	...	...	208,974	55,313	LXI	
...	...	...	...	228	128	539	2,758	452	82,183	72,133	LXII	
...	...	459	107	34,072	14,216	607	3,416	7,419	908,631	16,67,744		
...	...	...	...	798	349	100	259	698	125,195	2,05,658	LXIV	
...	...	...	...	796	349	100	259	698	125,195	2,05,658		
...	...	4,367	8,678	550	713	30	544	2,414	149,256	7,21,793	LXXI	
...	...	1,541	1,827	61	41	...	...	875	86,556	82,364		
...	...	...	...	77	86	8	12	430	11,313	51,177	LXXII	
16	4	10,107	17,081	7,352	5,607	87	1,354	1,398	277,903	10,01,074	LXXIII	(e) Including the Jetalpur- Rajkot, Jamnagar and Dhrangadra railways.
16	4	16,016	26,586	8,050	6,402	120	1,910	5,017	475,028	18,56,400		
...	...	456	130	2,505	1,438	2	14	313	46,609	1,10,938	LXXVIII	
...	...	...	...	3,251	141	3	5	77	6,352	2,991	LXXX	
...	...	450	130	5,756	1,579	5	19	390	52,961	1,13,921		
9,180	17,170	267,267	6,27,677	1,052,980	516,321	13,528	2,51,786	1,31,446	9,147,550	3,85,78,231		

\* See also statements Nos. 26 and 36.

## Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	PASSENGER TRAFFIC.						NUMBER	
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.		
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.*			Ton-miles.
<b>STANDARD GAUGE.</b>									
<b>State lines worked by companies.</b>									
I	EAST INDIAN . . . . .	8,048,118	23,066,116	71,854,291	1,012,848,838	1,115,016,858	18,016,896	838,747,849	
II	BENGAL CENTRAL . . . . .	121,086	1,055,518	2,123,171	35,365,378	38,665,093	296,164	5,448,294	
III	BENGAL-NAGPUR . . . . .	618,532	1,456,409	1,868,427	104,932,932	108,876,300	752,557	99,301,085	
IV	INDIAN MIDLAND . . . . .	2,255,314	7,798,007	27,209,418	97,696,690	134,959,429	2,174,204	112,917,473	
VI	GODHRA-RUTLAN-NAGDA . . . . .	48,878	166,095	294,429	12,950,196	12,459,600	112,678	23,755,974	
	<b>TOTAL</b> . . . . .	<b>11,091,868</b>	<b>33,542,145</b>	<b>108,049,736</b>	<b>1,263,293,531</b>	<b>1,410,977,280</b>	<b>16,952,569</b>	<b>1,080,070,675</b>	
<b>State lines worked by the State.</b>									
XII	NORTH WESTERN . . . . .	7,667,055	30,264,473	45,491,396	701,154,850	784,577,773	11,234,466	799,931,843	
XIII	HYDRABAD-SHADIPALLI . . . . .	15,963	84,445	587,468	7,412,881	8,050,777	14,008	2,237,924	
XIV	ODISH AND ROHILKHAND . . . . .	2,041,912	6,737,550	16,470,233	239,040,559	264,290,304	1,848,484	140,143,963	
XV	EASTERN BENGAL . . . . .	1,518,268	3,775,104	19,519,430	156,214,088	181,027,890	1,135,119	103,207,953	
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	—	There is no passenger traffic on this line.				—	—	—
XVII	EAST COAST . . . . .	336,092	654,233	415,750	103,905,735	105,311,810	466,788	86,568,441	
	<b>TOTAL</b> . . . . .	<b>11,579,310</b>	<b>41,516,804</b>	<b>82,434,317</b>	<b>1,307,726,113</b>	<b>1,343,256,544</b>	<b>14,698,892</b>	<b>1,052,109,226</b>	
<b>Lines worked by guaranteed companies.</b>									
XIX	GREAT INDIAN PENINSULA . . . . .	9,350,802	40,364,646	35,638,238	362,409,697	447,763,383	8,434,305	602,349,825	
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	2,809,856	16,964,456	22,534,775	167,446,863	219,755,950	4,263,621	259,167,518	
XXI	MADRAS . . . . .	3,447,485	10,219,476	—	277,117,408	290,784,364	3,372,964	114,365,400	
	<b>TOTAL</b> . . . . .	<b>15,608,143</b>	<b>67,548,578</b>	<b>68,173,013</b>	<b>806,978,968</b>	<b>958,303,697</b>	<b>16,070,890</b>	<b>975,881,740</b>	
<b>Assisted companies.</b>									
XXII	DELHI-UMBALLA-KALKA . . . . .	704,362	2,132,860	2,864,467	40,177,092	45,879,881	1,093,951	10,058,435	
XXIII	TARESSUR . . . . .	6,869	68,484	2,195,936	15,803,434	18,074,543	32,038	445,775	
XXIV	SOUTHERN PUNJAB (DELHI-SAMARATA) . . . . .	86,086	267,552	554,423	32,831,163	33,730,224	188,051	29,456,015	
XXV	TAPTI VALLEY . . . . .	Information not available.				—	—	—	58,133
	<b>TOTAL</b> . . . . .	<b>797,127</b>	<b>2,468,896</b>	<b>3,614,826</b>	<b>88,812,289</b>	<b>97,693,148</b>	<b>1,318,090</b>	<b>39,988,358</b>	
<b>Lines owned by native states and worked by companies.</b>									
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	605,419	3,063,313	8,889,699	45,878,384	59,430,805	568,637	34,608,906	
XXXIV	NAGDA-UJJAIN . . . . .	3,162	16,062	12,520	2,259,116	2,290,860	8,316	1,509,121	
XXXV	THE GAIKWAR'S PWTIAD . . . . .	1,763	32,251	—	1,563,252	1,597,266	9,374	254,228	
	<b>TOTAL</b> . . . . .	<b>700,344</b>	<b>3,111,626</b>	<b>8,911,209</b>	<b>49,699,752</b>	<b>62,418,931</b>	<b>586,377</b>	<b>36,372,255</b>	
<b>Lines owned by native state and worked by state railway agency.</b>									
XXXVII	RAJPUTRA-BHATINDA . . . . .	145,630	289,199	887,411	20,992,204	28,314,453	128,560	8,063,381	
	<b>TOTAL</b> . . . . .	<b>145,630</b>	<b>289,199</b>	<b>887,411</b>	<b>20,992,204</b>	<b>28,314,453</b>	<b>128,560</b>	<b>8,063,381</b>	
	<b>TOTAL STANDARD GAUGE</b> . . . . .	<b>89,922,441</b>	<b>149,477,248</b>	<b>269,070,512</b>	<b>3,443,495,852</b>	<b>3,900,966,053</b>	<b>49,751,408</b>	<b>3,192,480,630</b>	

\* See also statement

No. 35.

railways during the year ending with the 31st December 1898.

GOODS TRAFFIC.								Classification No.	REMARKS.
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke	Live-stock	Total.*		
4,646,430	27,095,201	696,764,871	6,470,686	102,905,791	38,512,686	1,483,836	1,716,627,350	I	
258	834,621	815,350	...	691,592	148,836	124	7,939,075	II	
121,249	5,022,227	24,099,986	1,732,084	14,099,609	3,712,135	9,407	147,997,782	III	
606,219	5,315,825	844,446	48,297	10,574,375	2,198,048	107,858	132,612,541	IV	
3,553	262,716	66,692	876,247	176,206	217,324	3,577	25,362,289	VI	
5,377,709	38,530,590	722,591,345	9,127,314	128,447,573	44,789,029	1,604,802	2,030,539,037		
14,963,096	25,048,077	7,724,567	1,484,030	36,398,616	62,875,354	1,658,385	920,063,968	XII	
742	424,487	30	...	172	103,850	15	2,772,229	XIII	
590,329	6,466,641	3,533,334	1,661,464	8,199,222	58,40,843	83,940	166,519,786	XIV	
5,821	10,679,555	7,616,819	...	4,920,354	4,101,499	15,109	130,546,212	XV	
Mileage not recorded.			...	...	...	...	...	XVI	
1,187	5,907,026	747,717	...	5,470,743	2,753,936	1,966	51,471,016	XVII	
15,561,175	48,525,786	19,622,467	3,145,494	54,989,107	75,690,491	1,759,415	1,271,393,161		
1,547,251	2,329,668	53,205,077	8,826	47,714,262	36,028,662	2,176,536	745,359,107	XIX	
130,675	11,639,147	14,538,247	191,298	7,352,458	4,816,135	3,426,427	301,261,902	XX	
522,226	310,374	30,376,904	...	1,708,798	5,572,430	187,860	153,043,942	XXI	
2,200,152	14,279,089	98,120,228	200,124	56,775,518	46,417,277	5,790,823	1,199,664,951		
1,035,493	250,415	550,541	...	...	...	192,506	12,087,390	XXII	
...	16,357	47,748	...	36	20,644	...	530,560	XXIII	
337,061	1,408,534	447,279	52,889	...	...	6,118	31,708,706	XXIV	
...	62,025	...	...	...	...	...	90,158	XXV	
1,378,454	1,737,331	1,045,568	52,889	36	20,644	198,624	44,416,904		
83,248	443,327	77,107,444	9,327	3,645,978	1,499,121	34,948	117,427,299	XXXIII	
...	2,232	15,880	...	...	...	103	1,527,336	XXXIV	
...	...	26	...	9,732	88	4,227	268,296	XXXV	
83,248	445,559	77,123,350	9,327	3,655,710	1,499,209	39,278	119,222,931		
211,581	42,022	297,325	...	27,702	342,126	3,041	8,987,178	XXXVII	
211,581	42,022	297,325	...	27,702	342,126	3,041	8,987,178		
24,807,319	103,560,377	918,800,283	12,535,148	243,895,646	168,748,776	9,395,983	4,674,224,162		

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	PASSENGER TRAFFIC.					OTHER COACHING TRAFFIC.	NUMBER		
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).							Ton-miles.	General merchandise.
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total *				
<b>METRE GAUGE.</b>										
State lines worked by companies.										
XL	BENGAL AND NORTH WESTERN— TIERHOOOT SECTION . . . . .	409,313	785,831	1,623,807	208,013,615	210,923,586	711,984	96,971,610		
	COMPANY'S SECTION . . . . .									
XLII	RAJPUTANA-MALWA . . . . .	1,765,718	6,888,147	15,336,020	466,124,306	490,104,191	5,115,108	368,066,073		
XLIII	PALANPUR-DEERA . . . . .	8,613	20,370	—	881,009	910,192	13,309	806,783		
XLIV	SOUTHERN MAHRATTA . . . . .	1,634,737	4,303,710	—	158,773,300	159,801,837	1,472,126	120,256,379		
XLVII	SOUTH INDIAN (a) . . . . .	1,348,070	5,305,833	—	876,576,926	883,228,829	896,078	73,199,843		
XLVIII	MAYAVARAN-MUTUPET . . . . .	6,361	85,354	—	16,949,953	16,841,568	9,179	1,251,013		
XLIX	ASSAM-BENGAL . . . . .	217,057	363,646	—	41,672,300	42,252,012	229,783	7,412,816		
L	BURMA . . . . .	1,405,768	6,004,347	9,794,360	265,012,450	281,911,025	803,526	97,543,877		
	<b>TOTAL</b> . . . . .	6,853,537	23,940,628	21,344,087	1,528,333,908	1,583,472,240	9,303,154	735,041,205		
State line worked by the State.										
LI	EASTERN BENGAL— NORTHERN AND BEHAR SEC- TIONS (including the Kausia- Dharlia, 2' 6" gauge, branch)	843,861	2,354,292	7,956,654	104,492,836	115,647,383	803,626	82,972,121		
	DACCA SECTION . . . . .	61,850	290,150	1,009,005	24,664,240	26,716,314	60,417	2,787,714		
	<b>TOTAL</b> . . . . .	905,711	2,644,442	8,965,659	129,157,076	142,363,697	864,043	85,759,835		
Assisted companies.										
LIV	DEOGHUR . . . . .	4,351	—	—	905,912	910,463	—	60,306		
LVI	MYMENSINGH-JAMALPUR-JAGAN- NATHGANJ . . . . .	Information not available.			—	—	—	—		
LVII	ROHILKUND AND KUMAON (COM- PANY'S SECTION) . . . . .	250,662	1,217,736	429,400	36,473,642	36,876,440	242,973	18,294,821		
LIX	BENGAL-DOOARS . . . . .	14,232	85,368	29,644	2,336,202	2,415,466	31,171	573,546		
LX	DIBRU-SADIYA . . . . .	79,878	62,597	—	4,630,362	4,812,837	19,063	1,496,831		
LXI	LEDO AND TIKAK-MARGHERITA COULLERY . . . . .	Information not available.			—	—	—	—		
LXII	AHMEDABAD-PARANTLI . . . . .	7,665	47,716	—	5,906,680	5,952,061	18,217	1,264,035		
	<b>TOTAL</b> . . . . .	856,938	1,363,437	459,044	410,397,798	424,777,267	311,424	21,680,219		
Line owned by native state and worked by company.										
LXIV	THE GANIKWAR'S MESHWA . . . . .	17,553	108,536	—	10,268,041	10,304,130	46,008	3,973,357		
	<b>TOTAL</b> . . . . .	17,553	108,536	—	10,268,041	10,304,130	46,008	3,973,357		
Lines owned and worked by native states.										
LXXI	JODHPUR-BICKANEER— JODHPUR SECTION . . . . .	111,613	439,245	—	87,925,214	88,476,074	335,225	12,811,288		
	BICKANEER SECTION . . . . .	15,313	42,523	—	3,412,777	3,500,513	26,295	1,491,710		
LXXII	ODDYPUR-CHITUR . . . . .	26,879	78,998	114,541	7,262,335	7,462,752	28,407	498,550		
LXXIII	BHAYNAGAR-GONDAL-JUNAGAD- FORBANDAR . . . . .	411,542	2,390,114	—	53,405,421	56,207,077	827,663	14,246,036		
	<b>TOTAL</b> . . . . .	565,247	2,950,880	114,541	102,005,747	105,686,417	717,590	29,047,584		
Foreign line.										
LXXVIII	WEST OF INDIA PORTUGUESE . . . . .	23,828	121,504	—	2,372,889	2,517,721	20,834	1,751,554		
LXXX	KARAIKAL-PERALAM . . . . .	2,718	12,937	—	1,501,834	1,517,489	620	41,898		
	<b>TOTAL</b> . . . . .	26,546	134,441	—	3,874,723	4,035,210	21,454	1,793,452		
	<b>TOTAL METRE GAUGE</b> . . . . .	8,724,824	31,142,378	30,574,291	1,823,967,878	1,900,408,861	11,285,763	898,304,379		

\* See also statements

No. 35—concl'd.

railways during the year ending with the 31st December 1898—concl'd.

GOODS TRAFFIC.								Classification No.	REMARKS.
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live-stock.	Total.		
2,485	4,970,675	2,746,811	390,179	3,646,918	3,767,936	5,426	112,442,040	XL	
1,389,182	4,079,383	2,625,655	669,256	15,116,355	7,345,087	726,117	420,047,110	XLII	
2,206	...	70	...	754	...	310	316,072	XLIII	
144,370	2,215,349	1,049,364	...	13,987,916	7,300,088	44,355	145,000,721	XLIV	
86,695	1,163,495	651,866	...	2,550,742	7,683,399	74,072	85,363,052	XLVII	(a) Including the Pondicherry railway.
144	82,453	2,419	...	69,544	280,079	556	1,686,208	XLVIII	
2,147	18,654,977	619,877	234,876	984,929	174,657	227	23,084,506	XLIX	
297,696	10,282,290	9,346	21,478	3,748,332	9,176,046	1,184,882	122,263,907	L	
1,874,925	36,448,562	7,708,408	1,255,789	40,105,490	35,727,292	2,035,945	910,197,616		
729	3,646,693	1,604,027	...	2,934,875	3,383,064	10,628	64,602,137	LI	
...	234,000	134,816	...	29,187	131,878	113	4,317,308		
729	3,880,698	1,738,843	...	3,014,062	3,514,942	10,736	68,919,445		
...	...	...	...	1,451	...	...	61,757	LIV	
...	...	...	...	...	...	...	...	LVI	
37,082	814,430	7,958	...	8,425	951,414	407	20,114,237	LVII	
...	573,817	18,911	...	...	53,834	...	1,220,108	LIX	
...	...	11,499,210	...	...	93,686	1,958	13,091,685	LX	
...	...	...	...	...	...	...	...	LXI	
...	...	...	...	...	9,260	28,278	1,301,573	LXII	
37,082	1,388,247	11,526,079	...	9,876	1,108,194	30,643	35,789,560		
...	1,374	138	...	...	22,137	2,262	3,999,268	LXIV	
...	1,374	138	...	...	22,137	2,262	3,999,268		
1,540	1,278,421	15,594	...	478,648	40,649	3,392	14,629,542	LXXI	
339	4,962	6,118	...	67,617	2,294	...	1,573,040		
787	10,170	...	...	...	2,563	124	512,194	LXXII	
420	349,835	296,634	175	698,442	635,765	6,429	16,173,726	LXXIII	
3,066	1,643,388	258,346	175	1,244,707	681,271	9,945	32,888,503		
15	...	...	...	959	53,908	68	1,806,504	LXXVIII	
...	595	3	...	...	10,815	34	53,346	LXXX	
15	595	3	...	959	64,723	102	1,859,850		
1,015,837	43,362,864	21,231,877	1,255,964	44,375,094	41,118,559	2,089,633	1,053,654,041		

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	COACHING EARNINGS. *			GOODS EARNINGS. †			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELE-GRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	<b>STANDARD GAUGE.</b>										
	<b>State lines worked by companies.</b>										
I	EAST INDIAN . . . . .	1,78,28,076	3-68	30-33	4,09,57,831	4-84	69-67	5,87,85,707	4-42	8,21,174	0-06
II	BENGAL CENTRAL . . . . .	6,80,706	2-87	73-84	2,53,870	1-81	37-16	9,34,576	2-48	90,081	0-24
III	BENGAL-NAGPUR . . . . .	13,63,463	1-73	23-09	48,04,497	4-14	77-91	61,66,959	3-16	7,12,234	0-27
IV	INDIAN MIDLAND (a) . . . . .	24,37,401	2-95	36-75	41,94,170	3-91	63-25	66,31,560	3-49	1,51,561	0-08
VI	GODHRA-BUTLAM-NAGDA . . . . .	1,71,259	1-89	12-87	11,59,727	6-77	87-13	13,30,986	5-07	-4,064	-0-01
VII	WARDHA COAL . . . . .	...	...	...	...	...	...	...	...	...	...
VIII	DEOND-MAHMAD . . . . .	...	...	...	...	...	...	...	...	...	...
IX	BEWADA EXTENSION (EAST COAST STATE) . . . . .	...	...	...	...	...	...	...	...	...	...
	<b>TOTAL . . . . .</b>	<b>2,24,79,904</b>	...	...	<b>5,13,69,904</b>	...	...	<b>7,38,49,808</b>	...	<b>17,70,986</b>	...
	<b>State lines worked by the State.</b>										
XII	NORTH WESTERN (d) . . . . .	1,17,39,901	2-03	31-95	2,50,01,473	4-24	68-06	3,67,41,373	3-76	3,40,370	0-09
XIII	HYDERABAD SHADIPALLI . . . . .	1,04,238	4-52	47-22	1,16,503	3-35	52-78	2,20,740	3-32	1,906	0-03
XIV	ODISH AND BOHOLKHAND (e) . . . . .	40,86,242	2-05	45-24	49,40,466	3-29	54-76	90,37,723	3-18	8,13,370	0-31
XV	EASTERN BENGAL . . . . .	23,23,070	2-69	31-27	54,25,399	5-97	65-73	82,53,460	4-21	4,01,743	0-21
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	...	...	...	3,65,187	(A)	100-00	3,65,187	(A)	63,075	(A)
XVII	EAST COAST (f) . . . . .	14,05,366	2-97	54-43	11,76,412	2-55	45-57	25,81,778	3-76	1,16,308	0-12
	<b>TOTAL . . . . .</b>	<b>3,01,63,817</b>	...	...	<b>3,70,34,468</b>	...	...	<b>5,72,00,275</b>	...	<b>22,37,172</b>	...
	<b>Lines worked by guaranteed companies.</b>										
XIX	GREAT INDIAN PENINSULA (j) . . . . .	70,50,427	1-68	20-43	2,74,61,611	5-33	79-57	3,45,12,038	3-65	3,05,458	0-04
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	37,10,984	3-33	24-25	1,15,92,181	3-72	75-75	1,53,03,165	6-26	5,59,561	0-23
XXI	MADRAS (k) . . . . .	40,99,357	3-26	38-13	66,52,261	4-95	61-87	1,07,51,618	4-13	2,16,932	0-08
	<b>TOTAL . . . . .</b>	<b>1,48,60,768</b>	...	...	<b>4,57,06,053</b>	...	...	<b>6,05,66,821</b>	...	<b>11,41,951</b>	...
	<b>Assisted companies.</b>										
XXII	DELHI-UMBALLA-KALKA . . . . .	9,77,910	2-50	61-32	6,16,769	3-05	38-68	15,94,679	2-69	12,333	0-02
XXIII	TARKESSUR . . . . .	2,85,788	4-94	91-23	27,490	4-94	8-77	3,13,278	4-04	779	0-01
XXIV	SOUTHERN PUNJAB (DELHI-SAMASATA) . . . . .	4,88,648	2-16	31-57	9,50,828	2-59	68-43	13,39,474	2-44	7,300	0-01
XXV	TAPTI VALLEY . . . . .	...	...	...	2,748	3-01	100-00	2,748	3-01	90	0-10
	<b>TOTAL . . . . .</b>	<b>17,02,346</b>	...	...	<b>16,97,831</b>	...	...	<b>33,00,177</b>	...	<b>21,002</b>	...
	<b>Lines owned by native states and worked by companies.</b>										
XXVIII	KHANGAON . . . . .	...	...	...	...	...	...	...	...	...	...
XXIX	AMRIOTI . . . . .	...	...	...	...	...	...	...	...	...	...
XXXIII	THE NIZAM'S (GUARANTEED STATE'S) . . . . .	8,43,879	3-75	21-15	31,45,227	4-85	78-85	39,88,908	4-31	87,767	0-09
XXXIV	NAGDA-UJJAIN . . . . .	29,548	3-12	22-03	99,319	5-34	77-07	1,28,867	4-59	760	0-03
XXXV	THE GARKWAR'S PETLID . . . . .	23,417	2-61	47-00	26,406	4-81	53-00	49,823	3-45	1,298	0-09
	<b>TOTAL . . . . .</b>	<b>8,96,844</b>	...	...	<b>32,70,962</b>	...	...	<b>41,67,596</b>	...	<b>89,825</b>	...
	<b>Line owned by native state and worked by state railway agency.</b>										
XXXVII	RISHPURA-BHATINDA . . . . .	3,80,294	3-89	54-62	3,15,985	3-07	45-38	6,96,279	3-47	6,358	0-03
	<b>TOTAL . . . . .</b>	<b>3,80,294</b>	...	...	<b>3,15,985</b>	...	...	<b>6,96,279</b>	...	<b>6,358</b>	...
	<b>TOTAL STANDARD GAUGE (n) . . . . .</b>	<b>6,04,85,773</b>	...	...	<b>13,92,95,189</b>	...	...	<b>19,97,80,956</b>	...	<b>52,87,284</b>	...

(a) Including the Bhopal-Itarsi, Bina-Gooma and Bhopal-Ujjain railways.

(b) Represent amounts received by the State as rent from the working railways.

(c) Expenditure incurred direct by the State.

(d) Including the Jammu and Kashmir railway (Native state section).

(e) Including the Cawnpore-Burhwal railway (metre gauge link), except where otherwise stated.

(f) Oudh and Boholikhand State railway only.

(g) See foot-note (k), statement No. 37.

(h) Train-mileage not recorded.

(i) Including the Kolar-Bewada section (Bewada-Madras).



No. 36.

week on the standard and metre gauge railways during the year ending with the 31st December 1898.

TOTAL EARNINGS, EXCLUDING STREAM-BOAT.			STREAM-BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STREAM-BOAT. †			WORKING EXPENSES, INCLUDING STREAM-BOAT, HIRE OF LEASED LINES AND CONTRIBUTION TO PROVIDENT FUND. ‡			NET EARNINGS. §			Classification No.
Amount.	Per mean mile worked per week. †	Per train-mile.	Amount.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter VII).		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.			
5,96,06,881	658-10	4-48	1,89,179	5,97,96,060	4-49	1,89,88,790	1-42	31-76	4,08,07,270	3-07	10-24	I	
10,24,657	157-84	2-72	...	10,24,657	2-72	6,58,650	1-74	64-08	3,68,007	0-98	2-98	II	
68,79,198	143-00	3-53	...	68,79,193	3-53	85,15,339	1-80	51-10	38,63,854	1-72	3-37	III	
67,83,141	133-59	3-57	...	67,83,141	3-57	37,46,948	1-97	55-24	30,36,193	1-60	2-66	IV	
18,26,922	180-80	5-06	...	18,26,922	5-06	6,78,596	2-59	51-14	6,48,326	2-47	3-68	VI	
...	...	...	...	(b)79,177	...	(c)1,350	...	...	77,8-7	0-85	1-56	VII	
...	...	...	...	(b)3,01,940	...	(c)12,304	...	...	2,89,636	0-60	2-54	VIII	
...	...	...	...	(b)95,390	...	...	...	...	95,390	3-54	6-35	IX	
7,56,20,794	...	...	189,17-9	7,62,86,480	...	2,75,99,977	...	...	4,86,86,503	...	...		
3,75,61,648	254-24	3-85	68,438	3,76,50,076	3-85	1,90,54,282	1-95	50-61	1,85,95,794	1-90	3-89	XII	
2,22,646	72-68	3-85	...	2,22,646	3-85	1,52,488	2-64	68-49	70,158	1-21	3-62	XIII	
98,51,598	190-39	(f) 3-47	...	98,51,598	(f) 3-46	45,43,871	(g) 1-65	46-12	53,07,727	(f) 1-81	4-56	XIV	
86,55,212	645-24	4-42	26,073	86,81,284	4-43	36,34,130	1-85	41-86	60,47,154	2-58	7-35	XV	
4,28,262	965-96	(A)	...	4,28,262	(A)	2,73,682	(A)	65-07	1,49,580	(A)	2-09	XVI	
26,98,086	95-02	2-89	63,592	27,66,678	2-96	21,15,285	2-26	76-46	6,51,393	0-70	0-88	XVII	
5,94,37,447	...	...	1,68,097	5,06,00,544	...	2,97,78,738	...	...	2,98,21,806	...	...		
3,48,77,496	449-75	3-69	...	3,48,77,496	3-69	2,07,50,228	2-20	59-49	1,41,27,268	1-49	5-04	XIX	
1,58,62,726	661-86	6-49	...	1,58,62,726	6-49	71,20,521	2-91	44-89	87,42,205	3-58	8-05	XX	
1,09,68,550	245-91	4-22	...	1,09,68,550	4-22	53,66,035	2-06	48-92	56,02,515	2-16	4-54	XXI	
6,17,08,772	...	...	...	6,17,08,772	...	3,32,36,784	...	...	2,84,71,98	...	...		
16,07,512	191-54	2-71	...	16,07,512	2-71	7,71,616	1-30	48-00	8,35,906	1-41	5-41	XXII	
3,14,057	271-68	4-95	...	3,14,057	4-95	1,55,505	2-43	49-55	1,58,462	2-50	3-92	XXIII	
13,96,774	67-19	2-45	...	13,96,774	2-45	7,26,322	1-27	52-00	6,70,452	1-18	(h) 3-08	XXIV	
2,836	18-06	3-11	...	2,836	3-11	1,381	1-51	42-68	1,455	1-60	0-06	XXV	
33,21,179	...	...	...	33,21,179	...	16,54,904	...	...	16,66,275	...	...		
...	...	...	...	(i) 24,326	...	...	...	...	24,326	1-93	4-66	XXVIII	
...	...	...	...	(j) 40,157	...	(c) 885	...	...	39,172	1-75	3-62	XXIX	
40,76,673	221-02	4-30	...	40,76,673	4-30	18,02,093	1-90	44-20	22,74,580	2-40	5-54	XXXIII	
1,29,627	72-61	4-62	...	1,29,627	4-62	58,118	2-07	44-83	71,509	2-55	3-20	XXXIV	
51,121	78-64	3-54	...	51,121	3-54	22,965	1-59	44-92	28,156	1-95	3-76	XXXV	
42,57,421	...	...	...	42,57,421	...	18,84,661	...	...	24,37,743	...	...		
7,02,637	125-19	3-50	...	7,02,637	3-50	3,36,450	1-93	55-00	3,16,187	1-57	4-72	XXXVII	
7,02,637	...	...	...	7,02,637	...	3,36,450	...	...	3,16,187	...	...		
20,50,48,250	...	...	3,52,276	20,59,41,416	...	9,45,40,914	...	...	11,14,00,502	...	...		

(f) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.  
 (g) Including the Washermenpet-Bondur section (Bezawada-Madras) and the Kolar Gold-fields railway.  
 (h) Excluding rebate paid by the North Western State railway.  
 (i) Including the Bezawada extension (East Coast State railway). The percentage of net earnings on capital outlay is for the Nizam's Guaranteed State railway only, percentage of the branch line being shown separately.  
 (j) Including the Cawnpore-Burhwal railway (metre gauge link).  
 † See also statements Nos. 26 and 33.  
 ‡ See also statements Nos. 26 and 34.  
 § See also statements Nos. 23 and 26.  
 ¶ See also statement No. 28.  
 || See also statements Nos. 26 and 37.

STATEMENT

*Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings*  
December

Classification No.	RAILWAY.	COACHING EARNINGS. *			GOODS EARNINGS. †			TOTAL TRAFFIC EARNINGS.		EARNINGS, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	<b>METRE GAUGE.</b>	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.		†								
XL	BENGAL AND NORTH WESTERN— TIERHOO SECTION . . . . .	24,57,896	3.26	43.07	32,49,165	2.74	36.98	57,07,061	2.51	2,72,058	0.12
	COMPANY'S SECTION . . . . .										
XLII	RAJPUTANA-MALWA . . . . .	62,03,497	3.01	20.12	1,43,95,522	3.94	39.88	2,05,99,019	3.60	3,91,374	0.07
XLIII	PILANPUR-DHESA . . . . .	14,019	2.11	36.92	23,952	2.77	63.09	37,971	2.92	228	0.02
XLIV	SOUTHERN MAHARATTA (c) . . . . .	21,45,753	2.19	30.52	46,65,482	2.64	69.45	70,31,234	2.60	1,39,035	0.06
XLVII	SOUTH INDIAN (b) . . . . .	44,06,238	2.40	53.50	38,23,075	2.52	46.50	82,35,313	2.45	2,64,098	0.38
XLVIII	MAYAVARAM-MUTUPET . . . . .	1,75,659	1.96	72.12	67,365	2.28	27.87	2,43,528	2.07	2,671	0.02
XLIX	ASSAM-BENGAL (e) . . . . .	7,37,620	4.85	57.93	5,35,739	1.72	42.07	12,73,359	2.75	34,765	0.07
L	BURMA . . . . .	43,84,000	2.16	49.61	44,52,828	2.72	50.39	88,36,757	2.99	1,30,868	0.04
	<b>TOTAL</b> . . . . .	<b>2,05,34,741</b>	...	...	<b>2,14,31,497</b>	...	...	<b>5,19,64,236</b>	...	<b>12,25,622</b>	...
	State line worked by the State.										
LI	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kausia-Duarilla 2' 6" gauge, branch) . . . . .	18,21,292	2.82	36.91	31,18,512	2.52	63.00	49,42,905	2.22	51,660	0.03
	DAOGA SECTION . . . . .	2,22,715	2.96	68.44	1,76,483	1.89	31.66	5,59,198	2.51	18,295	0.08
	<b>TOTAL</b> . . . . .	<b>22,07,108</b>	...	...	<b>32,94,995</b>	...	...	<b>55,02,103</b>	...	<b>69,955</b>	...
	Assisted companies.										
LIV	DEOGRH . . . . .	26,559	1.72	82.97	5,420	0.35	17.08	32,009	2.08	90	0.01
LVI	MYMENSINGH-JAMALPUR-JAGAN- PATRAS . . . . .	Information not received			...	...	...	...	...	...	...
LVII	NORILKUND AND KUMAON (COM- PANY'S SECTION) (d) . . . . .	6,02,506	2.52	45.20	7,27,601	2.17	54.70	13,30,107	2.62	1,46,289	0.22
LIX	BENGAL-DOOARS . . . . .	40,703	2.32	20.22	1,96,652	7.59	79.78	2,45,755	5.27	9,779	0.21
LX	DIBRU-SADIYA . . . . .	1,32,266	2.05	17.50	6,11,195	2.49	62.20	7,43,561	2.40	37,853	0.17
LXI	LEDO AND TEIKAK-MARGHERITA COLLIERY . . . . .	...	...	...	55,312	2.29	100.00	55,312	2.39	...	...
LXII	AMMEDARAD-PARANTIS . . . . .	70,068	2.14	51.23	72,122	2.50	48.67	1,42,201	2.64	1,588	0.08
	<b>TOTAL</b> . . . . .	<b>8,87,202</b>	...	...	<b>16,67,744</b>	...	...	<b>25,54,946</b>	...	<b>2,15,599</b>	...
	Line owned by native state and worked by company.										
LXIV	THE GARHWAL'S MERHANA . . . . .	1,26,325	2.60	29.86	2,06,658	2.86	60.14	3,41,983	2.21	4,508	0.04
	<b>TOTAL</b> . . . . .	<b>1,26,325</b>	...	...	<b>2,06,658</b>	...	...	<b>3,41,983</b>	...	<b>4,508</b>	...
	Lines owned and worked by native states.										
LXXI	JODHPUR-BIKANER— JODHPUR SECTION . . . . .	4,76,282	2.08	29.79	7,21,793	2.65	60.21	11,98,776	2.40	23,951	0.07
	BIKANER SECTION . . . . .	4,1,866	1.78	24.75	82,364	2.52	65.25	1,21,231	2.19	11,212	0.19
LXXII	ODDIPUR-CHITOI . . . . .	91,321	2.67	64.09	51,177	4.22	35.91	1,42,498	2.08	1,324	0.08
LXXIII	KHANNAGAR-GONDAL-JUNAGAD- PORBANDAR (c) . . . . .	9,37,612	2.87	48.26	10,01,074	2.79	61.64	19,38,086	2.28	65,252	0.11
	<b>TOTAL</b> . . . . .	<b>15,49,782</b>	...	...	<b>18,56,408</b>	...	...	<b>34,06,190</b>	...	<b>1,01,770</b>	...
	Foreign lines.										
LXXVIII	WEST OF INDIA PORTUGUESE . . . . .	42,996	1.71	27.92	1,10,938	2.72	72.07	1,58,934	2.80	17,527	0.32
LXXX	KARAIKAL-PERALAM . . . . .	16,440	1.20	84.61	2,991	2.15	15.89	19,431	1.29	302	0.02
	<b>TOTAL</b> . . . . .	<b>59,436</b>	...	...	<b>1,13,929</b>	...	...	<b>1,78,365</b>	...	<b>17,829</b>	...
	<b>TOTAL METRE GAUGE (g)</b>	<b>2,52,61,594</b>	...	...	<b>2,35,78,221</b>	...	...	<b>6,39,42,825</b>	...	<b>16,35,268</b>	...

(c) Including the Guntakal-Mysore frontier, Mysore section (Southern Maharashtra), Kolhapur, Yessantpur-Mysore frontier and Mysore-Nanjangal railways.  
 (d) Including the Pondicherry railway.  
 (e) See note (g) statement No. 24.  
 (f) Including the Lucknow-Bareilly section.  
 (g) Including the Jaisalmer-Bajkot, Jannagar and Dhruvadr railway.  
 (h) Harbour earnings.  
 (i) Excluding the Cawnpore-Burwal railway (metre gauge link) which is included with the standard gauge.

No. 36—concl'd.

per mile per week on the standard and metre gauge railways during the year ending with the 31st 1898—concl'd.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM-BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STEAM-BOAT. †		WORKING EXPENSES, INCLUDING STEAM-BOAT, RENT OF LEASED LINES, AND CONTRIBUTION TO PROVIDENT FUND. ‡			NET EARNINGS. §			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter VII).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
59,70,114	129-20	2-82	5,05,916	64,76,030	2-85	28,08,558	1-23	43-37	36,67,472	1-61	5-47	XL
2,09,90,398	241-14	3-67	...	2,09,90,398	3-67	83,90,766	1-57	42-83	1,19,99,627	2-10	9-04	XLII
88,199	42-51	2-94	...	88,199	2-94	16,236	1-25	42-50	21,963	1-69	5-25	XLIII
71,70,269	88-61	2-65	...	71,70,269	2-65	50,31,208	1-86	70-17	21,39,061	0-79	1-72	XLIV
84,99,411	156-85	2-58	...	84,99,411	2-52	46,32,668	1-98	54-51	88,66,748	1-15	5-15	XLVII
2,46,199	87-69	2-09	...	2,46,199	2-09	1,68,572	1-48	68-47	77,627	0-66	3-11	XLVIII
18,08,124	86-39	2-82	...	18,08,124	2-82	12,53,572	2-70	95-83	54,552	0-12	0-18	XLIX
89,07,121	184-21	3-03	21,321	89,91,452	3-04	52,02,929	1-76	57-87	37,88,529	1-29	4-82	L
5,81,89,890	...	...	5,30,247	5,37,20,077	...	2,81,04,509	...	...	2,56,15,568	...	...	
49,94,555	200-74	3-26	4,61,538	54,59,103	3-56	24,50,255	1-60	44-88	30,08,848	1-96	7-23	LI
5,77,498	129-26	2-59	...	5,77,498	2-59	2,98,429	1-34	51-08	2,79,064	1-25	4-12	
55,72,058	...	...	4,44,538	60,36,596	...	27,42,684	...	...	32,87,912	...	...	
32,099	188-87	2-08	...	32,099	2-08	25,498	1-64	78-98	6,601	0-43	2-28	LIV
...	...	...	...	...	...	...	...	...	...	...	...	LVI
14,96,396	103-56	2-95	...	14,96,396	2-95	7,75,411	1-53	51-82	7,20,985	1-43	6-20	LVII
2,55,534	136-00	5-48	13,556	2,69,090	5-77	1,54,469	3-31	57-40	1,14,621	2-46	4-30	LIX
7,81,414	188-29	3-57	...	7,81,414	3-57	4,98,936	2-28	63-85	2,82,478	1-29	3-80	LX
55,313	141-83	3-39	...	55,313	3-39	51,561	3-16	98-22	3,752	0-23	0-31	LXI
1,49,789	52-77	2-67	...	1,49,789	2-67	63,953	1-14	42-7	85,836	1-53	4-42	LXII
27,70,545	...	...	13,556	27,84,101	...	15,69,828	...	...	12,14,273	...	...	
3,46,491	71-93	3-28	...	3,46,491	3-28	1,47,439	1-40	43-55	1,99,052	1-88	6-06	LXIV
3,46,491	...	...	...	3,46,491	...	1,47,439	...	...	1,99,052	...	...	
12,22,727	73-37	3-47	...	12,22,727	3-47	4,91,770	1-40	40-22	7,30,957	2-07	10-34	LXXI
1,37,473	88-87	2-34	...	1,37,473	2-34	59,856	1-04	43-54	77,617	1-34	4-09	LXXII
1,43,822	45-97	3-11	...	1,43,822	3-11	83,960	1-82	58-38	59,862	1-29	3-65	LXXII
20,03,938	86-30	3-39	...	20,03,938	3-39	11,75,702	1-99	58-67	8,28,236	1-40	3-71	LXXIII
35,07,960	...	...	...	35,07,960	...	18,11,288	...	...	16,96,672	...	...	
1,71,471	64-06	3-12	19,399	2,20,870	4-02	3,31,015	6-02	149-87	-1,10,145	...	...	LXXVIII
19,733	26-26	1-31	...	19,733	1-31	11,878	0-79	60-19	7,865	0-52	1-09	LXXX
1,91,204	...	...	19,399	2,40,603	...	3,42,393	...	...	-1,02,290	...	...	
6,55,78,088	...	...	0,57,740	6,66,35,828	...	3,47,24,641	...	...	3,19,11,187	...	...	

\* See also statements Nos. 36 and 33.  
 † See also statements Nos. 36 and 34.  
 ‡ See also statements Nos. 33 and 29.  
 § See also statement No. 36.  
 ¶ See also statements Nos. 26 and 37.

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			Total Amount.
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
<b>STANDARD GAUGE.</b>											
<b>State lines worked by companies.</b>											
I	EAST INDIAN (a)	43,95,007	0-33	7-35	58,53,906	0-44	9-79	18,12,058	0-14	3-03	38,87,008
II	BENGAL CENTRAL	1,64,767	0-44	16-08	1,20,203	0-32	11-72	49,263	0-18	4-81	1,20,043
III	BENGAL-NAGPUR	9,52,216	0-49	12-86	10,14,340	0-52	14-74	2,57,320	0-18	3-74	5,80,128
IV	INDIAN MIDLAND (c)	7,60,278	0-40	11-21	13,57,169	0-72	20-01	2,26,108	0-17	4-31	6,31,136
VI	GODHRA-RUTLAN-NAGRI	1,60,787	0-64	12-79	2,00,776	1-11	21-91	48,969	0-19	3-69	38,194
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMAD	...	...	...	...	...	...	...	...	...	...
	<b>TOTAL</b>	<b>61,42,245</b>	...	...	<b>86,36,384</b>	...	...	<b>24,93,738</b>	...	...	<b>52,21,517</b>
<b>State lines worked by the State.</b>											
XII	NORTH WESTERN (e)	57,18,146	0-56	15-19	72,54,758	0-74	13-27	14,80,462	0-18	3-92	28,44,391
XIII	HYDERABAD-SHAHAPUR	51,633	0-69	22-21	50,897	0-82	22-86	15,529	0-27	6-98	19,893
XIV	ODISH AND ROHILKHAND (f)	12,49,963	0-44	12-69	13,00,490	0-40	12-21	4,76,129	0-18	4-32	8,23,176
XV	EASTERN BENGAL	8,27,439	0-42	9-52	8,06,906	0-41	9-28	8,20,573	0-17	3-70	10,42,873
XVI	CALCUTTA PORT COMMISSIONERS'	40,548	(g)	9-47	47,560	(g)	11-29	27,241	(g)	6-31	1,21,748
XVII	EAST COAST (j)	5,10,217	0-55	18-45	6,72,427	0-72	24-20	1,33,602	0-14	4-82	3,67,113
	<b>TOTAL</b>	<b>73,96,446</b>	...	...	<b>1,01,32,258</b>	...	...	<b>24,59,436</b>	...	...	<b>52,22,197</b>
<b>Lines worked by guaranteed companies.</b>											
XIX	GREAT INDIAN PENINSULA (k)	39,78,891	0-42	11-41	74,70,044	0-79	21-42	36,93,204	0-39	10-09	29,91,137
XX	BOMBAY, BARODA AND CENTRAL INDIA	18,02,979	0-74	11-37	25,12,966	1-03	15-84	9,35,296	0-38	5-90	10,10,222
XXI	MADRAS (m)	12,78,664	0-49	11-66	20,62,323	0-80	12-81	4,74,721	0-19	4-35	6,71,137
	<b>TOTAL</b>	<b>70,60,534</b>	...	...	<b>1,20,45,333</b>	...	...	<b>51,03,221</b>	...	...	<b>46,72,496</b>
<b>Assisted companies.</b>											
XXII	DELHI-UMBALLA-KALKA	...	...	...	Details	inclu	Jod	with	the	East	India
XXIII	TAREKSHUR	21,928	0-35	6-98	23,741	0-47	9-47	9,397	0-15	2-99	19,811
XXIV	SOUTHERN PUNJAB (DELHI-SAMASATA)	...	...	...	3,68,972	0-65	26-42	1,12,580	0-20	6-06	1,44,217
XXV	TAPTI VALLEY	273	0-30	9-63	637	0-51	16-93	194	0-21	6-83	215
	<b>TOTAL</b>	<b>22,199</b>	...	...	<b>3,99,250</b>	...	...	<b>1,22,171</b>	...	...	<b>1,61,273</b>
<b>Lines owned by native states and worked by companies.</b>											
XXIX	AMRITSHR	...	...	...	...	...	...	...	...	...	...
XXXIII	THE NIZAM'S GUARANTEED STATE (n)	4,08,956	0-49	11-38	5,02,132	0-53	12-32	1,28,504	0-18	3-15	2,65,150
XXXIV	NAGDI UJJAIN	14,448	0-62	11-40	21,178	0-75	16-29	7,416	0-26	5-72	8,75
XXXV	THE GARKWAN'S PRYDAD	5,589	0-28	10-89	8,347	0-52	16-28	2,124	0-22	6-11	3,374
	<b>TOTAL</b>	<b>4,28,993</b>	...	...	<b>5,31,657</b>	...	...	<b>1,38,044</b>	...	...	<b>2,76,799</b>
<b>Line owned by native state and worked by state railway agency.</b>											
XXXVII	RAJPUTRA-BHATINDA	1,11,955	0-56	15-93	1,39,431	0-69	19-84	42,548	0-21	6-03	54,528
	<b>TOTAL</b>	<b>1,11,955</b>	...	...	<b>1,39,431</b>	...	...	<b>42,548</b>	...	...	<b>54,528</b>
	<b>TOTAL STANDARD GAUGE (p)</b>	<b>2,25,20,406</b>	...	...	<b>3,18,85,258</b>	...	...	<b>1,03,56,268</b>	...	...	<b>1,58,91,810</b>

(a) Including the Delhi-Umballa-Kalka railway in the case of details, as they are not given separately in the accounts.  
 (b) Excluding the working expenses of the Delhi-Umballa-Kalka railway (Rs. 7,71,006) which are shown separately against that railway to arrive at the net earnings of that line.  
 (c) Including the Bhopal-Itarsi, Bina-Coons and Bhopal-Ujjain railways.  
 (d) Expenditure incurred direct by the State.  
 (e) Including the Jammu and Kashmir railway (Native state section).  
 (f) Including the Cawnpore-Burhwal railway (metre gauge link) except where otherwise stated.  
 (g) Oudh and Rohilkhand State railway only.  
 (h) Calculated on the Oudh and Rohilkhand State railway train-mileage and the total working expenses minus Rs. 1,47,318 paid to the Bengal and North-Western and Rohilkhand and Kumaon railways on account of their share of the Cawnpore-Burhwal railway (metre gauge link) earnings.

No. 37.

gauge railways during the year ending with the 31st December 1898.

No.		GENERAL.				STRAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.		
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.			
0-29	6-50	19,19,163	0-14	3-21	1,47,472	0-01	0-25	17,45,697	0-13	2-92	(b) 1,89,86,790	1-42	31-76	I	
0-34	12-59	1,32,794	0-35	12-96	...	...	...	60,580	0-16	5-91	6,56,650	1-74	64-08	II	
0-30	8-56	5,83,770	0-30	8-49	...	...	...	1,17,455	0-36	1-71	35,15,339	1-80	51-10	III	
0-28	7-83	5,01,810	0-26	7-39	...	...	...	2,70,455	0-14	3-99	37,46,948	1-97	55-24	IV	
0-34	6-65	72,925	0-28	5-50	...	...	...	7,324	0-03	0-60	6,78,596	2-59	51-14	VI	
...	...	(d)1,850	...	...	...	...	...	...	...	...	(d)1,350	...	...	VII	
...	...	(d)12,304	...	...	...	...	...	...	...	...	(d)12,304	...	...	VIII	
...	...	32,24,116	...	...	1,47,472	...	...	22,02,111	...	...	2,75,99,977	...	...		
0-29	7-56	13,15,035	0-14	3-49	40,768	0-01	1-06	4,00,692	0-04	0-11	1,90,54,282	1-95	50-61	XII	
0-35	8-94	11,365	0-20	5-10	...	...	...	3,116	0-05	1-40	1,52,488	2-64	68-49	XIII	
0-29	8-36	4,85,800	0-15	4-42	...	...	...	2,57,913	0-09	2-61	45,43,871	(h) 1-65	46-12	XIV	
0-53	12-01	3,70,531	0-19	4-26	26,454	0-01	0-30	2,40,904	0-12	2-78	36,34,130	1-85	41-86	XV	
(i)	30-76	22,564	(j)	5-27	...	...	...	8,533	(f)	2-00	2,78,682	(g)	65-07	XVI	
0-39	18-27	3,18,031	0-34	11-50	84,206	0-09	3-04	29,589	0-03	1-07	21,15,285	2-26	76-46	XVII	
...	...	24,73,326	...	...	1,51,428	...	...	9,40,747	...	...	2,97,78,738	...	...		
0-32	8-57	13,26,048	0-14	3-80	...	...	...	(i) 12,90,904	0-14	2-70	2,07,50,228	2-20	59-49	XIX	
0-41	6-37	5,36,801	0-22	3-38	...	...	...	3,22,257	0-13	2-03	71,20,521	2-91	44-89	XX	
0-33	7-94	5,72,964	0-22	5-22	...	...	...	1,03,223	0-03	0-94	53,66,035	2-06	48-92	XXI	
...	...	24,35,813	...	...	...	...	...	17,16,383	...	...	3,32,36,784	...	...		
railway.											7,71,606	1-30	48-00	XXII	
0-31	6-31	10,480	0-17	3-34	...	...	...	64,240	1-01	20-46	1,55,595	2-46	49-55	XXIII	
0-25	10-32	77,934	0-13	5-58	...	...	...	22,589	0-04	1-62	7,26,322	1-27	52-00	XXIV	
0-24	7-60	123	0-13	4-33	...	...	...	39	0-04	1-36	1,331	1-51	48-68	XXV	
...	...	86,537	...	...	...	...	...	86,868	...	...	16,54,904	...	...		
...	...	(d)885	...	...	...	...	...	(o)	...	...	(d)885	...	...	XXIX	
0-28	6-50	2,66,957	0-28	6-55	...	...	...	1,75,394	0-19	4-30	18,02,093	1-90	44-20	XXXIII	
0-30	6-38	4,592	0-16	3-54	...	...	...	1,824	0-07	1-41	58,118	2-07	44-83	XXXIV	
0-28	6-60	1,805	0-13	3-53	...	...	...	746	0-05	1-46	22,965	1-59	44-92	XXXV	
...	...	2,74,239	...	...	...	...	...	1,77,964	...	...	18,84,061	...	...		
0-27	7-76	29,448	0-15	4-19	...	...	...	8,540	0-05	1-22	3,86,450	1-93	55-00	XXXVII	
...	...	29,448	...	...	...	...	...	8,540	...	...	3,86,450	...	...		
...	...	85,25,479	...	...	2,98,900	...	...	51,32,613	...	...	9,45,40,914	...	...		

\* See also statements Nos. 26 and 36.

(b) Train mileage not recorded.  
 (c) Including the Ennūr-Beswada section (Beswada-Madras).  
 (d) Including the Wardha-Coal, Dhond-Manmád, Khámgaon and Amrótí railways, but excluding the charges incurred direct by the State.  
 (e) Including Rs. 4,45,500 on account of rent of leased lines.  
 (f) Including the Washermenpet-Ennūr section (Beswada-Madras) and Kolar Gold-fields railway.  
 (g) Including the Beswada extension (East Coast State).  
 (h) Including Rs. 95,390 on account of rent of leased line.  
 (i) Including the Cawnpore-Burhwal railway (metre gauge link).  
 (j) Including the Cawnpore-Burhwal railway (metre gauge link).

## Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			Total Amount
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
	<b>METRE GAUGE.</b>										
	State lines worked by companies.										
XL	BENGAL AND NORTH WESTERN-- TIRHOOT SECTION . . . . .	7,88,657	0.34	12.18	5,81,698	0.26	8.99	1,45,478	0.06	2.44	4,01,948
	COMPANY'S SECTION . . . . .										
XLII	RAJPUTANA-MALWA . . . . .	19,41,916	0.34	9.25	32,92,700	0.57	15.69	8,98,098	0.15	4.25	15,88,428
XLIII	PALANPUR-DEESA . . . . .	2,498	0.27	9.14	6,000	0.48	15.71	1,599	0.12	4.19	2,880
XLIV	SOUTHERN MAHARATTA (e) . . . . .	11,37,437	0.44	16.56	15,37,350	0.57	21.44	4,23,407	0.16	5.26	8,80,656
XLVII	SOUTH INDIAN (b) . . . . .	8,97,751	0.27	10.56	17,09,051	0.51	20.12	5,11,451	0.15	6.02	8,01,885
XLVIII	MAYAVARAM-MUTUPET . . . . .	26,096	0.23	10.60	49,752	0.42	20.21	14,378	0.13	6.04	34,322
XLIX	ASSAM-BENGAL (c) . . . . .	6,02,670	1.20	46.00	2,01,698	0.44	15.42	44,488	0.09	2.40	1,88,902
L	BURMA . . . . .	12,83,588	0.48	14.28	16,82,617	0.57	18.71	4,28,981	0.14	4.77	9,86,120
	TOTAL . . . . .	87,31,808	...	...	90,61,366	...	...	24,68,380	...	...	48,68,448
	State line worked by the State.										
LI	EASTERN BENGAL-- NORTHERN AND BHEAR SECTIONS (including the Kania-Dharid, 2' 6" gauge, branch) . . . . .	6,48,641	0.42	11.88	5,29,217	0.34	9.69	1,65,354	0.11	2.08	4,55,241
	DAOGA SECTION . . . . .	86,486	0.29	14.98	75,688	0.34	13.11	20,451	0.09	2.54	82,505
	TOTAL . . . . .	7,35,126	...	...	6,04,905	...	...	1,85,715	...	...	5,27,906
	Assisted companies.										
LIV	DROOGUR . . . . .	4,770	0.31	14.86	9,557	0.62	29.77	2,626	0.17	3.18	5,648
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ . . . . .	Information not received			...			...			...
LVII	BORJILKUND AND KUMAON (COMPANY'S SECTION) (d) . . . . .	1,87,151	0.27	12.51	1,50,825	0.20	10.08	49,875	0.09	2.28	125,666
LIX	BENGAL-DOOARS . . . . .	36,426	0.78	13.54	25,548	0.55	9.50	5,165	0.11	1.92	29,698
LX	DIBRU-SADIYA . . . . .	2,41,070	1.10	20.85	87,947	0.40	11.25	48,580	0.20	5.58	48,309
LXI	LUDO AND TEAK-MARGHERITA COLLIERY . . . . .	32,268	1.97	58.24	6,221	0.38	11.25	3,068	0.19	5.55	2,451
LXII	AHMEDABAD-PARANTIS . . . . .	12,790	0.25	9.21	22,510	0.42	15.69	6,321	0.11	4.28	11,233
	TOTAL . . . . .	5,15,485	...	...	3,08,608	...	...	1,10,646	...	...	2,23,983
	Line owned by native state and worked by company.										
LXIV	THE GANIKWAR'S MEHRANA . . . . .	31,734	0.20	9.16	54,415	0.52	15.70	14,541	0.14	4.20	25,977
	TOTAL . . . . .	31,734	...	...	54,415	...	...	14,541	...	...	25,977
	Lines owned and worked by native states.										
LXXI	JODHPUR-BICKANER-- JODHPUR SECTION . . . . .	1,73,945	0.50	14.47	1,87,614	0.48	13.71	21,447	0.06	1.76	61,169
	BICKANER SECTION . . . . .	14,450	0.25	10.51	25,422	0.44	13.40	3,139	0.05	2.28	9,696
LXXII	ODDYPUR-CHITUR . . . . .	23,702	0.62	19.96	26,327	0.57	13.25	3,221	0.07	2.24	12,589
LXXIII	BHÁVAGAR-GONDAL-JUNÁGAD-POR-BANDAR (e) . . . . .	2,98,357	0.50	14.64	3,45,010	0.58	17.22	65,639	0.11	3.28	2,15,844
	TOTAL . . . . .	5,18,454	...	...	5,84,223	...	...	93,445	...	...	2,99,297
	Foreign line.										
LXXVHI	WEST OF INDIA PORTUGUESE . . . . .	53,848	0.93	24.33	82,980	1.51	37.57	16,175	0.29	7.32	49,589
LXXX	KÁRAIKKAL-PERAZHAM . . . . .	2,084	0.14	10.56	4,081	0.27	20.42	1,200	0.08	6.08	1,887
	TOTAL . . . . .	55,932	...	...	87,061	...	...	17,375	...	...	61,276
	<b>TOTAL METRE GAUGE (g)</b> . . . . .	<b>85,88,587</b>	<b>...</b>	<b>...</b>	<b>1,06,75,583</b>	<b>...</b>	<b>...</b>	<b>28,90,081</b>	<b>...</b>	<b>...</b>	<b>60,06,881</b>

(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Maharratta), Kolhapur, Yessantpur-Mysore frontier and Mysore-Nanjangod railways.  
(b) Including the Pondicherry railway.  
(c) See note (g) statement No. 26.  
(d) Including the Lucknow-Bareilly section.  
(e) Including the Jetalsar-Báikot, Jánagar and Bhérodad sections.

No. 37—conold.

during the year ending with the 31st December 1898—conold.

No.		GENERAL.			STEAM-ROAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0.22	7.59	4,04,466	0.18	5.24	2,51,868	0.11	3.88	1,45,648	0.06	2.25	28,08,558	1.28	43.37	XL
0.28	7.57	11,25,884	0.20	5.36	...	...	...	1,49,290	0.03	0.71	89,90,766	1.57	42.83	XLII
0.22	7.48	2,017	0.16	5.28	...	...	...	268	0.02	0.70	16,236	1.25	42.50	XLIII
0.31	11.58	8,97,412	0.33	12.52	...	...	...	1,50,047	0.05	2.09	50,31,208	1.86	70.17	XLIV
0.24	9.44	6,19,742	0.18	7.29	...	...	...	92,188	0.03	1.08	46,82,668	1.86	54.51	XLVII
0.20	9.48	18,029	0.15	7.92	...	...	...	36,486	0.31	14.82	1,68,572	1.43	68.47	XLVIII
0.35	12.53	2,27,412	0.49	17.38	...	...	...	13,202	0.03	1.01	12,53,572	2.70	95.83	XLIX
0.33	10.75	6,85,776	0.23	7.63	56,907	0.02	0.63	98,941	0.04	1.10	52,02,929	1.76	57.87	L
...	...	39,80,187	...	...	3,08,275	...	...	6,86,070	...	...	2,81,04,509	...	...	
0.30	8.34	2,44,209	0.16	4.47	3,38,645	0.23	6.20	68,998	0.05	1.27	24,50,255	1.60	44.88	LI
0.37	14.30	24,387	0.11	4.22	...	...	...	8,858	0.04	1.53	2,98,429	1.34	51.68	
...	...	2,68,596	...	...	3,38,645	...	...	77,796	...	...	27,48,684	...	...	
0.36	17.15	2,518	0.16	7.84	...	...	...	379	0.02	1.18	25,498	1.64	78.98	LIV
...	...	...	...	...	...	...	...	...	...	...	...	...	...	LVI
0.25	8.40	1,45,767	0.29	9.74	...	...	...	1,16,135	0.23	7.76	7,75,411	1.53	51.82	LVII
0.64	11.02	28,994	0.62	10.78	20,031	0.43	7.44	2,632	0.18	3.20	1,54,469	3.31	57.40	LIX
0.22	6.18	76,579	0.35	9.80	...	...	...	1,451	0.01	0.19	4,99,936	2.28	68.85	LX
0.21	6.18	3,713	0.23	6.71	...	...	...	2,870	0.18	5.19	51,561	3.16	93.22	LXI
0.20	7.53	7,979	0.14	5.33	...	...	...	1,060	0.02	0.71	63,958	1.14	42.70	LXII
...	...	2,65,550	...	...	20,031	...	...	1,30,527	...	...	15,69,828	...	...	
0.25	7.50	18,334	0.17	5.29	...	...	...	2,438	0.02	0.70	1,47,439	1.40	42.55	LXIV
...	...	18,334	...	...	...	...	...	2,438	...	...	1,47,439	...	...	
0.17	5.00	(e) 38,531	0.11	3.15	...	...	...	26,064	0.08	2.13	4,91,770	1.40	40.22	LXXI
0.17	7.05	5,105	0.09	3.72	...	...	...	2,045	0.04	1.49	59,856	1.04	43.54	
0.27	8.75	12,642	0.28	8.79	...	...	...	570	0.01	0.39	83,960	1.82	58.38	LXXII
0.37	10.77	2,12,698	0.36	10.61	...	...	...	43,154	0.07	2.15	11,75,702	1.99	58.67	LXXIII
...	...	2,68,976	...	...	...	...	...	71,833	...	...	18,11,288	...	...	
0.30	23.36	91,164	1.06	41.29	(f) 33,366	0.61	15.11	4,075	0.07	1.84	3,31,015	6.02	149.87	LXXXVIII
0.12	9.56	1,458	0.10	7.36	...	...	...	1,223	0.03	6.20	11,873	0.79	60.19	LXXX
...	...	93,637	...	...	63,366	...	...	5,298	...	...	3,42,893	...	...	
...	...	48,94,280	...	...	7,00,317	...	...	9,73,962	...	...	3,47,24,541	...	...	

\* See also statements Nos. 26 and 36.

(f) Harbour charges.  
Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.

## Statistics of working of the special gauge railways

Classification No.	RAILWAY.	Mileage open on the 31st December 1898 (from statement No. 32).	Mean mileage worked (from statement No. 32).	Train-mileage.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (from statement No. 22).	Average cost per mile open, exclusive of steam-boat service and suspense (from statement No. 22).	Total cost of rolling stock on open line on the 31st December 1898.	Cost of rolling stock per mile open.	Total number of passengers carried.	Total tonnage of goods lifted, including live-stock.	GROSS	
											Coaching.	Goods.
	2' 6" GAUGE.	Miles.	Miles.	Train-miles.	Rs.	Rs.	Rs.	Rs.	No.	Tons.	Rs.	Rs.
	<b>Assisted companies.</b>											
LXXXIV	BĀRSI LIGHT . . . .	21-59	21-59	30,210	13,52,338	62,003	...	...	50,501	45,180	18,757	1,08,537
LXXXVII	TARAKHSHWAR-MAGRA (a)	31-12	31-12	73,556	9,44,628	30,160	1,68,687	5,421	371,142	5,640	67,498	6,028
LXXXVIII	TEHPUR-BALIPARA (b) .	20-00	20-00	30,700	4,56,927	22,846	1,48,599	7,430	118,447	8,626	32,407	48,872
	<b>Lines owned by native states and worked by companies.</b>											
XCI	THE GARHWAR'S DARHOL	78-80	78-80	88,506	21,01,346	26,377	2,82,825	3,599	271,123	62,958	81,981	1,24,714
XCH	RAJPIPLA . . . .	19-03	19-03	15,108	8,36,440	43,954	1,51,503	7,966	16,418	4,782	4,042	4,954
	<b>Line owned by native state and worked by State railway agency.</b>											
XCV	COOCH BEHAR . . . .	22-22	22-13	38,374	8,04,428	34,920	1,75,875	7,915	73,888	15,048	26,670	33,008
	<b>Line owned and worked by native state.</b>											
XCV	MORVI . . . .	94-36	94-36	169,711	24,79,448	25,792	4,00,226	4,341	275,370	32,627	3,34,078	1,85,928
	<b>TOTAL 2' 6" GAUGE .</b>	<b>287-12</b>	<b>287-08</b>	<b>446,160</b>	<b>80,75,555</b>	<b>30,827</b>	<b>13,27,805</b>	<b>4,625</b>	<b>1,176,199</b>	<b>174,861</b>	<b>4,65,488</b>	<b>4,62,039</b>
	<b>2' 0" GAUGE.</b>											
	<b>State line worked by the State.</b>											
LXXXII	JORHĀT . . . .	28-50	28-45	28,226	9,09,445	30,575	2,14,790	7,536	58,319	16,984	11,725	83,157
	<b>Assisted company.</b>											
LXXXIII	DARJEELING-HIMALAYAN	51-00	51-00	158,578	33,65,993	63,064	5,12,404	10,047	61,186	30,975	3,11,911	4,32,142
LXXXV	HOWRAH-AMTA (c) . . .	28-62	24-15	51,472	11,30,475	39,499	3,32,526	11,619	629,557	3,627	1,84,733	4,528
LXXXVI	HOWRAH-SHEAKHALLA (c)	21-62	20-80	35,562	6,09,308	28,182	1,64,823	7,624	284,946	2,618	67,979	3,600
	<b>TOTAL 2' 0" GAUGE .</b>	<b>129-74</b>	<b>122-40</b>	<b>273,838</b>	<b>60,15,311</b>	<b>45,820</b>	<b>12,24,545</b>	<b>9,438</b>	<b>1,034,008</b>	<b>54,204</b>	<b>5,76,348</b>	<b>5,23,427</b>
	<b>GRAND TOTAL SPECIAL GAUGE RAILWAYS . . . .</b>	<b>416-86</b>	<b>409-48</b>	<b>719,998</b>	<b>1,40,90,866</b>	<b>85,212</b>	<b>25,52,350</b>	<b>6,123</b>	<b>2,210,207</b>	<b>229,065</b>	<b>10,41,836</b>	<b>9,85,466</b>

(a) Constituted a railway from the 19th May 1896.

(b) Constituted a railway from the 3rd May 1898.

(c) Constituted railways from the 7th October 1898.



No. 37-A.

during the year ending with the 31st December 1898.

EARNINGS.				WORKING EXPENSES.									NET EARNINGS.			
Sundries, including electric telegraph and steam-boat.	Total.	Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boat and Special and miscellaneous, including contribution to the Provident fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.	Classification No.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
3,027	1,30,321	116	4-31	11,941	23,257	4,324	22,991	39,164	4,035	1,05,762	3-50	81-15	24,559	0-81	1-82	LXXXIV
554	74,075	46	1-00	8,316	11,895	2,455	17,616	12,603	187	53,072	0-72	71-64	21,003	0-28	2-21	LXXXVII
4,407	85,746	82	2-30	18,347	13,260	4,784	15,201	12,762	1,235	65,589	2-14	76-49	20,157	0-66	4-43	LXXXVIII
3,545	2,10,240	51	2-38	44,351	1,24,918	26,330	22,502	13,938	4,743	2,36,832	2-68	112-64	-26,592	...	...	XCI
1,628	10,624	11	0-70	6,248	5,195	1,429	3,335	3,589	...	19,796	1-31	186-33	-9,172	...	...	XCI
6,445	66,123	57	1-72	9,036	5,943	2,780	9,551	2,292	154	29,756	0-77	43-00	36,367	0-95	4-53	XCIV
6,210	3,76,220	77	2-22	39,048	74,514	15,350	41,651	37,655	4,010	2,12,229	1-25	56-41	1,63,991	0-97	6-61	XCIV
25,921	9,53,349	64	2-14	1,37,287	2,59,932	57,452	1,32,849	1,22,053	14,414	7,33,036	1-62	75-84	2,30,313	0-52	2-57	
1,070	95,953	70	3-40	23,714	16,456	4,913	18,842	11,036	862	75,823	2-69	79-02	20,135	0-71	2-21	LXXXII
10,527	7,54,530	235	4-76	76,965	1,36,214	44,298	58,135	74,620	23,340	4,13,572	2-60	54-81	3,41,008	2-15	10-13	LXXXIII
259	1,99,520	151	3-68	27,980	23,255	8,951	31,087	19,336	...	1,10,600	2-15	53-36	78,911	1-53	6-98	LXXXV
119	71,698	66	2-01	12,976	9,242	3,582	17,701	11,429	...	54,930	1-54	76-61	16,768	0-47	2-75	LXXXVI
11,981	11,11,756	175	4-06	1,41,635	1,85,167	61,744	1,25,765	1,16,421	24,202	6,54,934	2-39	53-91	4,56,822	1-67	7-59	
37,808	20,65,105	97	2-37	2,78,925	4,44,149	1,19,190	2,58,613	2,38,474	38,616	13,77,970	1-91	66-73	6,87,135	0-96	4-53	

STATEMENT  
General results of working the special

Classification No.	RAILWAY.	GROSS EARNINGS, INCLUDING STEAM-BOAT.				
		1894.	1895.	1896.	1897.	1898.
	<b>2' 6" GAUGE.</b>					
	<b>Assisted companies.</b>					
LXXXIV	BÁRSI LIGHT . . . . .	...	...	...	...	1,80,321
LXXXVII	TARAKESHWAR-NAGRA . . . . .	...	...	...	70,063	74,075
LXXXVIII	TREPUR-BALIPARA . . . . .	...	...	...	...	85,746
	<b>Lines owned by native states and worked by companies.</b>					
ICI	THE GARHWAR'S DARHOL . . . . .	2,40,315	2,34,478	2,58,788	2,20,901	2,10,240
ICII	RAJPIPLA <sup>o</sup> . . . . .	...	...	...	5,705	10,624
	<b>Line owned by native state and worked by State railway agency.</b>					
XCIV	COOCH BEHAR . . . . .	40,280	53,174	70,128	64,291	66,123
	<b>Line owned and worked by native state.</b>					
XCVI	MORVI . . . . .	8,20,348	8,69,973	8,86,883	4,27,483	2,76,220
	<b>TOTAL 2' 6" GAUGE</b>	<b>6,00,942</b>	<b>6,57,619</b>	<b>7,15,709</b>	<b>7,88,413</b>	<b>9,53,349</b>
	<b>2' 0" GAUGE.</b>					
	<b>State line worked by the State.</b>					
LXXXII	JOHNÁT . . . . .	71,932	84,006	89,900	90,136	95,958
	<b>Assisted companies.</b>					
LXXXIII	DARJEELING-HIMALAYAN . . . . .	6,26,284	7,29,618	7,81,598	7,44,263	7,54,580
LXXXV	HOWRAH-AMTA . . . . .	...	...	...	...	1,89,520
LXXXVI	HOWRAH-SHRAKHALLA . . . . .	...	...	...	...	71,698
	<b>TOTAL 2' 0" GAUGE</b>	<b>7,08,217</b>	<b>8,24,314</b>	<b>8,71,589</b>	<b>8,40,449</b>	<b>11,11,756</b>
	<b>GRAND TOTAL SPECIAL GAUGE RAILWAYS</b>	<b>13,09,160</b>	<b>14,81,933</b>	<b>15,87,298</b>	<b>16,28,862</b>	<b>20,65,105</b>
		<b>MEAN MILEAGE WORKED.</b>				
		1894.	1895.	1896.	1897.	1898.
	<b>2' 6" GAUGE.</b>					
	<b>Assisted companies.</b>					
LXXXIV	BÁRSI LIGHT . . . . .	...	...	...	...	21.59
LXXXVII	TARAKESHWAR-NAGRA . . . . .	...	...	...	31.12	31.12
LXXXVIII	TREPUR-BALIPARA . . . . .	...	...	...	...	20.00
	<b>Lines owned by native states and worked by companies.</b>					
ICI	THE GARHWAR'S DARHOL . . . . .	71.66	71.66	71.66	75.26	78.80
ICII	RAJPIPLA <sup>o</sup> . . . . .	...	...	...	9.59	19.09
	<b>Line owned by native state and worked by State railway agency.</b>					
XCIV	COOCH BEHAR . . . . .	22.12	22.12	22.12	22.12	22.12
	<b>Line owned and worked by native state.</b>					
XCVI	MORVI . . . . .	94.24	94.26	94.26	94.26	94.26
	<b>TOTAL 2' 6" GAUGE</b>	<b>188.02</b>	<b>188.14</b>	<b>188.14</b>	<b>232.45</b>	<b>287.03</b>
	<b>2' 0" GAUGE.</b>					
	<b>State line worked by the State.</b>					
LXXXII	JOHNÁT . . . . .	25.83	26.64	26.78	26.64	26.45
	<b>Assisted companies.</b>					
LXXXIII	DARJEELING-HIMALAYAN . . . . .	51.00	51.00	51.00	51.00	51.00
LXXXV	HOWRAH-AMTA . . . . .	...	...	...	...	24.15
LXXXVI	HOWRAH-SHRAKHALLA . . . . .	...	...	...	...	20.80
	<b>TOTAL 2' 0" GAUGE</b>	<b>76.83</b>	<b>77.64</b>	<b>77.78</b>	<b>77.64</b>	<b>122.40</b>
	<b>GRAND TOTAL SPECIAL GAUGE RAILWAYS</b>	<b>264.85</b>	<b>265.78</b>	<b>265.92</b>	<b>310.09</b>	<b>409.43</b>

No. 37-B.

gauge railways during 1894 to 1898.

WORKING EXPENSES, INCLUDING STEAM-BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	1,05,762	...	...	...	...	24,559	LXXXIV
...	...	...	51,279	53,072	...	...	...	18,784	21,003	LXXXVII
...	...	...	...	65,589	...	...	...	...	20,157	LXXXVIII
1,44,887	1,37,709	1,33,130	1,60,952	2,36,832	95,428	96,764	1,25,658	50,949	-26,592	XCI
...	...	...	12,289	19,796	...	...	...	-6,534	-9,172	XCII
81,704	83,974	81,558	28,917	29,796	8,576	19,200	38,570	35,344	36,367	XCIV
1,77,681	1,69,845	2,05,262	2,15,842	2,12,229	1,42,667	2,00,127	1,81,621	2,11,641	1,63,991	XCIV
8,54,272	8,41,528	8,69,950	4,78,229	7,23,036	2,46,671	3,16,031	3,45,849	3,10,184	2,30,313	
60,732	65,976	76,252	82,061	75,823	11,201	18,720	13,744	14,125	20,135	LXXXII
8,77,125	8,87,249	4,23,669	4,11,471	4,13,572	2,59,159	3,59,369	3,57,924	3,32,792	3,41,008	LXXXIII
...	...	...	...	1,10,609	...	...	...	...	78,911	LXXXV
...	...	...	...	54,930	...	...	...	...	16,768	LXXXVI
4,37,857	4,46,225	4,99,921	4,93,533	6,54,934	2,70,360	3,78,089	3,71,668	3,46,917	4,56,822	
7,92,129	7,87,753	8,69,871	9,71,761	13,77,970	5,17,031	6,94,180	8,17,517	6,57,101	6,87,135	
PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE INCLUDING STEAM-BOAT AND SUSPENSE.					
1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	
...	...	...	...	81.15	...	...	...	...	1.82	LXXXIV
...	...	...	0.78	71.64	...	...	...	1.98	2.22	LXXXVII
...	...	...	...	76.49	...	...	...	...	4.43	LXXXVIII
60.29	58.73	51.44	76.94	112.64	5.10	5.12	6.56	2.44	...	XCI
...	...	...	214.53	186.33	...	...	...	...	...	XCII
78.71	68.89	45.00	45.00	45.00	1.20	2.62	5.03	4.58	4.52	XCIV
55.46	45.91	53.06	50.49	56.41	6.42	8.34	7.62	8.55	6.61	XCIV
58.95	51.93	51.68	59.43	75.84	5.13	6.29	6.83	4.81	2.57	
84.43	77.90	84.73	85.32	79.02	1.37	2.26	1.59	1.57	2.21	LXXXII
59.27	51.41	54.20	55.28	54.81	8.16	11.23	10.80	10.04	10.13	LXXXIII
...	...	...	...	58.36	...	...	...	...	6.98	LXXXV
...	...	...	...	76.61	...	...	...	...	2.75	LXXXVI
61.82	54.01	57.36	59.05	58.91	6.77	9.39	8.90	8.22	7.59	
60.51	53.16	54.80	59.05	60.73	5.87	7.67	7.76	6.21	4.58	

## CHAPTER X.

### • Rates and fares.

**N.B.—***In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at 1s. 4d. and a ton as equivalent to 27·22 maunds.*

From the 1st August, the rates and conditions for the carriage of coal (with the exception of Singareni coal) for foreign railways and the general public, as shown in schedules A and B to Government of India Circular No. 8 Ry., dated the 4th May 1895, were adopted on the Great Indian Peninsula railway; and from the 1st September, on the Wardha Coal State railway.

2. The provisions of Government of India Circular No. 11 Ry., dated the 3rd March 1898, reducing from 200 to 100 maunds, the minimum weight for carriage of bulky foreign railway materials and stores, excluding coal, charge for the carriage over metre gauge railways of bulky foreign railway materials and stores, excluding coal, were accepted by all the metre gauge railways which have adopted the rates and conditions for the carriage of such materials prescribed in Government of India Circular No. 8 Ry., dated the 4th May 1895.

3. Statement No. 38 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1898.

4. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below.

### COACHING FARES.

#### *East Indian Railway system (standard gauge).*

5. From the 1st April, the rates and fares for troops traffic between the principal East Indian railway despatching stations and Umballa Cantonment and Saháranpur were equalized with the Rae-Bareilly-Bonares route of the Oudh and Rohilkhand State railway; fares for 3rd class passengers and distance for charge for horses, parcels, luggage, etc., were also equalized with this route between Moghal Sarai and stations below and Saháranpur and Umballa.

From the 1st November, considerable reductions were made in the 1st, 2nd, and intermediate class fares between Howrah and Umballa Cantonment and Kalka *via* Delhi.

#### *Bengal Central Railway (standard gauge).*

6. From the 1st October, the rates charged for fish in open baskets, carried in specially constructed vans, were adjusted on the basis of the charges on the Eastern Bengal State railway.

#### *Bengal-Nágpur Railway (standard gauge).*

7. From the 1st February, the charge for engine power for special trains was reduced from Rs. 5 (6s.-8d.) to Rs. 3 (4s.-0d.) per mile, the minimum charge being altered to Rs. 200 (£13-6s.-8d.) against the charge as for 20 miles.

*North Western State Railway system (standard gauge).*

8. From the 3rd May, the following reduced third class fares were introduced in local trains between Kurrachee City and Londhi, on account of the plague :

Single journey fare . . . . .	Rs 0-1-0 (1d.)
Double journey fare . . . . .	„ 0-1-6 (1·5d.)

The through booking of passengers with the Hall Line steamers was discontinued after the 31st December.

*Oudh and Rohilkhand State Railway (standard gauge).*

9. From the 10th April, the 3rd class single journey fare between Lucknow and Bareilly was reduced from Rs. 1-14-6 (2s. 6·5d.) to Rs. 1-11-0 (2s. 3d.).

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

10. From the 1st May, arrangements were made for house to house delivery in Calcutta of luggage and parcels (each package not exceeding two maunds in weight) from Sealdah station.

*East Coast State Railway (standard gauge).*

11. From the 8th May in local booking, and from the 1st June in through booking, the 3rd class fare was increased from 2 pies (0·167d.) to 2½ pies (0·208d.) per mile.

*Southern Mahratta Railway system (metre gauge).*

12. From the 1st September, the third class passenger fares and rates for horses between Poona, Hotgi and stations Guntakal to Harlápur on the main line were slightly reduced, and the third class fares from Guntakal to stations up to Kudatini were increased to the maximum, in order to equalize with the standard gauge route.

*Burma Railways (metre gauge).*

13. Third class fares on the zonal system were introduced on the 16th January. These fares are calculated on a sliding scale ranging from 3 pies (0·250d.) per mile for short distances to 1 pie (0·083d.) per mile for long distances, except that no increase has been made to the rate of 2 pies (0·167d.) per mile, on the Mu Valley section. From the same date, the 2nd class fare was also revised and is calculated at three times the third class fare with a minimum of 6 pies (0·5d.) per mile.

From the 30th May, third class accommodation was provided on mail trains for through passengers from Rangoon, including Pazundaung to Mandalay, Shanzu and Myohaung, and *vice versa*, and the fare calculated at 50 per cent. more than the third class fare by the zonal system.

*Oodeypore-Chitor Railway (metre gauge).*

14. From the 1st April, 1st and 2nd class fares were altered from 15 and 8 pies (1·25d. and 0·666d.) per mile to 18 and 9 pies (1·5d. and 0·75d.) per mile respectively; and an intermediate class was introduced at 4 pies (0·333d.) per mile.

## GOODS RATES.

*East Indian Railway system (standard gauge).*

15. The rate for bones for manure carried 900 miles and over was reduced to 1½ pie per maund (0·227d. per ton) per mile to equalize with the

rate to Bombay and Kurrachee, and the rates for food grains other than wheat from Cawnpore to Howrah were also reduced to equalize with those to Bombay.

From the 1st July, the rates to and from Kalka were reduced generally in competition with the cart traffic.

The class rates and rates for certain descriptions of goods from Howrah were equalized with the charges from Bombay to stations Háthras and above.

*Bengal Central Railway (standard gauge).*

16. From the 1st January, the classification in force on the Eastern Bengal State railway was adopted on this railway.

From the 1st December, the minimum weight per consignment, attached to certain special quotations, was reduced to 250 maunds in downward booking and to 100 maunds in upward booking.

*Bengal-Nágpur Railway (standard gauge).*

17. With a view to encourage long distance traffic, the rate for brass manufactured or unmanufactured, including castings when booked from and *viá* Katni and carried to distances of 375 miles and above over this railway, was reduced from  $\frac{1}{2}$  to  $\frac{1}{3}$ rd pie per maund (1.84d. to 0.756d. per ton) per mile, with effect from the 1st June in local and from the 1st July in through booking. From the 1st December, a further reduction was made in the rate for this article *viá* Katni to Nágpur, *viz.*, from Re. 0-13-3 to Re. 0-12-11 per maund (10s. 0.605d. to 29s. 3.591d. per ton), to correspond with the rate on the Great Indian Peninsula railway.

In order to equalize the rates for sugar and jagree quoted by the Great Indian Peninsula railway to Nágpur and *viá* for traffic from the East Indian, Oudh and Rohilkhand State and Rohilkund and Kumaon railway stations, the rates on this railway for these articles were lowered.

*Indian Midland Railway system (standard gauge).*

18. From the 15th February, all goods rates were equalized *viá* Mánikpur between Agra Fort, *viá* Agra Cantonment, and all stations east of Naini junction, including Howrah, with those charged over the East Indian railway *viá* Tundla and Allahabad.

During the year, special rates were quoted for grain and seeds from Cawnpore and *viá* to *viá* Itársi for traffic to Madras, for coal from Bengal collieries *viá* Mánikpur and Ujjain for traffic to Ahmedabad, for piece goods from *viá* Ujjain to Cawnpore and *viá* for traffic from Broach on the Bombay, Baroda and Central India railway, and for tobacco, native raw, from *viá* Ujjain and *viá* Mánikpur and *viá* Cawnpore for traffic from principal stations on the Bombay, Baroda and Central India railway.

*North Western State Railway system (standard gauge).*

19. During the year, arrangements were completed with two leading firms at Kurrachee for the carriage of kerosine oil in bulk over the North Western State railway, and it was agreed that kerosine oil in bulk would be charged on the full carrying capacity of the tank wagons used at the same rates as kerosine oil in tins. In cases where oil tank wagons are supplied by the consignors, a rebate of Bs. 1-8-0 2s. 0d.) per diem per wagon will be allowed for the number of days the wagon is absent from the owner's depôt at Kurrachee and is in railway use, including the usual demurrage allowances. Detentions of bulk oil wagons at stations caused by the consignor's own action will not count towards the rebate. The railway will keep such wagons in good order free of charge whilst they are on the railway.

During the year, special reduced rates were quoted to and from certain stations for kapas and cotton seeds, to develop the traffic from the Chenab Colony; for tea in boxes or bags, to equalize the rates to Kurrachee, Bombay

and Howrah and to develop the Indian tea traffic with Central Asia; for country-made sulphuric acid, to divert the road traffic; and for edible grain and common seeds, tin plates and tin sheets, to place Kurrachee on an equal footing with Howrah and Bombay.

*Oudh and Rohilkhand State Railway (standard gauge).*

20. During the year, the through rates to and from certain stations were reduced for pipes and machinery for waterworks, flour (country), edible grain, pulses and common seeds, brass, copper and copperware, piece-goods, yarn and cotton twist in bales (pressed and bound) or in boxes, German silver and horn combs.

From the 1st July, the rates for 1st and 2nd class goods from *viâ* Moghal Sarai to Lucknow for bookings from Howrah were reduced from Re. 0-5-10 and Re. 0-8-7 to Re. 0-5-6 and Re. 0-8-3 per maund (13s. 2-783d. and 19s. 5-638d. to 12s. 5-710d. and 18s. 8-565d. per ton), respectively.

From the 1st October, a through wagon rate of Rs. 25-2-9 (33s. 4-750d.) was introduced for bones from and *viâ* Aligarh to *viâ* Umballa Cantonment in place of the mileage rate of Re. 0-2-6 (2-5d.) per wagon per mile.

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

21. The usual slack season rates for jute from Náráyananj and Dacca section stations, Sirajganj, Chandpur and *viâ* to Calcutta, Chitpore, etc., were not introduced until the 1st January and remained in force up to the 31st July. From the 1st August, the rates were enhanced, but they were again reduced from the 21st November for traffic from Náráyananj and the Dacca section stations, and from the 1st December, for traffic from Sirajganj and Chandpur and *viâ*.

From the 1st January in local booking, and from the 1st February in through booking, a special railway risk rate for food grains, etc., which is 20 per cent. higher than the owner's risk rate for those commodities, was introduced. This special railway risk rate does not, however, apply in cases where the 1st class ordinary railway risk rate is lower.

From the 1st July, the mineral class rates were made applicable to bangle stone or kunch, or khash in large quantities, cement, iron, ore and pig, stone, wrought or damageable, stone mills of sorts, French chalk and soap stone in large consignments, in conformity with the East Indian railway.

From the 1st October, railway risk rates were adopted for grease in tins, etc., mill stores, plaster of Paris figures, tallow in tins, etc., slates, rough, in tiles or slabs, at the next higher class to that already in force at owner's risk.

*East Coast State Railway (standard gauge).*

22. During the year, alterations in rates were brought into force for the carriage of salt, sugar, stone, timber, jute, hemp, flax or tow, twist or yarn, cocoanuts bark for tanning tiles, carriages in pieces, cotton, loose, and spirits, country made.

From the 1st June in through booking, a terminal charge of 2 pies per maund (4-537d. per ton) was introduced on all classes of goods booked to and from *viâ* Bezwada, including special classes and foreign railway materials and stores.

From the 1st June in local booking, and from the 1st July in through booking, the rates for all the articles previously charged at the special reduced rates of  $\frac{1}{10}$ th,  $\frac{1}{8}$ th,  $\frac{1}{4}$ th and  $\frac{1}{3}$ rd pie per maund (0-227d., 0-453d., 0-567d. and 0-756d per ton) per mile were re-adjusted.

From the 1st June in local booking, and from the 1st July in through booking, the minimum rate for all classes of goods, excluding coal, railway materials and stores, has been fixed at 6 pies per maund (13-610d. per ton), including terminals.

From the 15th August, a special reduced rate of  $\frac{1}{7}$ th pie per maund (0-324d. per ton) per mile with the usual terminal of 2 pies per maund (4-537d.

per ton) was introduced for grain and seeds, common, as also myrabolams in full wagon loads chargeable on the full carrying capacity of the wagons used at owner's risk, declared for shipment and booked from any station either to Cocanada Port or to Vizagapatam Wharf.

From the 15th August, a special concession of charging freight at the rate immediately below that quoted for other stations without terminals was introduced for sea imported goods booked by the railway outward from the Vizagapatam Wharf in local booking.

*Great Indian Peninsula Railway system (standard gauge).*

23. From the 1st January, the same mileage rate was applied to traffic *vis* Itarsi between Cawnpore and *via* and Bombay as was in force between the same stations and Howrah where higher mileage rates were charged.

From the 1st February, all materials and stores (except rolling-stock for the *bona fide* construction of the extensions of the Nizam's Guaranteed State railway) booked from Bombay to any station have been charged at the rate of 4 pies (0.333d.) per ton per mile subject to a minimum charge as for 81 maunds per truck used.

During the year, special rates were quoted from and to certain stations for hides and skins wet, sago common in consignments of 190 maunds and over, household furniture and effects in full wagon loads, rice and jaggree.

From the 1st November, the following alterations of goods rates and terminal charges were made on the Great Indian Peninsula railway and State lines worked by it :

Ordinary classes of goods—	Per maund per mile. pies.	Per ton per mile. d.
1st class . . . . .	0.44	0.998
2nd class . . . . .	0.60	1.361
3rd class . . . . .	0.80	1.814
4th class . . . . .	0.90	2.041
5th class . . . . .	1.20	2.722
<b>Special class—</b>		
Miles.		
1 to 125 . . . . .	0.44	0.998
126 to 475 . . . . .	0.33	0.748
476 to 800 . . . . .	0.80	0.680
801 and beyond . . . . .	0.20	0.454
<b>Terminal charges—</b>		
On all descriptions of traffic except salt received at, and forwarded from, all Bombay stations including Dadar . . . . .	6	0.220
On all traffic carried for 100 miles or less subject to the differential rule . . . . .	6	0.220

*Bombay, Baroda and Central India Railway system (standard gauge).*

24. From the 1st May, a settlement was arrived at between the Great Indian Peninsula, Bombay, Baroda and Central India and Indian Midland railways under which it was agreed that the traffic should be pooled on the following basis :

	To Bombay, Baroda and Central India railway.	To Great Indian Peninsula, Indian Midland and East Indian railways route.
Delhi . . . . .	3rd	3rd
<i>Via</i> Delhi—		
Southern Punjab railway . . . . .	3rd	3rd
Delhi-Umballa-Kaika railway . . . . .	3rd	3rd
East Indian railway . . . . .	60 per cent.	40 per cent.
North Western State railway <i>via</i> Ghaziabad . . . . .	60 per cent.	40 per cent.
East Indian railway and Oudh and Rohilkhand State railway stations comprised in the territorial arrangement . . . . .	60 per cent.	40 per cent.
Hathras City . . . . .	60 per cent.	40 per cent.



The actual allotment of stations to the two routes worked out on the basis shown above was as below :

TO BROAD GAUGE ROUTE <i>via</i> ITÁRSI.	TO BOMBAY, BARODA AND CENTRAL INDIA RAILWAY <i>via</i> SÁBARMATI.
1. Stations on the North Western State railway <i>via</i> Gháziabad, including <i>via</i> Saháranpur.	1. Delhi (Local).
2. Stations comprised in territorial arrangement.	2. Háthras City (Local).
3. Stations on the Delhi-Umballa-Kaika railway.	3. East Indian railway stations from Chola (Bulandshahr) to Delhi-Sháhdara.
	4. Stations on the Southern Punjab railway <i>via</i> Delhi.

In accordance with the arrangement indicated above, the Bombay, Baroda and Central India railway rates between Bombay and stations allotted to the standard gauge route, *i.e.*, *via* Agra and Itársi, were fixed at one anna per maund higher than the *via* Itársi rates, and similarly the *via* Itársi rates between Bombay and stations allotted to the Bombay, Baroda and Central India railway route were kept one anna higher than the rates by the Bombay, Baroda and Central India railway route.

Consequent upon the carrying capacity of the metre gauge goods stock having been increased, the minimum weight for charge in the case of certain articles was raised from 190 maunds to 200 maunds, with effect from the 1st December.

*The Nizam's Guaranteed State Railway (standard gauge).*

25. The ordinary rates *via* Wádi for traffic to Bombay from and *via* Bezwada were re-adjusted to correspond with the rates over the Southern Mahratta railway *via* Poona.

*Southern Mahratta Railway system (metre gauge).*

26. From the 1st April, maximum rates for commissariat and ordnance stores, *viz.*,  $\frac{1}{2}$  and  $\frac{3}{8}$ th pie per maund (1·134*d.* and 1·890*d.* per ton) per mile, instead of 2nd and 4th class rates, were introduced.

From the 1st April, rates for cattle when sent singly were introduced to attract traffic.

From the 1st July, firewood in wagon loads booked to any stations for distances under 250 miles was exempted from the terminal charge to attract traffic.

In through booking *via* Portuguese Frontier, the sliding scale rates for grain and other special class goods applicable in booking *via* Poona and the other junctions was re-introduced from the 22nd July, instead of the maximum rates in force from March 1896.

From the 26th August, a through rate of annas 2 pies 5 per maund (5*s.* 5·782*d.* per ton) was quoted for pressed cotton from Guntúr to Cocanada Port to compete with the canal traffic.

During the year, special reduced rates were quoted to and from certain stations for betel nuts, pepper, flag stones, gum, stoneware, drainage pipes, sanitary appliances, fire bricks and fire clay goods, twist and yarn cotton, vacuum and lubricating oils, jaggree, turmeric, potatoes, coal, oats, aerated waters and empty aerated water bottles.

For one year from the 1st June, a special reduced rate of 2½ pies (0·208*d.* per ton) per mile for the carriage of coal between Bezwada and Bangalore was adopted to encourage the use of Indian coal at the Kolar Gold mines.

*Burma Railways (metre gauge).*

27. From the 7th April, the rate for stone of any description, including stone ballast, gravel and rubble stone, was reduced to the minimum of  $\frac{1}{10}$ th pie per maund (0·226*d.* per ton) per mile, with the view of obtaining traffic in stone ballast from Upper Burma and especially from the quarries at Tonbo (Mandalay-Kunton extension) to be brought down to Lower Burma for road-making purposes.

From the 1st October, the classification of India-rubber goods, including vulcanite, was raised from the 3rd to the 5th class, freight being chargeable at the maximum of the 5th class rate at railway risk, and at the maximum of the 2nd class rate at owner's risk.

*Rohilkund and Kumaon Railway system (metre gauge).*

28. From the 1st March, the rate for jaggree and molasses in baskets, casks, gunny bags or tins at owner's risk between Lakhimpur and *via* Aishbagh Junction was raised from  $\frac{1}{4}$ th pie to  $\frac{1}{3}$ rd pie per maund (0.567d. to 0.756d. per ton) per mile, so as to equalize with the rate between Lakhimpur and *via* Bareilly Junction to stations over the Bombay, Baroda and Central India railway.

From the 1st April and 1st May, respectively, a minimum charge of Rs. 5 (6s. 8d.) per truck used was introduced for boulders and kunker.

*Bengal Doars Railway (metre gauge).*

29. From the 25th December, the rates for food grains, salt and coal were reduced from 1.2 pie to 0.8 pie per maund (2.722d. to 0.182d. per ton) per mile at owner's risk.

*Dibru-Sadiya Railway (metre gauge).*

30. From the 1st October, thatch was carried as follows:

	Large covered goods wagons.	Small covered goods wagons.	High-sided Wagons
	Rs.	Rs.	Rs.
16 miles and under per fully loaded wagon	8 (10s. 8d.)	5 (6s. 8d.)	4 (5s. 4d.)
Over 16 miles and under 30 miles per wagon	10 (13s. 4d.)	7 (9s. 4d.)	5 (6s. 8d.)
30 miles and over per wagon	14 (18s. 8d.)	10 (13s. 4d.)	7 (9s. 4d.)

*Oodeypore-Chitor Railway (metre gauge).*

31. From the 1st April, the goods rates were altered as follows:

		Special.	1st.	2nd.	3rd.	4th.	5th.
		Per maund per mile.					
From . . . . .	{ pie	0.325	0.400	0.600	0.770	0.920	1.070
	{ pence	0.737	0.907	1.351	1.747	2.087	2.427
		Per ton per mile.					
To . . . . .	{ pie	0.400	0.600	0.850	1.050	1.250	1.400
	{ pence	0.907	1.361	1.928	2.362	2.835	3.175

*Jodhpore-Bikaner Railway (metre gauge).*

32. During the year, special rates were introduced from and to certain stations for grain, sugar and jaggree, coal and grass.

*Bhadnagar-Gondal-Junágad-Porbandar Railway system (metre gauge).*

33. The special reduced rate of 2 annas and 6 pies (2.5d.) for 5-ton wagon per mile and 3 annas (3.0d.) for 6-ton wagon per mile for stone in consignments of not less than 80 tons from the Junágad quarries were applied between the 1st July and 31st December each year to stone when

booked in similar consignments from Ránáwáo or Ránáwáo quarries to any station other than Porbandar and Porbandar Bandar; to the latter two stations the higher rates of 3 annas (3·0*d.*) per 5-ton wagon per mile and 3 annas and 6 pies (3·5*d.*) per 6-ton wagon per mile continued to apply.

The special rate of Rs. 16-1-6 (21*s.* 5·5*d.*) per wagon per load of 5 tons from and *viá* Wadhván Junction to Bhávnagar Terminus has been withdrawn from the 1st November in local booking, and from the 1st December in through booking.

Passenger fares and goods rates in pies on the Indian

[ The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per mound per mile.
		Pica.	Pica.	Pica.	Pica.	Pica.	Pica.	Pica.	Pica.	Pica.
<b>STANDARD GAUGE.</b>										
<b>State lines worked by companies.</b>										
I	EAST INDIAN (a)	18-00	9-00	3-50	2-50	{ 2-27 to (b) 9-07	{ 2-72 to (c) 9-07	{ ---	9-07	0-23
II	BENGAL CENTRAL	18-00	6-00	4-50	{ (d) 2-25 and 3-00	{ 2-27 to 9-07	{ 2-45 to 9-07	{ 40-23	9-07	0-23
III	BENGAL-NAGPUR	18-00	8-00	3-00	2-00	{ 2-02 to (e) 9-07	{ 2-72 to (f) 9-07	{ 40-23	9-07	0-23
IV	INDIAN MIDLAND (g)	12-00	6-00	3-00	(A)	{ 2-72 to 9-07	{ 2-72 to 9-07	{ ---	9-07	0-23
VI	GODHRA-BUTLAK-NAGDI	Same as on the Rajasthan-Malwa railway				---	---	---	---	---
VII	WARDHA COAL	18-00	9-00	4-00	2-00	---	---	---	Same as on the Great	
X	WARRHANESPET-KOPPI SECTION (BEWADA-MADRAS).	12-00	6-00	---	2-00	---	---	---	Same as on the Madras	
<b>State lines worked by the State.</b>										
XII	NORTH WESTERN (h)	12-00	6-00	3-00	2-25	{ 2-40 to 6-31	{ 2-72 to 9-07	{ ---	9-07	0-23
XIV	ODISHA AND ROHILKHAND	12-00	6-00	3-50	2-50	{ 4-54 to 9-07	{ 2-72 to 4-80	{ 40-23	9-07	0-23
XV	EASTERN BENGAL	{ (j) 12-00 to 18-00	{ (k) 6-00 to 9-00	{ 4-00	2-50	{ 4-54 to 5-44	{ 2-45 to 9-07	{ 40-23	9-07	0-23
XVI	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line.				Certain up and down rates between fixed points				
XVII	EAST COAST	18-00	9-00	4-50	2-50	{ 2-72 to 9-07	{ 2-72 to 9-07	{ ---	{ 4-54 to 9-07	{ 0-17 to 0-23
<b>Lines worked by guaranteed companies.</b>										
XIX	GREAT INDIAN PENINSULA (l) & (m)	12-00	6-00	3-00	2-00	{ 2-27 to 8-07	{ 2-50 to (n) 7-07	{ ---	{ (o) 10-07 to (p) 9-07	{ (q) 0-27 to (r) 0-23
XX	POMBAY, BARODA AND CENTRAL INDIA	12-00	6-00	3-00	{ 2-25 to 2-50	(g)	(r)	---	10-29	0-40
XXI	MADRAS	12-00	6-00	---	{ 2-00 and 2-50	{ 2-00 to 10-00	{ 2-00 to 10-00	{ ---	10-07	0-27
<b>Assisted companies.</b>										
XXIII	TANJESUR	12-00	6-00	3-50	3-00	Same as on the East Indian railway				
XXIV	TAPTI VALLEY (s)	---	---	---	---	Same as on the Bombay, Baroda and Central India,				
<b>Lines owned by native states and worked by companies.</b>										
XXIII	THE NIZAM'S GUARANTEED STATE (t)	18-00	6-00	(u) 2-50	(v) 2-00	{ 5-00 to 7-00	{ 2-50 to 6-00	{ ---	10-07	0-27
XXIV	NAGDI-UJJAIN	15-00	8-00	3-00	2-25	(g)	(r)	---	9-58	0-35
XXV	THE GANESWAR'S PRILAD	12-00	6-00	---	2-50	(w) 7-20	10-29	---	10-29	0-40
XXVI	KOLAR GOLD-FIELDS	12-00	6-00	---	2-00	Same as on the Madras railway				

No. 38.

railways on the 31st December 1898.

English money at ls. 4d. to the rupee by taking 1 pie=0.0634.]

RATES.								Classification No.	REMARKS.												
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.															
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.														
Pies.	Pias.	Pies.	Pias.	Pies.	Pias.	Pies.	Pias.														
18-61	0-50	18-15	0-67	22-08	0-83	27-23	1-00	I	<p><i>N.B.</i>—The coal rates in force on the East Indian Railway apply also to State lines worked by the State and certain other railways.</p> <p>(a) The East Indian Railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the passenger fares are double of those herein quoted.</p> <p>(b) All stations except Howrah— For first 100 miles 9'07 pias per ton per mile. " extra distances over 100 and up to 450 miles 4'83 " " " " extra distances above 450 miles 3'27 " " "</p> <p>(c) For consignments of less than 300 maunds or 11 tons, 9'07 pias per ton per mile.</p> <p>For consignments in full wagon loads. For all distances up to 400 miles, 4'08 pias per ton per mile. For all distances from 401 to 800 miles, 4'08 pias per ton per mile. For all distances over 800 miles, 2'73 pias per ton per mile.</p> <p>(d) Between Calcutta and Dattapukur in local booking only.</p> <p>(e) One to 300 miles ... 9'07 pias per ton per mile. 301 to 375 " ... 8'08 " " " 376 to 400 " ... 7'31 " " " 401 to 450 " ... 6'55 " " " 451 to 475 " ... 6'05 " " " 476 to 525 " ... 5'29 " " " 526 to 551 " ... 5'04 " " " 551 to 600 " ... 4'28 " " " over 600 " ... 3'08 " " "</p> <p>(f) Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below unless the coal is bagged, in which case it will be charged at 9'07 pias per ton per mile on actual weight, subject to the differential rule and carried at owner's risk.</p> <p>The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.</p> <p>For consignments of full wagon loads. For all distances up to 400 miles, 4'83 pias per ton per mile. For all distances from 401 to 800 miles, 4'83 pias per ton per mile. For distances over 800 miles, 2'73 pias per ton per mile.</p> <p>(g) Including the Bhopal-Itarsi, Bina-Goonna and Bhopal-Ujjain railways.</p> <p>(h) { First 100 miles, 2'67 pias per mile. 101 to 200 " 2'50 " " " 201 to 400 " 2'33 " " " Above 400 " 2'00 " " "</p> <p>(i) The North Western State railway rates and fares obtain also on the Hyderabad-Shedipalli and the Bappura-Bhátinda railways, the Jammu and Kashmir railway (Native State section), and on the Southern Punjab (Delhi-Samásata) railway.</p> <p>(j) Between Calcutta and Kánchrápára.</p> <p>(k) Including the Dhond-Manmád, Khámgaon and Amráoti railways.</p> <p>(l) From the 1st November 1898, the following rates were enforced:</p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th></th> <th>Per maund per mile.</th> <th>Per ton per mile.</th> </tr> </thead> <tbody> <tr> <td>Food-grains</td> <td>Pias. 0'10 to 0'44</td> <td>Pias. 2'27 to 11'07</td> </tr> <tr> <td>Coal in full wagon loads.</td> <td>0'10 to 0'15</td> <td>2'73 to 4'08</td> </tr> <tr> <td>Coal less than a wagon load.</td> <td>0'33</td> <td>9'07</td> </tr> </tbody> </table> <p>1st class . . . . . 0'44 11'07 2nd class . . . . . 0'60 16'33 3rd class . . . . . 0'80 21'78 4th class . . . . . 0'90 24'50 5th class . . . . . 1'30 32'66</p> <p>(m) The rate is 7'07 pias per ton per mile for consignments of less than 10 tons, and 2'50 to 4'08 pias for consignments of not less than 10 tons.</p> <p>(n) For distances from 1 to 4'0 miles, (o) For distances from 401 to 800 " " (p) For distances above 8'0 " "</p> <p>(q) Food grains per ton per mile. In consignments of 190 maunds or 6'98 tons and over, which has been increased to 200 maunds or 7'35 tons and over from the 1st December 1898. 1 to 100 miles . . . 9'53 pias. 101 to 200 " . . . 8'80 " " 201 to 400 " . . . 4'03 " " over 400 " . . . 3'73 " "</p> <p>(r) In consignments of full wagon loads. For all distances up to 400 miles, 4'08 pias per ton per mile. For distances from 401 to 800 miles, 4'08 pias per ton per mile. For distances over 80 miles, 2'73 pias per ton per mile.</p> <p>(s) Opened for goods traffic only on the 1st December 1898. (t) Including the Beswada extension (East Coast State railway). (u) Third class by mail trains. (v) Third class by other than mail trains. (w) This rate applies to consignments weighing 190 maunds or 6'98 tons and over, which has been increased to 200 maunds or 7'35 tons from 1st December 1898.</p>		Per maund per mile.	Per ton per mile.	Food-grains	Pias. 0'10 to 0'44	Pias. 2'27 to 11'07	Coal in full wagon loads.	0'10 to 0'15	2'73 to 4'08	Coal less than a wagon load.	0'33	9'07
	Per maund per mile.	Per ton per mile.																			
Food-grains	Pias. 0'10 to 0'44	Pias. 2'27 to 11'07																			
Coal in full wagon loads.	0'10 to 0'15	2'73 to 4'08																			
Coal less than a wagon load.	0'33	9'07																			
18-61	0-50	18-15	0-67	22-08	0-83	27-23	1-00	II													
18-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	III													
18-61	0-50	18-15	0-67	22-68	0-83	27-23	1-00	IV													
...	...	...	...	...	...	...	...	VI													
Indian Peninsula railway	...	...	...	...	...	...	...	VII													
railway	...	...	...	...	...	...	...	X													
18-61	0-50	18-15	0-67	22-08	0-83	27-22	1-00	XII													
18-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XIV													
18-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XV													
obtain on this railway	...	...	...	...	...	...	...	XVI													
4-54 to 18-61	0-17 to 0-50	4-54 to 18-15	0-17 to 0-67	4-54 to 22-68	0-17 to 0-83	4-54 to 27-22	0-17 to 1-00	XVII													
(a) 14-15 (o) 14-15 (p) 18-61	(a) 0-52 (o) 0-53 (p) 0-50	20-14	0-74	23-14	0-85	30-24	1-11	XIX													
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XX													
18-61	0-50	18-00	0-66	24-00	0-88	36-00	1-32	XXI													
...	...	...	...	...	...	...	...	XXIII													
railway	...	...	...	...	...	...	...	XXV													
18-88	0-51	20-14	0-74	28-30	1-04	40-28	1-48	XXXIII													
14-15	0-52	19-05	0-70	23-14	0-85	27-22	1-00	XXXIV													
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XXXV													
...	...	...	...	...	...	...	...	XXXVI													

Passenger fares and goods rates in pies on the Indian

(The fares and rates shown in this table can be converted into English)

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per hundred per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	<b>METRE GAUGE.</b>									
	State lines worked by companies.									
XL	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION . . . . .	18-00	9-00	4-00	2-00	3-40	4-08	...	9-07	0-33
	COMPANY'S SECTION . . . . .					9-07	9-07			
XLI	LUCKNOW-BAREILLY SECTION (BOMILKUND AND KUMAON).	18-00	9-00	4-00	2-00	6-80	(a) 4-08	...	9-07	0-33
XLII	RAJPUTANA-MALWA . . . . .	18-00	8-00	3-00	2-25	(b)	(c)	...	9-53	0-35
XLIII	PILANPUR-DEHRA . . . . .	15-00	8-00	...						
XLIV	SOUTHERN-MARRATTA (e) . . . . .	12-00	6-00	...	2-00	3-26	3-00	40-56	9-07	0-33
XLVII	SOUTH INDIAN (f) . . . . .	12-00	6-00	...	2-00	9-07	9-07			
XLIX	ASSAM-BENGAL . . . . .	18-00	9-00	...	3-00	4-54	2-72	...	9-07	0-33
						9-07	4-08			
L	BURMA (g) . . . . .	15-00	6-00	3-00	1-00	2-72	2-72	...	9-07	0-33
	State lines worked by the State.		9-00	4-50	(b) 2-00	9-07	9-07			
LI	EASTERN BENGAL—									
	NORTHERN AND BHAR SECTION (including the Kania-Dhacila 2' 6" gauge, branch).	18-00	9-00	4-00	2-50	3-39	2-45	40-83	9-07	0-33
	DACCA SECTION . . . . .	18-00	9-00	4-00	2-50	4-44	9-07			
	Assisted companies.									
LIV	DROGHDA . . . . .	24-00	...	...	6-00	(i)	(i)	...	(i)	(i)
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ.	...	...	...	...	...	...			
LVII	BOMILKUND AND KUMAON (COMPANY'S SECTION).	25-00	15-00	...	3-11	6-80	(a) 4-08	...	9-07	0-33
LIX	BENGAL DOOARS . . . . .	25-00	21-00	6-00	3-00	32-08	21-77			
LX	DIBRU-SADIYA . . . . .	18-00	9-00	4-00	...	...	32-08	...	27-22	1-00
LXI	LEDO AND TIKAR-MARGHERITA COLLIERY.	...	...	...	...	...	5-90			
LXII	AMMIDABAD-PARÁNTÍ . . . . .	15-00	8-00	...	2-25	(d) 6-80	(f) 9-53	...	(f) 9-53	(f) 0-35
	Line owned by native state and worked by company.									
LXIV	THE GANAKWAR'S MENSRAVA Lines owned and worked by native states.	15-00	9-00	...	2-25	(d) 6-80	9-53	...	9-53	0-35
LXXI	JODHPUR BICKANEER—JODHPUR SECTION . . . . .	18-00	6-00	...	2-00	(l) & (m)	(l) & (m)			
LXXII	ODDIPPORE-CHITTOB . . . . .					18-00	9-00	4-00	2-00	(n) & (o)
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (q) . . . . .	12-00	6-00	...	2-75	8-00	9-53	...	(p) 16-24	(p) 0-00
	Foreign line.						10-59			
LXXVIII	WEST OF INDIA PORTUGUESE SPECIAL GAUGES. State line worked by the State.	12-00	6-00	...	2-50	8-00	5-13	...	10-00	0-35
LXXXII	JORHAT (2' 0") . . . . .	24-00	...	8-00	4-00	27-23	9-07			
LXXXIII	DANJELING HIMALAYAN (2' 0").	72-00	36-00	15-00	...	63-98	32-28	...	31-60	2-00
LXXXIV	BÁRSI LIGHT (2' 6") . . . . .	(r) 18-00	...	...	(r) 2-00	8-17	7-08			
							10-07			
LXXXV	HOWRAH-AMTA (2' 0") . . . . .	18-00	...	6-00	4-50	...	18-61	...	17-42	0-64
LXXXVI	HOWRAH-SHRAKHALLA (2' 0") . . . . .	18-00	...	6-00	4-50	...	18-61			
LXXXVII	TARAKESHWAR-MAONA (2' 6") . . . . .	24-00	12-00	6-00	4-50	9-07	9-07	...	9-07	0-33
LXXXVIII	TRIPUR-BALIPARA (2' 6") . . . . .	18-00	...	...	4-00	54-44	27-22			
	Lines owned by native states and worked by companies.									
XCI	THE GANAKWAR'S DANHOI (2' 6") . . . . .	(r) 9-00	...	...	(s) 2-00	(b)	(c)	...	10-89	0-40
XCI	BAZIPLA (2' 6") . . . . .	(r) 9-00	...	...	(s) 2-00	(b)	(c)			
	Line owned by native state and worked by state railway agency.									
XCV	COOCH BEHAR (2' 6") . . . . .	24-00	12-00	6-00	4-00	(u)	(u)	...	(u)	(u)
	Line owned and worked by native state.									
XCV	MORVI (2' 6") . . . . .	12-00	6-00	...	2-00	6-80	8-00	40-83	10-89	0-40

No. 38—concl'd.

railways on the 31st December 1898—concl'd.

money at 1s. 4d. to the rupee by taking 1 pie = 0.083d.

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pics.	Pies.	Pics.	Pies.	Pics.	Pies.	Pics.		
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XL	<p>N.B.—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.</p> <p>(a) For consignments of full wagon loads. Coal in small quantities is chargeable at 9'07 pies per ton per mile.</p> <p>(b) Vide remark (g) on the second page of this statement.</p> <p>(c) Vide remark (r) on the second page of this statement.</p> <p>(d) This rate applies to consignments weighing 190 maunds or 8'98 tons and over, which has been increased to 200 maunds or 7'35 tons from 1st December 1898.</p> <p>(e) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeshwantpur-Mysore frontier, and the Mysore-Nanjangud railways.</p> <p>(f) Including the Mayavaram-Mutapet, Pondicherry and Karaikal-Peralam railways.</p> <p>(g) The standard weight on this railway is the viss, one ton being equal to 813'68 viss, and one maund to 22'60 viss.</p> <p>(h) One pie to 3'00 pies on the Burma railways, and 3'02 pies on the Mu Valley railway, for local trains.</p> <p>(i) Special rates are charged for all goods traffic.</p> <p>(j) Between Bareilly Junction and Kichha.</p> <p>(k) Between Kichha and Kathgodam.</p> <p>(l) First 100 miles, 10'69 pies per ton per mile. Over 100 miles, 8'17 " " " "</p> <p>(m) Per wagon load } first 100 miles, 0-4-0 wagon per mile. (for grass) } over 100 " 0-3-0 " "</p> <p>(n) This rate applies to consignments weighing 190 maunds or 8'98 tons and over.</p> <p>(o) From January to March 1898.</p> <p>(p) From April to December 1898.</p> <p>(q) Including the Jetaisar-Bajkot, Jamnagar and Dhrangadri railways.</p> <p>(r) Upper class.</p> <p>(s) Lower class.</p> <p>(t) 81'66 pies per ton or 3'00 pies per maund per mile.</p> <p>(u) 27-22 pies per ton, or 1'00 pie per maund per mile.</p>
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XL I	
14-15	0-52	19-05	0-70	23-14	0-85	27-22	1-00	XL II	
14-15	0-52	19-05	0-70	23-14	0-85	27-22	1-00	XL III	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XL IV	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XL VII	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XL IX	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	L	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	LI	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	LIV	
(i)	(i)	(i)	(i)	(i)	(i)	(i)	(i)	LVI	
(j) 9-07	(j) 0-33	(j) 13-61	(j) 0-50	(j) 20-41	(j) 0-75	54-44	2-00	LVII	
(k) 18-15	(k) 0-67	(k) 27-22	(k) 1-00	(k) 40-83	(k) 1-50			LIX	
32-68	1-20	48-99	1-80	68-05	2-50	...	...	LX	
54-44	2-00	81-66	3-00	...	...	...	...	LXI	
(i)	(i)	(i)	(i)	(i)	(i)	(i)	(i)	LXII	
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	LXIII	
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	LXIV	
20-41	0-75	25-86	0-95	31-30	1-15	36-75	1-35	LXXI	
(o) 14-15	(o) 0-52	(o) 19-05	(o) 0-70	(o) 23-14	(o) 0-85	(o) 27-22	(o) 1-00	LXXII	
(p) 23-14	(p) 0-85	(p) 28-59	(p) 1-05	(p) 34-02	(p) 1-25	(p) 38-11	(p) 1-40		
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	LXXIII	
13-88	0-51	23-00	0-87	34-30	1-24	48-00	1-76	LXXVIII	
54-44	2-00	81-66	3-00	...	...	...	...	LXXXII	
95-27	3-50	108-88	4-00	122-49	4-50	186-10	5-00	LXXXIII	
14-15	0-52	20-14	0-74	23-14	0-85	30-21	1-11	LXXXIV	
27-22	1-00	32-66	1-20	...	...	...	...	LXXXV	
27-22	1-00	32-66	1-20	...	...	...	...	LXXXVI	
13-61	0-50	18-14	0-66	22-68	0-83	27-22	1-00	LXXXVII	
(t)	(t)	(t)	(t)	(t)	(t)	(t)	(t)	LXXXVIII	
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XC I	
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XC II	
(u)	(u)	(u)	(u)	(u)	(u)	(u)	(u)	XCIV	
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XC V	

## CHAPTER XI.

### Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways\* during 1898 compares with the previous year as follows :

Year.	Coal.			Coke.	Patent fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.			
Previous year . . . . .	47,633	1,324,353	1,371,986	4,257	2,263	358,344
1898 . . . . .	37,551	1,414,243	1,451,794	2,968	2,538	333,280

2. The total consumption of coal on the standard and metre gauge railways was 5·82 per cent. greater than in 1897. The total consumption of Indian coal increased by 6·79 per cent. and that of English coal decreased by 21·25 per cent. The quantities of patent fuel and wood used increased by 12·15 and 7·02 per cent., respectively, while the quantity of coke decreased by 30·29 per cent.

3. The actual quantities of fuel consumed in terms of coal; the average cost per ton; the consumption per train-mile, per engine-mile and per thousand gross ton-miles; the cost per ton stated in terms of Giridih (Kurhurbaree) best steam coal; and the average lead of each description on the principal railways, will be found in statement No. 39.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridih (Kurhurbaree) best steam coal being taken as the standard :

Description.	Equivalents.	Co-efficients.
Giridih (Kurhurbaree) best steam coal . . . . .	1·00	1·00
Kurhurbaree (East Indian railway) selected large coal . . . . .	0·90	1·11
Welsh best steam coal . . . . .	0·80	1·25
Patent fuel . . . . .	0·70	1·43
Singareni coal . . . . .	1·05	0·95
Bengal or Barákar steam coal . . . . .	1·10	0·90
Umaria coal . . . . .	1·25	0·80
Moháni coal . . . . .	1·50	0·66
Warora coal . . . . .	1·80	0·55
Wood fuel . . . . .	2·50	0·40

The figures given above are, however, based on experiments made some years ago; and as it is probable that many Indian mines are now raising a better quality of coal than they did at that time, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table at the end of this chapter shows the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1898 are given in the following paragraphs :

\* Excluding the West of India Portuguese railway.



*East Indian Railway system (standard gauge).*

5. Kurhurbaree coal was used over the whole system, and Kurhurbaree coke at Howrah and Dinapore. Market coal was used at Ondál, Ásansol, Barákar, Dhanbaid, Allahabad, Sutna and Jubbulpore.

The purchase rates per ton for Kurhurbaree coal were Rs. 1-14-0 from January to February, Rs. 2-4-0 from March to June and Rs. 2-0-0 from July to December, for briquettes Rs. 3-12-0 throughout the year, for hard coke Rs. 3-8-0 from January to June and Rs. 5-8-0 from July to December, for soft coke Rs. 3-0-0 from January to June and Rs. 3-8-0 from July to December, and for market coal varied between Rs. 1-8-0 and Rs. 4-0-0 throughout the year, delivered at Giridih by the East Indian railway collieries and at Ásansol, Ondál, Dhanbaid, Barákar, Allahabad, Sutna and Jubbulpore.

The actual quantities of coal and coke used were :

	Tons.
Kurhurbaree coal . . . . .	315,687
Kurhurbaree coke . . . . .	2,968
Market coal . . . . .	61,048
Coal supplied by the Eastern Bengal State railway at Chitpore and Narcaidangah . . . . .	43

*Bengal Central Railway (standard gauge).*

6. Bengal coal (9,822 tons) was exclusively used on this railway.

The average rate of purchase was Rs. 3-4-0 per ton, delivered into wagons at the nearest station from the pit's mouth.

The coal supplied under the contract was of good quality and the arrangements for delivery were satisfactory.

*Bengal-Nágpur Railway (standard gauge).*

7. The coal used on the different sections of the line was as follows :

On the main line between Ásansol and Nágpur.	} Sanctoria and Dhadka coal at Rs. 2-14-0 per ton, delivered into wagons at Radhapur and Dhadka.
On the branch lines between Jharuguda and Sambalpur, between Bilaspur and Sahdol and between Khargpur and Sini.	
On the branch line between Sahdol and Katni.	
	Umaria coal at Rs. 4-0-0 per ton, delivered into wagons at Umaria pit.

The actual quantities of the different descriptions of coal consumed were :

	Tons.
Bengal coal . . . . .	42,884
Umaria coal . . . . .	4,187

The coal supplied under the contracts has been of good quality and the arrangements for delivery were fairly satisfactory.

*Indian Midland Railway system (standard gauge).*

8. The description of fuel used on the different sections of the railway is shown below :

On the Jhání Cawnpore, Jhání-Tundla and Jhání-Bina sections.	} Umaria, Gourangdih, Giridih, Dhanbaid and Kaloobathan coal.
On the Jhání-Mánikpur, Bina-Goons and Bina-Saugor sections.	
On the Bina-Itárai and Bhopal-Ujjain sections.	Umaria coal.
	Gourangdih, Umaria and Mohpáni coal.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Umaria coal . . . . .	42,490
Bengal coal . . . . .	10,983
Mohpáni coal . . . . .	1,296
Firewood . . . . .	1,143

The purchase rate per ton for Umaria coal was Rs. 4-0-0, delivered into wagons at Umaria pit, for Bengal coal Rs. 2-4-0 and Rs. 2-8-0 at Gourangdih, Rs. 2-10-0 at Giridih, Rs. 2-8-0 and Rs. 2-12-0 at Dhanbaid and Rs. 2-0-0 at Kaloobathan, for Mohpáni coal Rs. 5-8-0 at Mohpáni and for firewood Rs. 1-14-0 at Dhaura, Rs. 2-0-0 at Bahilpurwa, Rs. 3-0-0 at Itárai and Rs. 6-13-0 at Saugor.

*North Western State Railway system (standard gauge).*

9. The fuel used on the different sections of the system was obtained from the following sources :

Constantly on the main line, between Ghaziabad and Peshawar, on the Rájputa-Bhátinda and Amritsar-Pathánot branches, and on the Delhi-Bhátinda section of the Southern Punjab Railway.

Constantly on the main line between Kurrachee and Kotri.

Occasionally between Lahore and Montgomery on mail and passenger trains when the supply of wood was insufficient.

Constantly on the Sind-Sagar railway between Bhakkar and Lála Músa. Occasionally between Sher Shah and Bhakkar.

Constantly on the Siálkot and Lyallpur and Pathánot branches.

Partly between Rawalpindi, Khushalgarh and Peshawar, throughout the year.

Partly between Lála Músa and Phillour on goods trains, throughout the year.

Occasionally between Rájputa and Bhátinda.

Occasionally between Lahore and Montgomery when the supply of wood was insufficient.

Throughout the year on the Sind-Pishin and Muskhaf-Bolan railway (Sibi to Chaman) and occasionally between Sibi and Muk.

Throughout the year between Kurrachee and Kotri, and in small quantities on the Sind-Pishin and Muskhaf-Bolan sections.

Occasionally between Kotri and Dadu when the supply of wood was insufficient.

Occasionally between Montgomery and Lála Músa when the supply of Bengal coal was insufficient.

Throughout the year on the main line, between Montgomery and Kotri.

On the Kotri-Rohri railway.

On the Hyderabad-Shadipalli railway.

On the Southern Punjab railway between Samásta and Bhátinda.

Occasionally between Sher Shah and Bhakkar, Lahore and Montgomery, and Muk and Sibi when wood was available.

Gourangdih coal supplied by the Barákar Coal Company at Rs. 14-8-0 and Rs. 18-10-0 per ton, delivered into wagons at Kámári and Rs. 2-4-0 and Rs. 2-8-0 at Gourangdih and Gourangdih rubble at Rs. 1-14-0 and Rs. 1-12-0 per ton, at Gourangdih.

Barákar coal, supplied by the Barákar Coal Company at Rs. 2-4-0 and Rs. 2-8-0 per ton, delivered into wagons at Barákar, and Barákar rubble at Rs. 1-14-0 and Rs. 1-12-0 per ton, at Barákar.

Giridih coal, supplied by the Bengal Coal Company at Rs. 2-4-0 per ton, delivered into wagons at Giridih.

Borra coal supplied by the New Berbhoom Coal Company at Rs. 2-0-0 per ton, delivered into wagons at Sitarámpur.

Anthracite Seam coal, supplied by the Borra Coal Company at Rs. 2-12-0 per ton, delivered into wagons at Sitarámpur.

Loyabad coal, supplied by the Barákar Coal Company at Rs. 2-8-0 per ton, delivered into wagons at Dhanuid.

Dandot coal, supplied from Dandot and Baghanwala Government collieries at Rs. 10 per ton, delivered into wagons at Kalajani and Baranpur.

Khost coal, supplied from Khost Government mines at Rs. 18 per ton, delivered into wagons at Khost.

Patent fuel made of Khost slack, at Rs. 24 per ton, delivered into wagons at Quetta.

English coal, supplied from England through Messrs. Forbes Forbes and Company, delivered into wagons at Kámári at an average rate of Rs. 17-4-11 per ton.

Firewood from Bahawalpur state, supplied at different stations between Keti and Samásta at Rs. 50 per 1,000 cubic feet.

Firewood from the Punjab forests, supplied at different stations between Kot Radhakishu and Gilwála at Rs. 56-10-8 and Rs. 60-0-0 per 1,000 cubic feet.

Firewood from the Sind forests, supplied at different stations between Keti and Kotri, including Muk to Jacobabad at an average rate of Rs. 45 per 1,000 cubic feet.

Firewood from the Khairpur forests, supplied at different stations between Mohri and Hadhan and Mohri and Tando Masti Khan, at Rs. 45 and Rs. 48 per 1,000 cubic feet, respectively.

Firewood, supplied by contractors between Chichawatni and Kasowal at Rs. 55 per 1,000 cubic feet, between Gurdaspur and Pathánot at Rs. 28 per 100 maunds, between Kotesmába and Sukkar at Rs. 44 per 1,000 cubic feet, between Sher Shah and Leish at Rs. 49 and Rs. 50 per 1,000 cubic feet, between Adamwahan and Bakhshan Khan at Rs. 56 per 1,000 cubic feet and between Malakwál and Bhera at Rs. 72-8-0 per 1,000 cubic feet.

Firewood, supplied by the Deputy Commissioner at Shadipalli, at Rs. 45 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	85,036
Dandot coal	41,914
English coal	21,359
Khost coal	5,526
Patent fuel, Khost	3,468
Patent fuel, English	50
Wood	171,097

*Oudh and Rohilkhand State Railway (standard gauge).*

10. The description of fuel used on this line was Giridih steam coal (48,326 tons).

The coal was supplied under contract with the Bengal Coal Company at Rs. 4-6-0 per ton, from January to March, and Rs. 3-8-0 per ton, from April to December, delivered into wagons at Giridih. It was of good quality and the arrangements for its delivery were fairly satisfactory.

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

11. The description of fuel used on the different sections of the line was obtained from the following sources :

On the Eastern (Calcutta to Goalundo and branches) and Southern (Calcutta to Port Canning, including Budge-Budge branch) sections.	}	Borrea coal supplied by the New Beerbhoom Coal Company at Rs. 2-2 per ton, delivered into wagons at the Borrea siding near Barákar.
		Salanpur coal supplied by the Borrea Coal Company at Rs. 2-10 per ton, delivered into wagons at Salanpur siding near Sitárampur.
		Barákar coal supplied by the Barákar Coal Company at Rs. 4-4 per ton, delivered into wagons at Barákar.
		Gourangdiñ coal supplied by the Barákar Coal Company at Rs. 2-8 per ton, delivered into wagons at Sitárampur.
On the Northern (Sára Ghát to Siliguri, and branches), Behar (Manihari Ghát to Dinagepore and Katihár to Anchera Ghát and branches), and Kaunia-Dharila sections.	}	Borrea, Salanpur and Gourangdiñ coal.—See rates above.
On the Pacca (Náráyangunj to Mymensingh-Jagan-nathganj extension) section.		Barákar and Salanpur coal.—See rates above.

The total actual quantity of Bengal coal used was 80,490 tons.

*East Coast State Railway system (standard gauge).*

12. The descriptions of coal used and the rates at which they were purchased were :

21,700 tons of Singareni unscreened, delivered into wagons at Bezwada at Rs. 7-11-8 per ton and at Yellandu at Rs. 4-12-0 per ton.  
279 tons of Bengal (Barákar) coal, delivered into wagons at Cocanada Port at Rs. 12-4-0 per ton.

*Great Indian Peninsula Railway system (standard gauge).*

13. The descriptions of coal used on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Bombay to Kására).	English, Singareni unscreened, Bengal sea-borne, and Nerbudda.
On the Bhoré Ghát (Karjat to Lonávla)	Singareni unscreened, and Bengal sea-borne.
On the Thul Ghát (Kására to Igatpuri)	English, Singareni unscreened, and Bengal sea-borne.
On the south-east line (Lonávla to Raichúr)	Singareni unscreened.
On the Dhond-Manmád section	Singareni unscreened, Warora, and Bengal sea-borne.
On the north east line (Igatpuri to Nándgaon)	Warora, Singareni unscreened, and Bengal sea-borne.
On the north-east line (Nándgaon to Bhusával)	Warora, Nerbudda, Singareni unscreened, Umaria large and Sanctoria.
On the north-east line (Bhusával to Khandwa)	Umaria nuts, Nerbudda, Warora and Singareni unscreened.
On the north-east line (Khandwa to Jubbulpore)	Nerbudda and Umaria large and nuts, Singareni unscreened and Sanctoria.
On the Nágpur-Bhusával section	Sanctoria and Warora.
On the Wardha-Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amrávti section	Sanctoria.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.		Place of delivery.
		Tons.	Rs. A.	
English . . . . .	1,236	18 0 to 21 0		} Into boats at Bombay.
Bengal sea-borne . . . . .	44,428	11 12 to 16 8		
Singareni, unscreened . . . . .	101,700	3 8 to 4 8		Into wagons at Yellandu.
Nerbudda . . . . .	13,110	5 12 and 6 0		Into wagons at Mohpáni.
Warora . . . . .	55,895	4 8		Into wagons at pit's mouth.
Sanctoria . . . . .	18,054	3 0 and 4 0		Into wagons at pit's mouth.
Umaria, large . . . . .	8,954	4 0		Into wagons at Umaria.
Umaria, nuts . . . . .	1,721	2 2		Into wagons at Umaria.
Firewood . . . . .	1,875	5 0 to 9 0		Into the storage.

*Bombay, Baroda and Central India Railway system (standard gauge).*

14. The descriptions and quantities of fuel used on the railway system were:

	Tons.
English coal . . . . .	8,288
Bengal coal . . . . .	80,727
Singareni coal . . . . .	86,401
Firewood . . . . .	1,540

The different descriptions of English coal used were Ferndale, Powell Duffryn and Watson's Hartley.

The average price per ton of English coal was Rs. 17-10-7 and the average prices of Bengal coal were Rs. 14-4-8 and Rs. 14-13-8 delivered into boats in Bombay. The rate paid for Singareni coal was Rs. 12-10-8 per ton, delivered into wagons at Dadar junction. Firewood was supplied by the company's engineering department at an average rate of Rs. 5-6-10 per ton.

The coal supplied under all the contracts was of good quality and the arrangements for delivery were satisfactory.

*Madras Railway system (standard gauge).*

15. The descriptions of fuel used on the different sections of the railway were as follows:

Section.	Description of fuel used.
Madras-Nandalur . . . . .	Gourangdih coal at Rs. 18-8-0 per ton, carried from Calcutta by sea. Singareni coal at Rs. 12-10-0 per ton, delivered into wagons at Kayapuram and Rs. 12-8-0 per ton, delivered and stacked in the yard at Ráichúr.
Bowringpet-Marikuppam . . . . .	
Madras-Jalarpet . . . . .	Gourangdih and Singareni coal. Firewood.
Nandalur-Ráichúr . . . . .	
Washerpet-Bonar . . . . .	
Jalarpet-Bangalore . . . . .	
Jalarpet-Calicut . . . . .	

A small quantity of patent fuel was purchased at Rs. 28-9-0 per ton delivered at Ráyapuram.

Coal was exclusively used on mail trains and coal and firewood on mixed trains.

The coal supplied under all contracts has been of fairly good quality and the arrangements for delivery were satisfactory. It is anticipated that, with the opening of the East Coast State railway, coal from the Singareni mines will wholly take the place of the Gourangdih (Bengal) coal which has hitherto been partly used on this railway.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal . . . . .	14,070
Singareni coal . . . . .	22,429
Patent fuel . . . . .	25
Firewood . . . . .	85,721

*The Nizam's Guaranteed State Railway system (standard gauge).*

16. The description of fuel used on this line was Singareni unscreened coal (29,897 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8-0 per ton, delivered at pit's mouth at Yellandu, and has been of good quality. The arrangements for delivery were satisfactory.

*Bengal and North-Western Railway system (metre gauge).*

17. Kurhurbaree coal was exclusively used on the Tirhoot section and on the section east of Gorakhpur, and coal and firewood on the section west of Gorakhpur and on the Ganges-Gogra Doab lines.

The rate paid for coal was Rs. 3-2-0 per ton, delivered into wagons at Giridih; and for wood from the Forest Department, Rs. 3-8-0 per ton, delivered into wagons at Bridgmanganj.

The actual quantities of coal and wood used were :

	Tons.
Bengal coal . . . . .	29,176
Firewood . . . . .	18,287

*Rajputana-Malwa Railway system (metre gauge.)*

18. The descriptions of fuel used on the different sections of the system were as follow :

Between Agra, Bándikui, Ajmere and Delhi . . . . .	Kurhurbaree, Gourangdih, Borra, Barákar, Sibpur, Desherghar, Rajpur (Etawah), Jherria, Sejoah, Loyabad, Great Eastern, and Sitarámpore coal.
Between Ajmere and Sábarmati and branches . . . . .	Kurhurbaree, Gourangdih, Barákar, Sibpur, Desherghar, and English coal.
Between Ajmere and Khandwa . . . . .	Kurhurbaree, Gourangdih, Salanpur, Borra, Sibpur, and Singareni coal.
Between Rowári and Sirsa . . . . .	Kurhurbaree, Gourangdih, Borra, Sibpur, and Desherghar coal.
Between Achnera and Cawnpore . . . . .	Kurhurbaree, Gourangdih, Barákar, Sibpur, and Loyabad coal.

The actual quantities of the different descriptions of fuel, the rates at which they were purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. P.	
Kurhurbaree . . . . .	56,204	2 4 0	Into wagons at Giridih.
		18 2 0	In Bombay harbour.
Borra . . . . .	1,074	3 4 0	Into wagons at Sitarámpore.
Salanpur Borra . . . . .		18 8 0	In Bombay harbour.
Gourangdih . . . . .	13,695	3 0 0	Into wagons at Gourangdih.
		12 13 0	In Bombay harbour.
Barákar . . . . .	3,169	11 10 0	In boats alongside.
Sibpur . . . . .	3,587	3 0 0	Into wagons at Ásansol.
Desherghar . . . . .	2,208	18 2 0	In Bombay harbour.
		3 4 0	At Radhanagar.
Rajpur . . . . .	515	2 14 0	Into wagons at Barákar.
Jherria . . . . .	490	2 7 0	At Dhanbaid.
Sejoah . . . . .	214	2 4 0	Into wagons at Kátrásgarh.
Sitarámpur . . . . .	13	3 0 0	Into wagons at Ásansol.
Great Eastern . . . . .	14	2 12 0	Into wagons at Kátrásgarh.
Loyabad . . . . .	459	2 8 0	At Dhanbaid.
Singareni . . . . .	2,933	16 2 0	At Khandwa.
Ferndale steam . . . . .	95	17 8 0	In Bombay harbour.
Firewood . . . . .	1,838	Per 100 cubic feet	} Over the whole line.
		5 0 0	

*Southern Mahratta Railway system (metre gauge).*

19. The description of fuel chiefly used on the several sections of the railway system is shown below :

On the Harihar-Nanjangúd section.	} Singareni unscreened coal at Rs. 4-8-0 per ton, delivered into wagons at the colliery.
On the main line (Gadag to Bezvada).	
On the Guntakal-Handupur section.	
On the Bijápur branch (Gadag to Hotgi).	
On the Poona branch (Poona to Miraj).	
On the Poona branch (Miraj to Londa).	} Firewood at Rs. 4-1-3 and Rs. 8-0-0 per ton, delivered in stacks at contract depôts.
On the Kolhápur-Miraj section.	
On the main line (Castle Rock to Gadag).	
On the Harihar branch (Hubli to Harihar).	

The actual quantities of the different descriptions of fuel used were :

	Tons.
Singareni unscreened coal . . . . .	84,892
Firewood . . . . .	81,170

The fuel supplied was generally of good quality and the arrangements for delivery were satisfactory.

*South Indian Railway system (metre gauge).*

20. The coal used on the different sections of the line was obtained from the following sources :

Throughout the system . . . . . Barfkar coal from the Zoyabad colliery at Rs. 13-6-0 per ton, delivered at Negapatam, Tuticorin, Cuddalore and Madras.  
On the Dharmavaram-Nellore section . Singareni coal at Rs. 11-4-0 per ton, delivered at Pákalá.

Small quantities of Jherriah and Singareni coal were used at Rénigunta and Arkonam. Jherriah coal was purchased at Rs. 12-11-6 per ton, delivered at Cuddalore.

Firewood was purchased at Rs. 5 and Rs. 4-12-0 per ton from the Forest department and from contractors, respectively.

The arrangements for the delivery of coal were satisfactorily carried out except at Pákalá, owing to the delay in the opening of the Bezvada-Madras railway.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Barfkar . . . . .	39,571
Singareni . . . . .	2,298
Jherriah . . . . .	14
Firewood . . . . .	26,431

*Assam-Bengal Railway (metre gauge).*

21. Borrea coal (8,468 tons) supplied by the New Beerbhoom and the Borrea Coal Companies was used over the whole line.

The purchase rates per ton were Rs. 7-12-0 and Rs. 8-0-0 delivered into wagons at Chandpur. The quality of coal and the arrangement for its delivery were satisfactory.

*Burma Railways (metre gauge).*

22. Bengal and Burma coal and firewood were chiefly used on the Sittang, Mandalay and Mu Valley lines and Bengal coal and firewood on the Irrawaddy line.

The rates at which they were purchased were as follows :

Bengal coal of various kinds at an average rate of Rs. 10-14-1 per ton, delivered at Rangoon.

Thingadaw (Burma) coal at an average rate of Rs. 9-6-5 per ton, delivered at Mandalay.

Firewood at an average rate of Rs. 4-10-10 per 100 cubic feet, delivered at various depôts in Upper and Lower Burma.

Small quantities of English coal at an average rate of Rs. 40-0-0 per ton, delivered at Botatong.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal . . . . .	40,672
Thingadaw (Burma) coal . . . . .	3,181
English coal . . . . .	290
Firewood . . . . .	26,788

*Rohilkund and Kumaon Railway system (metre gauge).*

23. Wood fuel was chiefly used between Lucknow and Mailáni, between Mailáni and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Káthgodám on the company's section of the line.

The rate paid for wood fuel was Rs. 3-5-0 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 3-8-0 per ton, delivered into wagons at Giridíh.

The actual quantities of coal and wood fuel used were :

	Tons.
Bengal coal	269
Wood fuel	12,967

*Jodhpore-Bickaneer Railway (metre gauge).*

24. Giridih coal (4,608 tons) was used on both the Jodhpore and Bickaneer sections of the line; and Singareni coal (744 tons) on the Jodhpore section only. The rate paid for Giridih coal was Rs. 2-12-0 per ton from January to July, and Rs. 3-8-0 per ton from August to December, delivered into wagons at Giridih, and the rate for Singareni coal was Rs. 5 per ton, delivered into wagons at Yellandu.

*Bhavnagar-Gondal-Junagad-Porbandar Railway system (metre gauge).*

25. The descriptions of fuel used on the system were :

	Tons.
Cardiff coal	3,288
Bengal coal	4,572
Wood	67

The price per ton of Cardiff coal varied between Rs. 23-12-0 and Rs. 26-0-0 and of Bengal coal between Rs. 17-0-0 and Rs. 19-8-0, delivered into wagons at Bhavnagar docks. For firewood, old sleepers and jungle wood were supplied by the company's engineering and stores departments at Rs. 11-1-0 per ton, delivered at Bhavnagar Para and Jetalsar.

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1898.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF GIRIDIH (KURBURBAREE) BEST STEAM COAL. (a)				Average cost per ton in terms of Giridih (Kurburbaree) best steam coal.	Average load.
						Total quantity.	Per train-mile.	Per engine-mile.	Per 1,000 gross ton-miles.		
	<b>STANDARD GAUGE.</b>		Tons.	Rs.	As.	Tons.	ds.	lbs.	lbs.	Rs.	Miles.
I	EAST INDIAN	Bengal coal and coke	379,746	2-02	0-85	379,746	60-92	50-03	164-69	2-08	Bengal, 240-00 Coke, 206-00
II	BENGAL CENTRAL	Bengal coal	9,822	6-04	2-51	7,858	46-65	40-15	212-00	7-55	Bengal, 184-00
III	BENGAL-NAGPUR	Bengal and Umaria coal; but principally Bengal coal	46,671	3-04	1-10	41,495	47-64	43-19	140-97	3-41	Bengal, 280-00 Umaria, 6-04
IV	INDIAN MIDLAND	Umaria, Bengal and Mohpáni coal and wood; but principally Umaria coal	55,149	8-36	3-81	30,662	46-77	41-11	142-67	11-62	Umaria, 314-22 Bengal, 680-00 Mohpáni, 90-00 Wood, 70-00
XII	NORTH WESTERN STATE	English, Bengal, Dandot and Khoost coal; also patent fuel and wood	242,119	12-50	4-51	218,520	46-19	40-89	182-93	12-85	See footnote (b).
XIV	ODISH AND BOHILKHAND STATE.	Bengal coal	48,336	10-18	2-91	48,336	40-70	34-55	132-05	10-18	Bengal, 608-28
XV	EASTERN BENGAL STATE	Bengal coal	52,420	4-79	2-01	49,135	44-73	31-82	141-84	6-42	—
XVII	EAST COAST STATE	Bengal and Singareni coal; but principally Singareni coal	21,979	7-42	2-78	18,603	44-84	38-91	144-04	8-72	Singareni, 283-07 Bengal, 280-00
XIX	GREAT INDIAN PENINSULA.	English, Warora, Umaria, Bengal, Nerbudda, Sanctoria, and Singareni coal and wood	245,849	8-64	3-00	188,383	44-60	39-48	146-19	11-23	See footnote (c).
XX	BOMBAY, BARODA AND CENTRAL INDIA.	English Bengal, and Singareni coal and wood	76,027	14-49	6-41	74,832	60-96	61-69	157-55	14-73	English, 87-39 Bengal, 181-00 Singareni, 127-27 Wood, 28-00
XXI	MADRAS	Bengal and Singareni coal and patent fuel and wood	65,691	12-91	5-51	58,807	50-65	42-24	173-18	12-36	Wood, 14-00
XXXIII	THE NIZAM'S GUARANTEED STATE.	Singareni unscroneed coal	29,897	4-61	2-35	27,206	64-25	56-86	163-91	5-06	Singareni, 108-00
	<b>METRE GAUGE.</b>										
XL	BENGAL AND NORTH-WESTERN— (Company's section)	Bengal coal and wood; but principally Bengal coal	33,403	5-29	1-21	33,403	32-97	27-56	174-40	6-29	Bengal, 271-20 Wood, 80-00
XLII	RAJPUTANA-MALWA	English, Bengal and Singareni coal and wood; but principally Bengal coal	85,326	15-55	3-60	85,344	32-45	28-37	147-00	15-54	English, 280-24 Bengal, 708-00 Singareni, 70-00
XLIV	SOUTHERN MAHRATTA.	Singareni coal and wood	49,550	7-72	2-20	41,292	34-15	30-82	184-77	9-27	Singareni, 680-00 Wood, 73-00
XLVII	SOUTH INDIAN	Bengal and Singareni coal and wood	54,557	12-07	3-37	48,778	31-31	26-50	198-68	14-61	Bengal, 60-91 Singareni, 80-00 Wood, 80-00
XLIX	ASSAM-BENGAL	Bengal coal	8,468	7-17	2-10	7,622	36-64	30-53	156-35	7-97	Bengal, 80-00
L	BURMA	Bengal, Burma and English coal and wood	52,423	10-86	3-06	48,128	36-48	30-78	190-59	11-83	Bengal, 100-00 Burma, 120-00 English, 124-00 Wood, 0-46
LI	EASTERN BENGAL STATE—										
	NORTHERN AND NERAR SECTIONS (including the Kaonia-Dharila, 2' 6" gauge, branch).	Bengal coal	24,674	5-06	1-46	18,883	27-62	23-14	150-03	7-89	...
	DACCA SECTION.	Bengal coal	3,304	6-41	1-50	3,895	29-09	22-73	199-17	7-51	...
LVII	BOHILKHAND AND KUMJON (Company's section).	Bengal coal and wood; but principally wood	5,456	8-85	1-51	5,456	24-11	20-03	134-64	8-55	Bengal, 600-48 Wood, 47-20
LXXI	JODHPUR-BICKANEER—										
	JODHPUR SECTION	Bengal and Singareni coal	4,674	20-22	4-26	4,637	29-48	27-73	153-64	20-39	Bengal, 974-07 Singareni, 1,333-00
	BICKANEER SECTION	Bengal coal	678	20-38	3-83	678	26-33	25-79	187-84	20-38	Bengal, 968-70
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORRANDAR	English and Bengal coal and wood	7,887	20-56	4-89	8,261	31-30	28-63	192-43	19-65	English, 13-58 Bengal, 100-56

(a) The actual quantity of coal consumed by each railway has been converted in terms of Giridih (Kurburbaree) best steam coal by using the equivalent (a) adopted by that railway as exhibited in the statement on the next page.

(b) Bengal . . . . . 963-92  
Dandot . . . . . 127-00  
English . . . . . 202-00  
Khoost . . . . . 50-00  
Patent fuel, Khoost . . . . . 19-00  
Patent fuel, English . . . . . 627-00  
Wood . . . . . 50-00

(c) Nerbudda . . . . . 138-84  
Umaria, large . . . . . 188-72  
Umaria, screened . . . . . 199-47  
Warora . . . . . 212-40  
Sanctoria . . . . . 729-25  
Singareni, unscroneed . . . . . 618-00  
Bengal, sea borne . . . . . 47-35  
English coal purchased locally . . . . . 10-00



Statement showing the equivalent of one ton of Giridih (Kuruhbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Classification No.	Railway (including lines worked.)	Standard Giridih (Kuruhbaree) best steam coal.	DESCRIPTION OF FUEL.																																
			English coal.	Patent fuel.			Bengal coal.													General sea-borne coal.	Singapore coal.		Umaris coal.	Warora coal.	Nerbudda coal.	Mohanj coal.	Dandot coal.	Khost coal.	Harns (Thingadaw) coal.	Wood.					
				English.	Khost.	Dandot.	Sanctoria.	Khooldiah.	Beerboom.	Barakar.	Gourangdh.	Kalcoobathan.	Salanpur.	Sibpur.	Dhanbaid.	Giridih.	Katras, Jharriah.	Borra.	Dhadka.		Kastori.	Deberghar.									Screened.	Unscreened.			
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.						
STANDARD GAUGE.																																			
II	Bengal Central . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
III	Bengal-Nágpur . . . . .	1·00	..	..	..	..	1·11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
IV	Indian Midland . . . . .	1·00	..	..	..	..	..	1·11	..	..	1·11	1·11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
XII	North Western State . . . . .	1·00	0·90	0·80	1·28	..	..	..	..	..	..	..	1·11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1·56	1·28	..	..				
XV	Eastern Bengal State . . . . .	1·00	..	..	..	..	..	..	..	1·14	1·39	..	1·28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
XVII	East Coast State . . . . .	1·00	..	..	..	..	..	..	..	1·11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
XIX	Great Indian Peninsula . . . . .	1·00	0·80	..	..	..	1·11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
XX	Bombay, Baroda and Central India . . . . .	1·00	0·80	..	..	..	..	..	..	..	..	..	..	1·11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
XXI	Madras . . . . .	1·00	..	0·80	..	..	..	..	..	..	1·28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
XXXIII	The Nizam's Guaranteed State . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
METRE GAUGE.																																			
XL	Bengal and North-Western . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
XLII	Rajputana-Malwa . . . . .	1·00	0·80	..	..	..	..	..	..	..	..	..	..	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
XLIV	Southern Mahratta . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
XLVII	South Indian . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
XLIX	Assam-Bengal . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
L	Burma . . . . .	1·00	0·79	..	..	..	..	..	..	1·18	1·08	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
LI	Eastern Bengal State—Northern and Behar sections (including the Kauria-Dharla, 2' 6" gauge, branch) . . . . .	1·00	..	..	..	..	..	..	..	..	..	1·39	..	1·28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Dacca section . . . . .	1·00	..	..	..	..	..	..	..	..	1·14	..	..	1·28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
LVII	Bohilkund and Kumaon (company's section) . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
LXXI	Jodhpore-Bickancer . . . . .	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	1·00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
LXXIII	Bhávnagar-Gondal-Junágad Porbandar . . . . .	1·00	0·80	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
													1·11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

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## CHAPTER XII.

### Persons employed.

Statement No. 40 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1898.

The following is a summary of the figures :

Year ending.	NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
<i>Standard gauge.</i>						
Previous year (a) . . . .	3,797	4,585	207,228	215,610	12,803·61	1,621
31st December 1898 (b) . . .	3,918	4,734	217,898	226,550	13,462·34	1,942
<i>Metre gauge.</i>						
Previous year (c) . . . .	990	2,303	77,073	80,366	7,757·75	1,146
31st December 1898 (c) . . .	1,049	2,202	78,802	82,053	7,988·09	1,172
TOTAL	Previous year . . . .					
	4,787	6,888	184,301	295,976	20,561·36	2,967
31st December 1898 . . . .						
	4,967	6,936	296,700	308,603	21,450·43	3,114

- (a) Including the metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Burhwal railway (metre gauge link), and the mixed gauge of the East Coast State railway.
- (b) Including the metre and special gauge sections of the Eastern Bengal State railway, 32½ miles of the Mymensingh-Jamalpur-Jagannathganj railway, Cawnpore-Burhwal railway (metre gauge link) and the mixed gauge of the East Coast State railway.
- (c) Excluding the West of India Portuguese, metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Burhwal railway (metre gauge link), and 74·78 miles of the Assam-Bengal railway temporarily closed on account of earthquake, but including the metre gauge mileage of the East Coast State railway.

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was an increase of 3·19 per cent. on the standard gauge and of 5·97 per cent. on the metre gauge lines. East Indians show an increase of 3·25 per cent. on the standard gauge and a decrease of 4·39 per cent. on the metre gauge lines; and Natives an increase of 5·15 per cent. on the standard gauge and 2·24 per cent. on the metre gauge lines.

The percentage on the total for both gauges shows an increase under all classes as follows:

	Increase per cent.
Europeans . . . . .	3·76
East Indians . . . . .	0·70
Natives . . . . .	4·86

## Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
						On 31st	
		On 31st December 1897.	On 31st December 1898 (see also statement No. 22, Chapter IX).	On 31st December 1897.	On 31st December 1898.	Europeans.	East Indians.
<b>STANDARD GAUGE.</b>							
<b>State lines worked by companies.</b>							
I	EAST INDIAN . . . . .	1,899-56	1,896-73	262	262	1,073	721
II	BENGAL CENTRAL . . . . .	125-01	125-01	26	26	14	16
III	BENGAL-NAGPUR . . . . .	800-33	1,067-41	95	120	167	213
IV	INDIAN MIDLAND . . . . .	922-21	970-00	114	118	174	147
<b>State lines worked by the State.</b>							
XII	NORTH WESTERN . . . . .	2,299-59	2,400-21	420	428	778	608
XIV	ODISH AND BOHILKHAND (a) . . . . .	891-97	1,030-26	126	141	123	161
XV	EASTERN BENGAL (b) . . . . .	817-88	(c) 860-12	160	180	197	296
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	8-53	8-53	4	4	2	10
XVII	EAST COAST . . . . .	533-45	(d) 713-66	81	117	59	146
<b>Lines worked by guaranteed companies.</b>							
XIX	GREAT INDIAN PENINSULA . . . . .	1,491-31	1,491-31	218	218	717	645
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	649-83	685-62	112	116	237	171
XXI	MADRAS . . . . .	857-68	857-68	161	164	187	1,028
<b>Line owned by native state and worked by company.</b>							
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	(e) 850-71	(e) 850-71	42	43	(f) 69	(f) 224
<b>TOTAL STANDARD GAUGE . . . . .</b>		<b>12,803-61</b>	<b>13,462-34</b>	<b>1,821</b>	<b>1,942</b>	<b>3,797</b>	<b>4,586</b>

No. 40.

(open lines only) on the 31st December 1898 as compared with the previous year.

SERVANTS EMPLOYED.						Classification No.	REMARKS.
DECEMBER 1907.		ON 31st DECEMBER 1908.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
48,283	50,177	1,158	763	49,109	51,030	I	
1,227	1,257	8	28	1,248	1,284	II	
8,108	8,583	197	359	10,563	11,109	III	
7,814	8,135	187	158	8,337	8,682	IV	
48,706	45,092	744	600	44,096	45,440	XII	
12,278	12,562	154	171	14,612	14,937	XIV	(a) Including the Cawnpore-Burhwal railway (metre gauge link).
16,641	17,133	224	286	17,251	17,761	XV	(b) Including the figures of the metre and special gauge sections.
530	542	2	11	495	508	XVI	(c) Including the Mymensingh-Jamalpur-Jagannathganj railway, 32½ miles.
6,011	6,316	76	302	6,085	6,463	XVII	(d) Including 2.66 miles (laid on mixed gauge), but excluding 0.33 mile (metre gauge) worked over by the Southern Mahratta railway.
34,119	35,481	708	658	37,638	39,004	XIX	
11,134	11,542	226	184	11,518	11,928	XX	
13,585	14,300	169	1,006	12,997	14,173	XXI	
(f) 3,697	(f) 3,900	65	208	3,859	4,132	XXXIII	(e) Excluding 2.19 miles (Trinulgherry branch) used for military traffic only. (f) Revised figures.
207,328	215,610	3,918	4,734	217,898	226,550		

Numerical return of servants of all races employed on the standard and metre gauge railway.

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
		On 31st December 1897.	On 31st December 1898 (see also statement No. 32, Chapter IX).	On 31st December 1897.	On 31st December 1898.	On 31st	
						Europeans.	East Indians.
<b>METRE GAUGE.</b>							
<b>State lines worked by companies.</b>							
<b>XL</b>	<b>BENGAL AND NORTH-WESTERN—</b>						
	TIRHOOT SECTION . . . . .	827.35	938.08	143	154	114	118
	COMPANY'S SECTION . . . . .						
<b>XLIII</b>	<b>RAJPUTANA-MALWA . . . . .</b>	1,826.88	(a)1,838.44	286	(a)256	288	489
<b>XLIV</b>	<b>SOUTHERN MAHRATTA . . . . .</b>	1,552.64	(b)1,552.64	207	208	166	564
<b>XLVII</b>	<b>SOUTH INDIAN . . . . .</b>	1,108.88	1,094.12	165	163	107	618
<b>XLIX</b>	<b>ASSAM-BENGAL (c) . . . . .</b>	285.90	304.52	45	48	30	59
<b>L</b>	<b>BURMA (d) . . . . .</b>	897.00	936.12	150	154	117	416
<b>Assisted companies.</b>							
<b>LIV</b>	<b>DROGHDA . . . . .</b>	4.79	4.79	2	2	...	...
<b>LVI</b>	<b>ROHILKUND AND KUMAON (COMPANY'S SECTION).</b>	285.00	285.00	46	46	19	16
<b>LIX</b>	<b>BENGAL-DOOARS (e) . . . . .</b>	26.40	26.40	10	10	1	2
<b>LX</b>	<b>DIBRU-SADIYA . . . . .</b>	77.50	(f) 85.00	15	(f) 17	9	...
<b>Lines owned and worked by native states.</b>							
<b>LXXI</b>	<b>JODHPUR-BICKANEER . . . . .</b>	364.00	400.00	40	43	3	3
<b>LXXII</b>	<b>ODDYSPORE-CHITTOOR . . . . .</b>	(g)	60.88	(g)	7	(g)	(g)
<b>LXXIII</b>	<b>BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR</b>	438.97	465.18	57	64	36	28
<b>TOTAL METRE GAUGE .</b>		<b>7,757.75</b>	<b>7,988.09</b>	<b>1,146</b>	<b>1,172</b>	<b>990</b>	<b>3,308</b>
<b>TOTAL STANDARD AND METRE GAUGES .</b>		<b>20,561.36</b>	<b>21,450.48</b>	<b>2,987</b>	<b>3,114</b>	<b>4,787</b>	<b>6,888</b>

No. 40—concl'd.

(open lines only) on the 31st December 1898 as compared with the previous year—concl'd.

SERVANTS EMPLOYED.						Classification No.	REMARKS.
DECEMBER 1897.		ON 31st DECEMBER 1898.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
13,419	13,648	151	110	14,119	14,380	XL	
20,136	21,006	356	509	20,708	21,303	XLII	(a) Decrease due to the Odeypore-Chitor railway having been worked as an independent line from the 1st January 1898.
12,229	12,969	191	441	11,800	12,432	XLIV	(b) Including 0.33 mile (metre gauge) of the East Coast State railway worked over by this line.
12,013	12,738	105	630	11,916	12,651	XLVII	(c) Excluding the Gauhati-Jamuna Mukh section, 74.73 miles, temporarily closed from the 13th June 1897, on account of damages done by the recent earthquake.
3,231	3,370	24	60	3,302	3,395	XLIX	(d) Excluding Police, which is under the control of the Inspector General of Police, Burma.
8,687	9,220	121	398	9,124	9,643	L	
56	56	...	...	56	56	LIV	
2,235	2,270	26	14	2,311	2,351	LVII	
403	407	2	3	311	316	LIX	(e) Excluding Agency, Audit and Accounts.
722	731	9	...	775	784	LX	(f) Including the colliery branch.
1,356	1,361	3	2	1,495	1,500	LXXI	
(g)	(g)	2	1	312	315	LXXII	(g) Included with the Rajputana-Malwa railway which worked the line in 1897.
2,526	2,590	29	25	2,573	2,627	LXXIII	
77,073	80,366	1,049	2,202	78,802	82,053		
284,301	295,976	4,967	6,936	296,700	308,603		

2. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1898:

## STATEMENT No. 41.

Classification No.	RAILWAY.	Number of staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31st DECEMBER 1898.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	TOTAL.	
	<b>STANDARD GAUGE.</b>	No.	No.	No.	Rs.	Rs.	Rs.	Rs.	
	State lines worked by companies.		(a)	(a)	(b)	(b)	(b)		
I	EAST INDIAN . . . . .	7,328	6,101	7,328	(b)	(b)	(b)	1,01,29,700	(a) The number under "voluntary" represents subscribers over 5 per cent, and that under "compulsory" subscribers of 5 per cent. only. (b) Not shown separately.
II	BENGAL CENTRAL . . . . .	289	...	289	...	24,435	5,200	29,700	
III	BENGAL-NAGPUR . . . . .	1,472	81	1,472	14,907	2,40,340	1,07,820	3,63,167	
IV	INDIAN MIDLAND . . . . .	1,602	84	1,602	18,588	2,46,199	11,707	2,76,494	
	<b>TOTAL</b> . . . . .	10,591	5,266	10,501	(c)	(c)	(c)	1,08,99,262	(c) Excluding the East Indian railway.
	State lines worked by the State.								
XII	NORTH WESTERN . . . . .	5,685	288	5,683	58,496	17,18,392	15,48,133	23,20,021	
XIV	ODISHA AND ROHILKHAND . . . . .	1,536	100	1,525	23,400	4,11,749	2,96,978	7,21,127	
XV	EASTERN BENGAL (d) . . . . .	3,212	102	3,110	17,200	6,19,672	5,46,576	11,83,448	(d) Including the metre and special gauge sections of this railway.
XVII	EAST COAST . . . . .	916	20	916	6,263	1,02,930	68,692	1,77,885	
	<b>TOTAL</b> . . . . .	11,349	510	11,224	1,06,478	28,52,752	24,54,379	54,12,609	
	<b>TOTAL STANDARD GAUGE</b> . . . . .	21,940	5,776	21,825	(e)	(e)	(e)	1,63,11,851	
	<b>METRE GAUGE.</b>								
	State lines worked by companies.								
XI	BENGAL AND NORTH-WESTERN—								
	TEHROOF SECTION . . . . .	1,249	5	1,249	10,517	3,09,220	2,58,160	5,72,903	
	COMPANY'S SECTION . . . . .								
XIII	RAJPUTANA-MALWA . . . . .	3,048	227	3,045	78,053	9,08,930	8,24,240	18,06,823	
XLIV	SOUTHERN MAHRATTA . . . . .	2,922	...	2,922	...	5,28,008	2,04,718	7,33,524	(e) Including Rs. 98,631 on account of interest.
XLVII	SOUTH INDIAN . . . . .	2,025	16	2,009	4,585	3,23,619	1,85,001	5,13,265	
L	BURMA . . . . .	1,652	13	1,652	8,391	3,23,701	2,42,101	5,74,193	
	<b>TOTAL METRE GAUGE</b> . . . . .	10,836	261	10,877	97,149	23,04,282	17,00,269	42,00,720	
	<b>Collieries.</b>								
	UMARIA COLLIERIES . . . . .	18	1	17	150	6,308	1,872	(f) 8,825	(f) Excluding a sum of Rs. 1,185 on account of security at the credit of three depositors.
	WARORA COLLIERIES . . . . .	33	6	27	1,314	12,611	8,372	(g) 22,207	
	<b>TOTAL COLLIERIES</b> . . . . .	51	7	44	1,464	18,919	10,244	30,622	(g) Excluding a sum of Rs. 646 on account of security at the credit of two depositors.
	<b>GRAND TOTAL</b> . . . . .	32,887	6,044	32,746	(e)	(e)	(e)	2,05,48,103	



3. The following abstract gives the enrolled strength and the number of efficient in the several Railway Volunteer Corps. Railway Volunteer Corps on the 31st March 1899:

## STATEMENT No. 42.

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.			
I	East Indian railway . . .	(a) 1,047	60	165	1,096	1,923	21	15	...	Jamálpur.	(a) Including 270 non-railway employes.
III	Bengal-Nágpur railway—										
	<i>Bengal-Nágpur railway Volunteer Rifles</i> . . . . .	813	30	135	648	813	...	7	...	Nágpur.	
IV	Indian Midland railway—										
	<i>Midland Railway Volunteer Rifles</i> . . . . .	418	20	43	345	467	11	3	...	Jhánsi.	
XII	North Western State railway—										
	<i>3rd Punjab (North Western State Railway) Volunteer Rifles</i> . . . . .	1,181	48	118	1,015	1,181	...	10	2	Lahore.	
XIV	Oudh and Rohilkhand State railway—										
	<i>Oudh Volunteer Rifles</i> . . . . .	248	8	20	206	243	5	4	...	Lucknow.	
	<i>Oudh Volunteer Rifles (Reserve)</i> . . . . .	9	...	...	9	9	...	...	...	Lucknow.	
	<i>Rohilkhand Volunteer Rifles</i> . . . . .	80	2	15	72	80	...	1	...	Barcilly.	
	<i>Cawnpore Volunteer Rifles</i> . . . . .	1	...	...	1	1	...	...	...	Cawnpore.	
	<i>Oudh Light Horse</i> . . . . .	1	...	...	1	1	...	...	...	Lucknow.	
	Carried over . . . . .	4,707	108	504	3,995	4,667	40	40	2		

*Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1899—contd.*

STATEMENT No. 42—contd.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Number of Officers.	Number of Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward . . . . .	4,707	108	504	3,993	4,607	40	40	2		
XV	Eastern Bengal State railway—										
	Active . . . . .	(=) 519	20	70	425	516	14	3	...	Scaldah.	a) Including 45 non-railway employes.
	Reserve . . . . .	86	1	1	29	31	5	...	...	Rajbári.	
XIX	Great Indian Peninsula railway	1,020	27	144	839	1,010	10	10	4	Bombay.	
XX	Bombay, Baroda and Central India railway—										
	1st Battalion Bombay, Baroda and Central India Railway Volunteer Rifles . . . . .	653	21	111	513	649	5	5	1	Bombay.	
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles (Lusace). . . . .	40	...	5	34	39	1	...	...	Bombay.	
XXI	Madras railway . . . . .	925	29	96	796	921	31	0	...	Perambúr.	
XXXIII	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles . . . . .	168	4	27	134	165	3	1	..	Secunderabad.	
XI.	Bengal and North-Western railway (b)—										b) Including the Toot section.
	Gorakhpur Volunteer Rifles . . . . .	(c) 313	16	30	267	313	...	3	...	Sonepore.	(c) Including 26 non-railway employes.
	Gorakhpur Light Horse . . . . .	28	2	4	22	28	...	1	...	Gorakhpur.	
XLII	Rajputana-Mulwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . . . .	800	32	111	705	848	12	10	...	Ajmere.	
	Carried over . . . . .	9,319	323	1,113	7,779	9,205	121	62	7		

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1899—concl'd.

## STATEMENT No. 42—concl'd.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.			
	Brought forward . . . . .	9,329	323	1,103	7,779	9,205	124	82	7		
XLIV	Southern Mahratta railway . . . . .	672	23	70	577	670	2	6	...	Hubli.	
XLVII	South Indian railway— <i>South Indian railway Volunteer Rifle Corps . . . . .</i>	704	19	96	541	656	108	7	...	Trichinopoly.	
L	Burma railways . . . . .	628	8	77	513	628	30	9	2	Rangoon.	
LVII	Rohilkund and Kunjwar railway (Company's section)— <i>Rohilkund Volunteer Rifles . . . . .</i>	25	...	1	20	21	4	1	...	Bareilly.	
LXXIII	Bhānsagar-Gondal Junāgadh- Porbandar railway— <i>1st Battalion, Bombay, Bared and Central India Railway Volunteer Rifles "F" Com- pany . . . . .</i>	(a)69	1	13	53	67	2	1	...	Jetalsar.	(a) Including 10 non- railway employes.
LXXXIII	Darjeeling-Himalayan railway— <i>Northern Bengal Mounted Rifles "A" and "B" Troops</i>	16	1	2	13	16	...	1	...	Darjeeling.	
XCIV	Morvi railway. <i>1st Battalion Bombay, Bared and Central India Railway Volunteer Rifles, "F" Com- pany . . . . .</i>	2	...	...	2	2	...	...	...	Jetalsar.	
	TOTAL . . . . .	11,505	376	1,562	9,493	11,235	270	107	9		

4. Statement No. 43 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines), and the amount of compensation payments made during 1898 on account of thefts.

*Strength and cost of the police force on the standard and metre gauge railways (open*

Classification No.	Railway, including branch lines worked.	Subordinate officers.	Constables and men.	PORTION OF THE TOTAL AMOUNT	
				Supervision.	Constables and men.
		Average No.	Average No.	Rs.	Rs.
<b>STANDARD GAUGE.</b>					
<b>State lines worked by companies.</b>					
I	EAST INDIAN . . . . .	83	1,590	47,216	1,13,651
II	BENGAL CENTRAL (c) . . . . .	9	18	1,321	4,069
III	BENGAL-NAGPUR . . . . .	6	255	6,894	21,026
IV	INDIAN MIDLAND . . . . .	29	235	19,051	18,685
VI	GODHRA-RUTLAM-NAGDA . . . . .	7	53	1,018	6,125
<b>State lines worked by the State.</b>					
XII	NORTH WESTERN . . . . .	220	2,105	—	1,10,977
XIII	HYDRABAD-SHAHJAHANPUR . . . . .	1	28	—	2,258
XIV	CUTTACK AND ROHILKHAND . . . . .	—	407	(1) 298	27,382
XV	EASTERN BENGAL . . . . .	54	577	480	82,946
XVII	EAST COAST . . . . .	—	99	—	10,108
<b>Lines worked by guaranteed companies.</b>					
XIX	GREAT INDIAN PENINSULA . . . . .	21	991	84,720	95,694
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	50	398	18,253	33,767
XXI	MADRAS . . . . .	7	286	12,340	20,586
<b>Line owned by native state and worked by company.</b>					
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	29	177	8,606	23,203
<b>Line owned by native state and worked by State railway agency.</b>					
XXXVII	RAJPUTANA-CHANDERGHATA . . . . .	5	40	—	837
<b>METRE GAUGE.</b>					
<b>State lines worked by companies.</b>					
XL	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION . . . . .	}	5	6,120	27,405
	COMPANY'S SECTION (a) . . . . .				
XLII	RAJPUTANA-MALWA (d) . . . . .	144	656	89,200	62,807
XLIV	SOUTHERN MAHRATTA . . . . .	13	733	30,834	1,17,440
XLVII	SOUTH INDIAN . . . . .	—	216	—	(5) 43,194
XLIX	ASSAM-BENGAL . . . . .	1	108	2,146	7,810
L	BURMA . . . . .	63	405	—	—
<b>Assisted companies.</b>					
LVII	ROHILKHAND AND KUMAON (COMPANY'S SECTION) . . . . .	11	127	3,054	6,100
LIX	BENGAL DOOARS . . . . .	—	9	—	1,216
<b>Line owned and worked by native state.</b>					
LXXIII	BHAVNAGAR GONDAL-JUNAGAD-PORBANDAR . . . . .	25	143	—	—
<b>TOTAL STANDARD AND METRE GAUGES . . . . .</b>		<b>731</b>	<b>10,003</b>	<b>2,27,010</b>	<b>8,07,415</b>

No. 43.

lines) and the amount of compensation payments due to thefts for the year 1898.

COST BORNE BY THE RAILWAY.*		Cost of force to the railway per mean mile worked.	Compensation payments due to thefts or carelessness of police.	Compensation payments per 1,000 tons of goods moved during the year.	Classification No.	REMARKS.
Contingencies.	Total cost of force to the railway.					
Rs.	Rs.	Rs.	Rs.	Rs.		
24,956	1,85,822	96-47	19,660	3	I	
2,426	7,886	63-08	...	...	II	(a) Although for convenience classed amongst State railways, this line is the property of a company.
2,244	20,064	32-48	105	...	III	
4,067	41,803	42-81	...	...	IV	
273	8,116	67-50	478	2	VI	
10,317	1,21,124	87-35	1,000	...	XII	
...	2,258	88-32	...	...	XIII	
1,403	29,083	29-23	1,534	1	XIV	(b) Represents the pay of one clerk.
125	23,551	40-80	12,517	8	XV	
2,066	13,194	24-16	...	...	XVII	
9,419	(c) 1,29,823	93-75	7,349	3	XIX	(e) The cost shown against this railway represents 1/7th of the total cost of the police force.
4,563	51,583	111-92	3,369	2	XX	
5,161	28,067	44-41	3,328	3	XXI	
1,317	33,426	94-23	...	...	XXXIII	
...	837	7-75	...	...	XXXVII	
1,592	25,117	39-53	2,827	3	XL	
2,900	1,24,997	69-99	5,325	...	XLII	(d) Includes only the Mysore-Virangam section of the Gakwar's Mysore railway, as this is the only section on which the police force is paid by the railway.
18,976	(e) 1,67,250	107-47	860	1	XLIV	(e) Including the adjustment of Company's share of Mysore police charges from 12th August 1889 to 31st December 1894, Rs. 83,068.
...	43,194	39-28	1,460	2	XLVII	(f) Including Rs. 30,897, being cost of Government supervision.
876	10,832	37-20	...	...	XLIX	
...	87,268	93-20	2,014	2	L	
1,398	10,561	38-00	476	2	LVII	
54	1,370	34-89	...	...	LIX	
...	(g) 81,742	71-08	222	1	LXXIII	(g) Figures taken from the Revenue Accounts, which include Rs. 6,726 on account of railway magisterial charges.
95,443	12,48,878	62-95	62,524	1		

In the Revenue Accounts.

# CHAPTER XIII.

## Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways and the work obtained from each during the year 1898:

STATEMENT No. 41.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Number of locomotives on the lines on 31st December 1897.	Number added during 1898.	Average number of locomotives in use during 1898.	Total engine-milage.	Average milage per engine.	Average milage per engine per diem.	REMARKS.
	<b>STANDARD GAUGE.</b>							
	State lines worked by companies.							
I	EAST INDIAN . . . .	605	26	617	16,309,680	26,434	72.43	
II	BENGAL CENTRAL . . . .	23	...	23	438,417	19,928	54.00	
III	BENGAL-NAGPUR . . . .	118	...	109	2,152,143	19,744	54.09	
IV	INDIAN MIDLAND . . . .	125	...	125	2,161,212	17,220	47.37	
	State lines worked by the State.							
XII	NORTH WESTERN . . . .	622	18	595	11,972,246	20,122	55.13	
XIV	ODISH AND ROHILKHAND . . . .	166	3	160	2,134,100	19,623	53.77	
XV	EASTERN BENGAL . . . .	104	...	104	2,755,084	26,491	72.58	
XVII	EAST COAST . . . .	57	14	56	1,076,319	19,213	52.64	
	Lines worked by guaranteed companies.							
XIX	GREAT INDIAN PENINSULA . . . .	605	...	605	10,689,045	17,668	48.41	
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . .	162	20	169	2,242,560	19,238	52.71	
XXI	MADRAS . . . .	166	2	168	2,111,138	18,519	50.74	
	Line owned by native state and worked by company.							
XXXIII	THE NIZAM'S GUARANTEED STATE . . . .	50	...	50	1,071,696	21,434	58.72	

\* This represents the net addition, after allowing for the number of engines withdrawn during the year.

## STATEMENT No. 44—concl'd.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Number of locomotives on the line on 31st December 1897.	Number added during 1898.	Average number of locomotives in use during 1898.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	<b>METRE GAUGE.</b>							
	<b>State lines worked by companies.</b>							
<b>XL</b>	<b>BENGAL AND NORTH-WESTERN.</b>							
	Tierfoot section . . . . .	110	45	145	2,721,687	18,770	51.43	
	Company's section . . . . .							
<b>XLII</b>	<b>RAJPUTANA-MALWA . . . . .</b>	426	(a)—8	417	6,738,083	16,158	44.27	(a) Two added but ten withdrawn during 1898.
<b>XLIV</b>	<b>SOUTHERN MAHARAJA . . . . .</b>	(b) 220	...	183	3,001,175	16,400	44.93	(b) Includes the tender of one condemned engine.
<b>XLVII</b>	<b>SOUTH INDIAN . . . . .</b>	205	3	204	4,113,743	20,151	55.21	
<b>XLIX</b>	<b>ASSAM-BENGAL . . . . .</b>	53	...	36	595,251	15,535	42.56	
<b>L</b>	<b>BURMA . . . . .</b>	147	3	144	3,502,072	23,663	64.83	
	<b>State line worked by the State.</b>							
<b>LI</b>	<b>EASTERN BENGAL—</b>							
	NORTHERN AND BHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch) . . . . .	72	...	71	1,910,800	26,743	73.27	
	DACCA SECTION . . . . .	12	...	12	285,353	24,121	66.09	
	<b>Assisted company.</b>							
<b>LVII</b>	<b>ROHILKUND AND KUMAON</b>	27	...	26	610,208	23,470	64.80	
	<b>Lines owned and worked by native States</b>							
<b>LXXI</b>	<b>JODHPUR-BICKANEER . . . . .</b>	17	...	17	433,402	25,494	69.85	
<b>LXXIII</b>	<b>BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR . . . . .</b>	33	1	34	645,496	18,985	52.01	

2. Statement No. 45 on the four following pages shows the number of miles run by trains and vehicles during 1898.

## Number of miles travelled by trains and vehicles on the standard and metre

Classification No.	RAILWAY (INCLUDING LINES WORKED).	NUMBER OF TRAIN-MILES RUN.				
		Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.
	<b>STANDARD GAUGE.</b>	Miles.	Miles.	Miles.	Miles.	Miles.
	<b>State lines worked by companies.</b>					
I	EAST INDIAN . . . . .	5,267,442	8,674,781	4,373,559	18,315,828	7,343-26
II	BENGAL CENTRAL . . . . .	237,235	140,116	948,919	877,851	3,018-81
III	BENGAL-NAGPUR . . . . .	789,433	1,161,674	1,165,779	1,950,897	2,108-24
IV	INDIAN MIDLAND . . . . .	835,908	1,073,868	784,455	1,899,764	1,945-24
V	BHOPAL-ITÁRÍ (BRITISH SECTION) . . . . .	Worked by the Indian Midland railway.			—	—
VI	GODHRA-RUTLAN-NÁGDÁ . . . . .	Worked by the Bombay, Baroda and Central India railway			—	—
VII	WARDHA COAL . . . . .	} Worked by the Great Indian Peninsula railway			—	—
VIII	DHOND-MANMAD . . . . .				—	—
IX	BREWADA EXTENSION (EAST COAST STATE) . . . . .	Worked by the Nizam's Guaranteed State railway			—	—
X	WASHERMENTPET-ENKÚR SECTION (BREWADA-MADRAS) . . . . .	Worked by the Madras railway			—	—
	<b>TOTAL</b> . . . . .	7,140,008	11,050,236	6,672,712	18,190,236	—
	<b>State lines worked by the State.</b>					
XII	NORTH WESTERN . . . . .	4,197,204	6,399,891	4,064,108	10,597,095	3,108-26
XIII	HYDERABAD-SHADIPALLI . . . . .	Worked by the North Western State railway			—	—
XIV	OUDE AND BOHILKHAND . . . . .	1,238,888	1,421,398	1,369,769	2,660,256	2,905-80
XV	EASTERN BENGAL . . . . .	1,050,569	909,391	411,176	1,959,990	7,508-04
XVI	CALCUTTA POST COMMISSIONERS' . . . . .	Information not available			—	—
XVII	EAST COAST . . . . .	473,372	460,638	827,448	964,010	1,710-48
XVIII	ENKÚR-BREWADA SECTION (BREWADA-MADRAS) . . . . .	Worked by the East Coast State railway			—	—
	<b>TOTAL</b> . . . . .	6,960,048	9,191,308	6,663,514	16,151,351	—
	<b>Lines worked by guaranteed companies.</b>					
XIX	GREAT INDIAN PENINSULA . . . . .	4,188,774	5,260,649	749,256	9,449,483	6,336-23
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	1,234,791	1,523,344	454,789	2,780,025	4,212-98
XXI	MADRAS . . . . .	1,256,831	1,343,715	1,378,221	2,600,546	3,062-07
	<b>TOTAL</b> . . . . .	6,670,396	8,127,708	2,582,266	14,830,054	—
	<b>Assisted companies.</b>					
XXII	DELHI-UMBALLA-KALKA . . . . .	} Worked by the East Indian railway			—	—
XXIII	TARBEHUR . . . . .				—	—
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . . . . .	Worked by the North Western State railway			—	—
XXV	TÁPTI VALLEY . . . . .	Worked by the Bombay, Baroda and Central India railway			—	—
	<b>TOTAL</b> . . . . .	—	—	—	—	—
	<b>Lines owned by native states and worked by companies.</b>					
XXVIII	KHÁNGAON . . . . .	} Worked by the Great Indian Peninsula railway			—	—
XXIX	AMRÁOTI . . . . .				—	—
XXX	BÍNA-GOONA . . . . .	} Worked by the Indian Midland railway			—	—
XXXI	BHOPAL-UJJAIN . . . . .				—	—
XXXII	BHOPAL-ITÁRÍ (NATIVE STATE SECTION) . . . . .	Worked by the Indian Midland railway			—	—
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	224,899	723,532	460,586	948,451	2,678-91
XXXIV	NÁGDÁ-UJJAIN . . . . .	} Worked by the Bombay, Baroda and Central India railway			—	—
XXXV	THE GARHWAR'S PÉTLÁD . . . . .				—	—
XXXVI	KOLAR GOLD-FIELDS . . . . .	Worked by the Madras railway			—	—
	<b>TOTAL</b> . . . . .	224,899	723,532	460,586	948,451	—
	<b>Lines owned by native states and worked by state railway agency.</b>					
XXXVII	RÁJPURA-BHÁTINDÁ . . . . .	} Worked by the North Western State railway			—	—
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .				—	—
	<b>TOTAL</b> . . . . .	—	—	—	—	—
	<b>TOTAL STANDARD GAUGE</b> . . . . .	20,995,340	29,094,701	16,199,088	50,090,041	—



No. 45.

*gauge railways during the year ending with the 31st December 1898.*

NUMBER OF VEHICLE-MILES RUN.							Classification No.	REMARKS.
TOTAL MILEAGE OF HOME VEHICLES ON HOME AND FOREIGN LINES.			AVERAGE MILEAGE PER VEHICLE.					
Coaching.	Goods.	Total.	Coaching.		Goods.			
			During the year.	Per diem.	During the year.	Per diem.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
95,210,345	236,428,857	331,639,402	69,853.06	191.38	21,378.71	64.05	I	
3,501,871	1,993,800	5,495,677	34,332.00	94.06	6,140.64	16.82	II	
14,219,814	49,941,605	64,161,419	48,614.75	133.19	15,621.40	42.80	III	
13,701,168	27,295,452	40,996,620	36,831.10	100.91	13,256.65	36.32	IV	
...	...	...	...	...	...	...	V	
...	...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	VII	
...	...	...	...	...	...	...	VIII	
...	...	...	...	...	...	...	IX	
...	...	...	...	...	...	...	X	
126,633,398	315,659,750	442,293,118	...	...	...	...		
79,425,293	172,548,645	251,973,938	35,106.96	96.18	15,954.18	43.71	XII	
...	...	...	...	...	...	...	XIII	
22,149,673	61,912,632	84,061,305	37,350.21	102.33	17,427.81	47.75	XIV	
13,790,674	26,519,599	40,310,273	32,451.70	88.91	12,501.05	34.25	XV	
...	...	...	...	...	...	...	XVI	
8,279,325	8,831,692	17,071,017	20,180.68	82.69	6,219.50	17.04	XVII	
...	...	...	...	...	...	...	XVIII	
123,603,963	269,812,568	393,416,531	...	...	...	...		
54,312,061	106,496,796	160,808,857	47,809.91	130.99	13,625.49	37.33	XIX	
18,596,179	57,855,540	76,451,719	41,602.19	113.98	13,819.40	37.86	XX	
18,613,533	36,763,619	55,377,152	29,151.97	79.87	11,651.59	32.47	XXI	
91,511,773	201,115,755	292,627,528	...	...	...	...		
...	...	...	...	...	...	...	XXII	
...	...	...	...	...	...	...	XXIII	
...	...	...	...	...	...	...	XXIV	
...	...	...	...	...	...	...	XXV	
...	...	...	...	...	...	...	XXVIII	
...	...	...	...	...	...	...	XXIX	
...	...	...	...	...	...	...	XXX	
...	...	...	...	...	...	...	XXXI	
...	...	...	...	...	...	...	XXXII	
4,553,005	13,615,958	18,198,963	37,941.71	103.95	16,312.46	44.77	XXXIII	
...	...	...	...	...	...	...	XXXIV	
...	...	...	...	...	...	...	XXXV	
...	...	...	...	...	...	...	XXXVI	
4,553,007	13,615,958	18,198,963	...	...	...	...		
...	...	...	...	...	...	...	XXXVII	
...	...	...	...	...	...	...	XXXVIII	
...	...	...	...	...	...	...		
43,312,141	800,204,001	1,146,576,142	...	...	...	...		

## Number of miles travelled by trains and vehicles on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING LINES WORKED).	NUMBER OF TRAIN-MILES RUN.				
		Passenger (including proportion of mixed and light train-miles).	Goods (including proportion of mixed and light train-miles).	Mixed and light train-miles.	Total train-miles.	Number of train-miles per mean mile worked.
		Miles.	Miles.	Miles.	Miles.	Miles.
<b>METRE GAUGE.</b>						
<b>State lines worked by companies.</b>						
XL	BENGAL AND NORTH-WESTERN—(a)					
	TIMHOO SECTION . . . . .	1,191,101	1,267,725	1,472,264	2,658,926	2,596.01
	COMPANY'S SECTION . . . . .					
XLII	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	Worked by the Rohilkund and Kumaon railway (Company's section)				
XLIII	RAJPUTANA-MALWA . . . . .	2,135,229	3,736,369	2,627,523	5,861,698	3,204.71
XLIII	PALANPUR-DEERA . . . . .	Worked by the Rajputana-Malwa railway . . . . .				
XLIV	SOUTHERN MAHRATTA . . . . .	801,128	1,847,153	1,308,911	2,766,241	1,740.32
XLV	GUNTAKAL-MYSORE FRONTIER . . . . .	Worked by the Southern Mahratta railway . . . . .				
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	Worked by the Southern Mahratta railway . . . . .				
XLVII	SOUTH INDIAN . . . . .	1,940,487	1,548,861	1,237,112	3,490,286	2,132.50
XLVIII	MAYAVARAN-MUTUPET . . . . .	Worked by the South Indian railway . . . . .				
XLIX	ASHAN-BENGAL . . . . .	152,042	311,357	326,098	463,799	1,501.35
L	BURMA . . . . .	1,319,848	1,635,068	1,073,112	2,954,906	3,126.51
	<b>TOTAL</b>	7,619,915	10,346,493	8,911,054	17,966,368	...
<b>State line worked by the State.</b>						
LI	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kauria-Dharila, 2 6' gauge, branch)	647,629	884,611	734,046	1,551,640	2,201.12
	DACCA SECTION . . . . .	129,672	231,320	260,540	221,932	2,191.48
	<b>TOTAL</b>	777,301	977,531	994,586	1,773,572	...
<b>Assisted companies.</b>						
LIV	DEOCHUR . . . . .	...	...	...	(b) 15,360	3,296.64
LVI	MYMENSING-JAMALPUR-JAGGANATHGANJ	Worked by the Eastern Bengal State railway . . . . .				
LVII	ROHILKUND AND KUMAON . . . . .	171,168	325,653	380,497	506,921	1,923.58
LIX	BENGAL-DOOARS . . . . .	30,824	25,430	35,465	46,654	1,281.70
LX	DIBRU-SADIYA . . . . .	43,630	101,647	129,991	234,977	2,764.43
LXI	LEDO AND TIKAK-MARGHERITA COLLIERY	Worked by the Dibru Sadiya railway . . . . .				
LXII	AHMEDABAD-PARANTLI . . . . .	Worked by the Rajputana-Malwa railway . . . . .				
	<b>TOTAL</b>	2,53,372	553,130	546,373	869,812	...
<b>Lines owned by native states and worked by companies.</b>						
LXIV	THE GAJKWAN'S MEHSANA . . . . .	Worked by the Rajputana-Malwa railway . . . . .				
LXV	KOLHAPUR . . . . .	Worked by the Southern Mahratta railway . . . . .				
LXVI	YESVANIPUR-MYSORE FRONTIER . . . . .	Worked by the Southern Mahratta railway . . . . .				
LXVII	MYSORE-NANJANGUD . . . . .	Worked by the Southern Mahratta railway . . . . .				
	<b>TOTAL</b>	...	...	...	...	...
<b>Lines owned and worked by native states.</b>						
LXXI	JODHPUR-BICKANEER—					
	JODHPUR SECTION . . . . .	179,745	230,296	331,836	410,041	1,055.50
	BICKANEER SECTION . . . . .					
LXXII	ODDETPORE-CHITORE . . . . .	34,139	12,118	45,756	46,252	760.34
LXXIII	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR . . . . .	326,262	264,227	388,186	500,489	1,322.31
LXXIV	JETALSAR-BAJKOT . . . . .	Worked by the Bhavnagar Gondal-Junagad-Porbandar railway . . . . .				
LXXV	JAMNAGAR . . . . .	Worked by the Bhavnagar Gondal-Junagad-Porbandar railway . . . . .				
LXXVI	DHRANGADRA . . . . .	Worked by the Bhavnagar Gondal-Junagad-Porbandar railway . . . . .				
	<b>TOTAL</b>	540,146	506,636	765,778	1,046,782	...
<b>Foreign lines.</b>						
LXXVIII	WEST OF INDIA PORTUGUESE . . . . .	25,174	29,807	29,357	54,981	1,078.06
LXXIX	PONDICHERY . . . . .	Worked by the South Indian railway . . . . .				
LXXX	KARAIKAL-PERALAM . . . . .	Worked by the South Indian railway . . . . .				
	<b>TOTAL</b>	25,174	29,807	29,357	54,981	...
	<b>TOTAL METRE GAUGE</b>	9,197,608	12,413,567	11,257,127	21,626,535	...

No. 45—concl'd.

railways during the year ending with the 31st December 1998—concl'd.

NUMBER OF VEHICLE-MILES RUN.							Classification No.	REMARKS.
TOTAL MILEAGE OF HOME VEHICLES ON HOME AND FOREIGN LINES.			AVERAGE MILEAGE PER VEHICLE.					
Coaching.	Goods.	Total.	Coaching.		Goods.			
			During the year.	Per diem.	During the year.	Per diem.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
23,029,317	31,529,373	57,558,690	46,243'61	126'09	9,315'98	25'52	XL	(a) Including the Cawnpore-Burhwal railway (metre gauge link).
...	...	...	...	...	...	...	XLI	
47,015,556	113,328,155	160,343,711	35,189'18	96'41	16,224'97	44'45	XLII	
...	...	...	...	...	...	...	XLIII	
18,870,061	39,690,682	58,560,743	20,690'86	56'69	8,437'64	23'12	XLIV	
...	...	...	...	...	...	...	XLV	
...	...	...	...	...	...	...	XLVI	
36,619,013	29,906,016	66,525,029	40,196'50	110'13	8,995'59	24'65	XXLVII	
...	...	...	...	...	...	...	XLVIII	
4,793,615	7,665,906	12,459,521	37,139'80	101'81	8,378'04	22'95	XLIX	
32,634,537	45,336,227	77,970,764	53,475'44	146'45	13,754'05	37'68	L	
162,962,099	270,256,359	433,218,458	...	...	...	...		
12,872,475	15,210,607	28,083,082	37,371'90	104'03	11,351'02	31'10	LI	
2,410,259	1,718,037	4,128,296	35,974'01	98'56	5,770'40	15'81		
15,282,734	26,918,614	42,201,378	...	...	...	...		
Information not available.	...	...	...	...	...	...	LIV	(b) Cannot be apportioned between coaching and goods.
...	...	...	...	...	...	...	LVI	
4,565,245	8,367,389	12,932,634	76,232'10	99'27	11,171'41	30'61	LVII	
Information not available	...	...	...	...	...	...	LIX	
Information not available	...	...	...	...	...	...	LX	
...	...	...	...	...	...	...	LXI	
...	...	...	...	...	...	...	LXII	
4,565,245	8,367,389	12,932,634	...	...	...	...		
...	...	...	...	...	...	...	LXIV	
...	...	...	...	...	...	...	LXV	
...	...	...	...	...	...	...	LXVI	
...	...	...	...	...	...	...	LXVII	
...	...	...	...	...	...	...		
8,552,433	3,076,233	6,628,766	47,696'47	130'68	12,812'71	35'10	LXXI	
633,241	227,009	860,250	35,121'52	96'23	6,485'97	17'77	LXXII	
6,353,312	6,645,910	12,999,222	26,362'41	73'23	6,586'63	18'05	LXXIII	
...	...	...	...	...	...	...	LXXIV	
...	...	...	...	...	...	...	LXXV	
...	...	...	...	...	...	...	LXXVI	
10,539,016	9,949,272	20,488,288	...	...	...	...		
451,329	783,869	1,235,198	18,805'37	51'53	5,368'97	14'71	LXXVIII	
...	...	...	...	...	...	...	LXXIX	
...	...	...	...	...	...	...	LXXX	
451,329	783,869	1,235,198	...	...	...	...		
103,800,423	116,275,513	220,075,936	...	...	...	...		

## CHAPTER XIV.

### Flood damages.

The following paragraphs furnish a brief description of the principal floods which occurred during the year, and of the damage to the several railways concerned.

General remarks.

#### *East Indian Railway system (standard gauge).*

2. On the 15th September, while No. 55 up goods train was passing over bridge No. 74 at mile 227 (loop line), seven wagons in the centre of the train were badly derailed and telescoped, owing to the road on the embankment at the Delhi end of the bridge having subsided. The engine and five wagons passed over safely, but the train parted between the 6th and 7th wagons. The rolling-stock and permanent-way were considerably damaged.

#### *Indian Midland Railway system (standard gauge).*

3. Owing to the continuous rain which fell over the Saugor-Damoh extension, nearly 35 inches having been registered from the 28th June to the 17th July, the banks known as the "Khejra" at mile 209/210, and the "Patharia" between miles 21½ and 221, became so waterlogged, that the running of trains had to be stopped, the interruption lasting about a fortnight. Traffic was resumed on the 18th July.

On the 2nd August, the sides of the cutting at mile S 208/18 near Ganeshgunj station, known as the "Khejra" cutting, slipped in many places, causing the road to be blocked up to the 25th August.

#### *North Western State Railway system (standard gauge).*

4. On the 12th July, in consequence of heavy rain, the Mâri branch was breached in four places, i.e., at mile 816/16-17, between miles 816/15 and 819/5, at mile 820/15 and at mile 821/5; and the approach to the Jaba bridge between Mâri and Daud Khel was also washed away. Communication was restored by the 22nd July.

On the 24th July, the line at mile 433/5, beyond Mithri station, on the Sind-Pishin section, and at several points between miles 417/10 and 437/13 was breached in consequence of heavy rain. The breaches extended over a distance of about 20 miles. Three thousand feet of road at Dingra crossing station was shifted out of the centre line by the heavy rush of water and the ballast was nearly all washed away. Immediate steps were taken to repair the road, and this was finally effected on the 29th July.

#### *East Coast State Railway (standard gauge).*

5. On the 13th October, the line between Palasa and Bâruva stations, miles 345/10 and 351/17, was breached in several places on account of some large tanks on the east side of the line having burst during a cyclonic storm which prevailed along this length for two days. The bank and ballast on the north approach of the bridge, (1-6 foot arch), at mile 351/17 were washed away for a length of about 12 feet, and the engine and the whole of a down train were derailed, some of the rolling stock being damaged. After an interruption of two days, during which mails and passengers were transhipped, traffic was resumed on the 16th October.

On the 12th October, a down mixed train, after leaving Bâruva station, was completely derailed at a breach on the north side of a culvert at mile

351/17, caused by the bursting of several tanks. It would appear that the bogie wheels of the engine left the rails some 75 feet from the centre of the culvert, and in running over the sleepers probably threw the line out of gauge and caused the derailment. The rolling-stock was considerably damaged.

*Bombay, Baroda and Central India Railway system (standard gauge).*

6. On the 20th June, owing to very heavy rain, the line at mile 226, between Lákodrá and Miyágám stations, was damaged. No. 31 down goods train, after leaving Lákodrá station on arrival at mile 225—17 was stopped as the road was flooded to above the level of the rails. The engine and tender gradually sank into the bank to a depth of 5 feet below rail level; but the wagons remained on the rails. Shortly afterwards the bank was breached in five places. Through traffic communication was stopped up to the afternoon of the 21st June.

*The Nizam's Guaranteed State Railway system (standard gauge).*

7. Owing to heavy floods caused by the unusually severe monsoon, serious breaches occurred between Raigír and Gárla about the 24th or 25th July. Through communication was restored on the 29th July.

*Bengal and North-Western Railway system (metre gauge).*

8. Early in the month of September, there was a fall of about 34 inches of rain in the hills north of Champaran which caused exceptionally high floods throughout Tirhoot and much damage to the Tirhoot railway. In the Segowlie and Motiharee districts, they were over 2 feet higher than the highest floods of past years. When the floods were at their height a violent storm came on, which lasted for nearly three days, blowing down trees and causing a serious block in the telegraph lines.

On the 14th September, the engine of a ballast train, which was at work for the protection of the line from floods, while approaching Kánti station, fell through a breach at mile 77-10 where a 20-foot girder bridge had been undermined during the night. The driver, fireman and khalasi were drowned and the engine and tender were submerged.

*Southern Mahratta Railway system (metre gauge).*

9. On the 6th June, owing to heavy floods, the 20-foot girder bridge at mile 278,12-13, between Kurnool Road and Malkapuram stations, was seriously damaged.

On the same day, the central pier of the bridge (2 of 20-foot girder) at mile 279,10-11, between Kurnool Road and Malkapuram stations, was carried away, the girders being left hanging from the rails. Passengers, &c., were transhipped until through communication was restored on the 16th June.

On the same day, the embankment on the west side of the 20-foot girder bridge at mile 286/11, between Malkapuram and Rungapuram stations, was completely washed away for a length of twentyfour rails and that on the east side of the bridge for a length of four rails. Passengers, &c., were transhipped until the 9th June, on which date the line was made passable for trains.

*South Indian Railway system (metre gauge).*

10. From the 6th to the 12th November, floods in the Ponníar and Mullatar rivers caused their banks to be breached and the escaping water flooded the causeway between miles 105/10 and 106/1 and sub-merged the bridge (4 of 25 foot girder) at mile 104/8. The floods rose and fell during these days and traffic was interrupted at intervals. On the 1st December, the Ponníar coming down in flood again breached the north river bank which had been restored, and the escaping floods again sub-merged the girder bridge and the adjoining causeway to a depth of three feet, causing considerable damage. The traffic was interrupted for four days.

On the 30th November, the line was breached for 384 feet at mile B 307/10-12, between Venkatagiri and Vendode stations, and traffic was interrupted for five days.

*Assam-Bengal Railway (metre gauge).*

11. On the 29th August, two third class bogies, one brakevan, three covered goods wagons and five high-sided wagons of a down mixed train were derailed at mile 11-2 near Bhatyari station, probably owing to the road having been rendered defective by heavy rains on the previous days. The permanent-way and rolling-stock were considerably damaged.

*Burma Railways (metre gauge).*

12. Owing to very heavy local rains on the 7th and 8th August, the country between miles 660 and 667 (Rangoon-Mogoung section) was flooded, and the formation and ballast slightly damaged in several places. Through communication was restored on the 13th August. There was a heavy flood in the same district on the 7th September, and the double 10-foot opening at mile 661/10 was washed away. Traffic was carried on by transshipment until the 15th September, when through communication was resumed on a diversion.

On the 20th August, the railway bank was topped by the spill from the Sinthi river between miles 245½ and 246. There were still more extensive floods in the same district on the 2nd September, which affected the railway bank between miles 239 and 258. The line was blocked to traffic between miles 247 and 254 till the 4th September and between miles 254 and 262 until the 6th September.

On the 21st August, there were heavy floods between miles 355 and 357. The Kyoukse river overflowed its banks and flooded the whole of the surrounding country, the water crossing the railway bank at mile 355½ and causing a breach of 500 feet in length. Through communication was not restored until the 27th August. There was a second flood in the same district on the 9th September, and the railway bank was again breached at mile 355½ for a distance of 80 feet. Through communication was restored on the 11th September.

On the 24th September, the railway in the Thé Choung gorge was heavily breached and blocked by a series of slips in the banks and cuttings between miles 563/8 and 565/17. There had been continuous heavy rain in the district throughout the month, and an exceptionally heavy fall on the night of the 23rd, which resulted in serious damage to the earthwork and the outfalls of some of the culverts. No. 2 down passenger train was derailed at a slip of earth and boulders at mile 565/17 but without serious consequences. Traffic was completely interrupted till the 3rd October when it was resumed by transshipment over a mile and a half of line. Through communication was restored on the 21st October.

From the 26th to the 30th September, there were heavy floods in the Pyuntaza district. The Yayundy Choung which crosses the railway at mile 87/17 overflowed its banks on each side and the spill affected all the openings from mile 85 to mile 89. One wing wall of bridge No. 121 (mile 87/17) was washed away, bridge No. 122 (mile 88/5) was badly scoured, and bridge 123 (mile 89/4) was carried away. Traffic was interrupted for about 11 hours when through communication was restored.

*Dibru-Sadiya Railway (metre gauge).*

13. On the 6th, 10th and 18th August, the ghât line was flooded on account of heavy rains and a rise of the Brahmaputra river. The line was damaged in several places.

On the 25th August, considerable damage was done to the line and bridges by heavy rains. The main line was breached at mile 43 between Tingrai and Makum Junction; the abutment wall of the Tippuk bridge was carried away; the Bisocopi bridge was breached; and the line was washed out and breached at three culverts on the branch line. The temporary wooden bridge over

## CHAPTER XV.

### Accidents.

The following statement shows for each gauge separately, the number of persons killed and injured in connection with railway working during 1898, as compared with the previous year :

STATEMENT No. 46.

Year.	PASSENGERS.						SERVANTS.						OTHER PERSONS.						Total all classes.					
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		While passing over railways at level crossings.		Tree-passers.		Suicides.				Miscellaneous, not included in preceding items.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.
<b>Standard gauge.</b>																								
1898	6	59	69	124	25	199	15	68	127	267	169	340	31	7	269	69	66	6	2	11	201	112	256	367
Previous year	6	105	69	163	45	249	13	23	143	267	174	340	13	6	379	109	149	6	10	2	461	121	730	649
<b>Metro gauge.</b>																								
1898	—	3	17	23	17	61	3	26	68	71	64	67	5	3	116	69	19	—	6	4	149	69	229	267
Previous year	16	23	6	67	34	90	6	15	60	70	65	66	11	7	160	69	19	1	6	3	178	73	264	346
<b>Special gauges.</b>																								
1898	—	—	—	1	—	1	—	—	1	1	1	1	—	—	3	—	—	—	2	2	4	3	6	6
Previous year	—	—	—	—	—	—	—	—	1	3	1	3	1	1	3	1	—	—	—	—	3	4	4	7
<b>Total of all gauges.</b>																								
1898	6	66	69	138	69	264	23	68	176	300	197	371	36	9	436	139	66	6	11	19	463	176	619	709
Previous year	28	126	67	210	79	326	16	26	213	320	230	369	25	16	620	169	169	6	16	4	730	166	1,080	904

The following paragraphs give a brief account of the principal accidents which occurred during the year :

#### *East Indian Railway system (standard gauge).*

2. On the 21st January, while a down goods train was standing at Saktighar station, it was run into by another down goods train, owing to the latter train having been brought into the station against signals and at too high a speed. Two railway servants were injured and the rolling-stock and permanent-way were considerably damaged.

On the 19th February, while a down goods train was shunting at Memari station, another down goods train ran into it, and the engine of the latter train and the brake-van of the former were raised sufficiently high to strike the over-bridge, part of which was precipitated on to an up goods train standing at the up platform. The collision was held to be due to the driver of the second train running in against signals. The rolling-stock was considerably damaged.

On the 18th June, an up goods train, which had been shunted into the up siding at Jámtára station to enable the up Bombay mail train to pass, was signalled to come out, but the driver instead of doing so backed his train, and before he had discovered his mistake a low-sided truck next the brake-van, containing cases of heavy machinery, telescoped into the latter, and both vehicles were thrown down the bank. The guard was killed and the rolling-stock considerably damaged.

On the 23rd June, seven vehicles of the up Bombay mail train, when passing over points on entering the station at Raneegunge, ran off the line and five of them were overturned. The accident was supposed to be due to a defect in the permanent-way. The train also apparently ran over the facing points on a curve at a high speed. One passenger was killed and nine were injured, and the rolling-stock was considerably damaged.

On the 15th October, a mixed train was admitted on to the wrong line at Giridih station and collided with some loaded wagons standing on the line. Ten passengers were slightly injured.

*Bengal Central Railway (standard gauge).*

3. On the 4th January, a down mixed train collided with an up goods special train at mile 65, between Jhikargacha and Nábharan stations, owing to the former train having been allowed to leave Jhikargacha station on a false line clear and the latter train to leave Nábharan on a proceed order. Five railway servants were killed and one passenger and two servants injured. Considerable damage was done to the rolling-stock.

*North Western State Railway system (standard gauge).*

4. On the 9th March, a collision occurred between an up goods (while entering the Phillour yard) and a stone train already standing in the yard, through the carelessness of the traffic staff. Three railway servants were injured and both the engines and the rolling-stock were considerably damaged.

On the 25th April, an up mail train was admitted on to the down main line at Jhimpir station through the carelessness of the pointsman, and collided with a down goods train standing there. Four passengers were killed and six passengers and three railway servants injured, and the rolling-stock was considerably damaged.

On the 4th June, a down goods train, while entering Gilawála station against signals, collided with the coupled engines of an up goods train which were shunting in the yard, and the latter were hurled against a truck which was being hand shunted. Two coolies were killed and the rolling-stock and permanent-way were considerably damaged.

On the 19th November, when some vehicles of an up goods train were standing on the platform line at Jhelum station and its engine and four leading vehicles were detached and taken to the goods shed line, a down goods train was admitted on to the wrong line, and collided with the vehicles of the former train. The rolling-stock was considerably damaged.

On the 4th December, a down passenger train while entering Soháwa station yard was derailed near the facing points, which were not properly set. Three passengers and four railway servants were slightly injured, and the rolling-stock was considerably damaged.

On the 13th December, a down goods train was signalled through Hariah station on the main line over No. 2 points at the Malakwál end of the yard, with a view to backing it into the loop siding on which were standing some vehicles required to be attached to an up goods train. Just as it commenced backing into the loop it was run into, between the distant signal and the points, by the up goods train, which entered the yard at too high a speed and against signals, with the result that seven vehicles were derailed. The engines of both trains and the rolling-stock were considerably damaged.

*Oudh and Rohilkhand State Railway (standard gauge).*

5. On the 7th December, an up passenger train ran over a bullock-cart at the level-crossing at mile 295-9, between Rosa and Sháhjahánpur stations. The driver of the cart and the gateman were so seriously injured that they died shortly afterwards.



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

6. On the 15th January, at mile 81-2, between Jayrámpur and Chooadangah stations, on the Eastern section, a collision took place between an up mail train and the rear portion of an up goods train, the latter having come to a stand owing to the failure of its engine. No passengers were injured, but the driver of the mail train received slight injuries. The brake-van and eight wagons of the goods train were derailed and damaged, and the engine and a carriage attached to the mail train were also seriously damaged.

On the 9th March, at mile 253-17, between Forbesganj and Simraha stations, on the Behar section, eight loaded wagons attached to a down mixed train were badly derailed and telescoped, owing to the breakage of the leading axle of one of the vehicles. The rolling-stock and permanent-way were seriously damaged.

On the 3rd September, while an engine was proceeding by the up line from the 60th mile towards Bogoola station with a relief train, it collided near the north distant signal with another engine attached to an up goods train, due to carelessness on the part of the driver of the relief train. Two Europeans and two natives were injured in jumping from a truck.

On the 26th December, at Ichamutty bridge station, on the Eastern section, at mile 64-8, a down passenger train was passing from the double to the single line, north of the bridge, when, owing to a defect in the permanent-way, eight vehicles towards the rear of the train were derailed and dragged from the point of derailment to the centre of the bridge before the train was brought to a stand. The permanent-way and four carriages were damaged.

*Great Indian Peninsula Railway system (standard gauge).*

7. On the 28th March, an up goods train, which had left Jeúr station, was divided, as the driver was unable to take the whole load up an incline, and owing to the brakes of the rear portion not being fully applied, it ran back and collided with an up passenger train standing at the station. Three railway servants were injured, and the rolling-stock and permanent-way were considerably damaged.

On the 25th May, a down Nágpur mail train collided with some wagons when leaving Wardha station through the fault of the station staff. A postal department officer and a guard were slightly hurt, and the rolling stock and permanent-way were damaged.

On the 12th October, a collision took place between an up goods train and a down troop special train at Kadabgaon station. A railway servant was killed and the rolling-stock considerably damaged. The accident was due to the carelessness of the driver, guard and brakeman, who were prosecuted.

On the 7th December, a ballast train, while pushing back into Manmád station from mile 140, collided with some empty carriages standing on the main line, through the carelessness of the train staff. Five ballast coolies were slightly injured and the rolling-stock damaged.

On the 17th December, a down light engine ran into the rear portion of a down goods train at Khardi station through the negligence of the Atgaon station staff. A railway servant was injured and the rolling-stock considerably damaged.

*Madras Railway system (standard gauge).*

8. On the 18th April, a mail train while entering Jalarpet station, was admitted into the second instead of the main line and collided with some standing vehicles. A postal official and seven passengers were injured and the rolling-stock damaged.

*Rajputana-Malwa Railway system (metre gauge).*

9. On the 29th January, the engine and thirteen vehicles of a down goods train were derailed at mile 415-7 (a diversion) between Mori and Erinpura Road stations through a defect in the line. The driver was thrown from the engine

and his fireman and khallasis jumped off, but beyond receiving a shaking, they all escaped injury. The thirteen vehicles were more or less and the permanent-way extensively damaged.

*Southern Mahratta Railway system (metre gauge).*

10. On the 1st March, an up mixed train instead of entering the second line at Munirabad station, ran on to the third line, owing to the points being wrongly set, and collided with some wagons standing on that line, causing two of the vehicles to leave the rails. The rolling-stock and permanent-way were damaged.

On the 4th October, nineteen vehicles on a down goods train were derailed at mile 73-22, between Amargol and Hubli stations, owing to the breakage of the trailing axle of a wagon, due to a flaw in the metal. A railway servant was injured and the rolling-stock and permanent-way were considerably damaged.

*South Indian Railway (metre gauge).*

11. On the 27th March, owing to carelessness on the part of the traffic staff at Tiruverumbúr station, a mail train was allowed into the through siding and collided with another train standing there, causing damage to the rolling-stock.

On the 6th September, when a mixed train was running between Kátpadi and Vellore stations, the four wheels of a third class carriage and the two leading wheels of the brake-van were derailed about 11 posts north of the Palar bridge at mile G 194-14, and were dragged for three-fourths of a mile before the train was stopped. The derailed vehicles kept on the cross sleepers and crossed the Palar bridge and also an open bridge of two spans of 40 feet, a few yards beyond the Palar bridge. The permanent-way was damaged.

On the 1st October, the front and rear axles of a covered goods wagon attached to a goods special train became fractured at mile 236-0, between Tiruverumbúr and Búdalúr stations. The truck was dragged to mile 231-16, where the two wheels parted entirely from the axle and dropped into the bed of the river at this mileage, causing derailment of other trucks with damage to the permanent-way.

On the 12th October, the brake-van and two covered goods wagons attached to a goods train were derailed and capsized at mile 288-9-10, between Vaiyampatti and Ayyalúr stations. The train parted in consequence and ran on for more than half a mile before it stopped. The permanent-way was seriously damaged.

On the 5th November, when a mixed train was running between Ammayanáyakkanúr and Sólavandan stations, twelve covered goods wagons and one powder van capsized and one third class carriage was derailed at mile 329-10-12. The permanent-way and rolling-stock were seriously damaged.

On the 23rd November, owing to points not being properly set, a passenger train ran into the through siding at Búdalúr station and collided with the engine of a goods train which was standing there, derailing two trucks and damaging eleven others of the goods train and eight vehicles of the passenger train.

*Assam-Bengal Railway (metre gauge).*

12. On the 20th January, the engine and six vehicles of a down mixed train were derailed when entering Nangalkot station, shortly after passing the crossing, due either to the high speed of the train or to the fracture of a rail. The driver was injured and the rolling-stock and permanent-way were considerably damaged.

*Burma Railways (metre gauge).*

13. On the 29th January, a down and an up goods train collided at mile 13-15, between Ledaunggan and Togyauungale stations. The rolling-stock was considerably damaged.

On the 23rd July, the driver of a down local train, on approaching Kemmendine station, observed a pointsman run from the direction of the goods yard and catch hold of the lever handle of the outer facing points. Immediately after

this, both the engines and three leading coaching vehicles were derailed. The second fireman of the leading engine was pinned between the tender and boiler and received serious injuries from which he subsequently died. The rolling-stock was considerably damaged.

*Dibru-Sadiya Railway (metre gauge).*

14. On the 27th July, a collision occurred between a down goods train and a down mixed train at mile 51, between Digboi and Tingrai stations, causing the derailment of the engine and some vehicles. The guard of the mixed train did not protect the rear of his train, and the down goods train was allowed to follow after an interval of ten minutes. Eight passengers and the fireman were injured and the brake-van and two vehicles considerably damaged.

*Bhavnagar-Gondal-Jundgad-Porbandar Railway system (metre gauge).*

15. On the 14th January, an up mixed train while entering Jám Jodhpur station, collided with a ballast train which was shunting off the main line into a siding, with the result that four ballast wagons were derailed. Three children of ballast coolies were killed and two coolies injured. Two wagons fell over into an open culvert and a third partly hung over it. The accident occurred during a fog.

*Total number of accidents to trains, rolling-stock, etc.*

16. Statement No. 47 shows the total number of accidents to trains, rolling-stock, permanent-way, etc., during 1898, and the casualties resulting therefrom, as compared with the preceding year, the results for each gauge being shown separately.

17. The statistical results for the year under review are summarised in the following table:

Particulars.	1898.				PREVIOUS YEAR.			
	Standard.*	Metra.†	Special.	Total.	Standard.*	Metra.†	Special.	Total.
Mean mileage worked . . Miles	72,628	8,548	288	21,273	21,244	8,280	278	20,473
Train-mileage run . . Miles	80,080,041	21,488,478	688,788	72,257,307	67,128,282	21,742,081	688,888	69,558,251
Number of passengers carried . No.	64,780,798	63,214,788	2,188,708	128,226,294	64,897,678	62,122,218	688,288	127,708,184
Number of passenger units carried one mile . . . No.	8,200,998,028	7,288,372,881	24,000,978	15,491,371,887	8,221,880,544	7,878,888,228	24,488,000	16,105,256,780
Number of accidents per 100,000 train-miles run . . . No.	7	9	24	7	6	9	19	7
Proportion of passengers killed by accidents to trains (vide statement No. 46) to number carried . . . No.	1 in 18,128,788	—	—	1 in 28,272,848	1 in 18,788,248	1 in 8,648,770	—	1 in 6,848,277
Proportion of passengers injured by accidents to trains (vide statement No. 46) to number carried . . . No.	1 in 1,008,288	1 in 6,664,248	—	1 in 2,208,288	1 in 810,288	1 in 2,207,687	—	1 in 1,178,708
Proportion of passengers killed from all causes (vide statement No. 46) to number carried . . . No.	1 in 1,880,788	1 in 2,128,188	—	1 in 2,208,288	1 in 1,718,688	1 in 2,207,188	—	1 in 1,908,688
Proportion of passengers injured from all causes (vide statement No. 46) to number carried . . . No.	1 in 808,288	1 in 874,012	1 in 2,188,708	1 in 688,281	1 in 281,681	1 in 612,681	—	1 in 448,618
Proportion of passengers killed and injured from all causes (vide statement No. 46) to number carried . . . No.	1 in 288,681	1 in 688,288	1 in 2,188,708	1 in 671,217	1 in 812,288	1 in 682,617	—	1 in 381,188
Proportion of passengers killed and injured from all causes (vide statement No. 46) to number of passenger units carried one mile . . . No.	1 in 18,987,288	1 in 24,212,488	1 in 24,000,978	1 in 18,022,787	1 in 12,842,688	1 in 17,241,188	—	1 in 14,204,687

\* Excluding the Calcutta Port Commissioners' railway.

† Excluding the West of India Portuguese, Pondicherry and Karaikal-Peralam railways.

‡ Excluding the Cawnpore-Burhwal (metre gauge) line.

§ Excluding the Howrah-Amra, Howrah-Sheekhalla, and Tespur-Balpara railways.

It will be noticed that there were 7 accidents for every 100,000 train-miles run, being the same as in the previous year.

As compared with the previous year, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in  $25\frac{1}{2}$  millions against 1 in  $6\frac{3}{4}$  millions in the previous year. The proportion of passengers injured to the number of passengers booked was 1 in  $2\frac{1}{2}$  millions against 1 in 1 million.

The proportion of passengers killed from all causes to the number of passengers booked was 1 in  $2\frac{1}{4}$  millions against 1 in 2 millions. The proportion of passengers injured to the number of passengers booked was 1 in 699,351 against 1 in 445,616.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked, was 1 in 471,317 against 1 in 361,194. The proportion of total casualties to the number of passenger units carried one mile was 1 in 18 millions against 1 in  $14\frac{1}{2}$  millions.

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Accidents to trains, rolling-stock, permanent-way, etc., on railways open for

Classification.	STANDARD GAUGE.											METRE.									
	Previous year.			1898.								Previous year.			1898.		Number of passengers and others.				
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Number.		Number of passengers and others.		Number of servants.		Total all classes.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Number.		Number of passengers and others.				
				Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Other accidents.	Total.		Killed.	Injured.		
1. Collisions between passenger trains or parts of passenger trains . . .	3	-	3	1	2	4	1	3	-	-	3	4	-	4	-	-	-	-			
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line . . .	22	9	31	12	13	25	4	23	6	14	10	37	4	3	7	7	5	12	-	8	
3. Collisions between goods trains or parts of goods trains . . .	13	29	42	11	47	58	-	-	3	13	3	13	3	9	12	3	17	-	-	-	
4. Collisions between light engines . . .	1	21	22	2	15	17	-	-	-	2	-	2	-	4	4	2	9	11	-	-	
5. Passenger trains or parts of passenger trains leaving the rails . . .	14	23	37	12	26	38	1	13	-	-	1	13	35	15	50	28	13	41	-	-	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . .	5	96	101	3	156	159	-	-	1	-	1	-	4	73	77	4	70	74	-	-	
7. Trains or engines travelling in the wrong direction through points . . .	7	83	90	2	72	74	-	7	-	-	-	7	6	36	42	12	25	37	-	-	
8. Trains running into stations or sidings at too high a speed . . .	2	9	11	-	5	5	-	-	-	-	-	-	1	6	7	1	12	13	-	-	
9. Trains running over cattle on the line . . .	3	1,236	1,239	3	1,234	1,236	(a)	1	-	-	1	-	10	1,113	1,123	3	1,033	1,038	-	-	
10. Trains running over obstructions on the line . . .	9	72	81	11	68	79	(b)	(b)	3	-	5	6	13	56	69	4	54	58	(c)	1	
11. Trains running through gates at level-crossing . . .	1	34	35	1	44	45	(a)	1	-	-	-	(a)	3	15	18	1	8	9	-	-	
12. The bursting of boilers of engines . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12(a) The bursting of tubes, etc., of engines . . .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13. The failure of machinery, springs, etc., of engines . . .	-	149	149	-	279	279	-	-	-	1	-	1	-	33	33	-	64	64	-	-	
14. The failure of tyres . . .	-	419	419	2	502	504	-	-	-	-	-	-	-	135	135	3	113	116	-	-	
15. Ditto of wheels . . .	-	11	11	-	4	4	-	-	-	-	-	-	3	6	10	1	15	16	-	-	
16. Ditto of axles . . .	1	8	9	-	2	2	-	-	-	-	-	-	-	-	-	1	1	2	-	-	
17. Ditto of brake apparatus . . .	1	8	9	-	17	17	-	-	-	-	-	-	14	49	63	3	45	53	-	-	
18. Ditto of couplings . . .	-	1	1	-	2	2	-	-	-	-	-	-	-	1	1	-	-	-	-	-	
19. Ditto of tunnels, bridges, viaducts, culverts, etc. . .	-	75	75	-	160	160	-	-	-	-	-	-	5	126	131	6	119	125	-	-	
20. Broken rails . . .	-	1	1	-	3	3	-	-	-	-	-	-	1	-	1	2	-	3	-	-	
21. The flooding of portions of permanent-way . . .	-	51	51	-	45	45	-	-	-	-	-	-	-	43	43	6	33	39	-	-	
22. Slips in cuttings or embankments . . .	10	35	45	8	41	49	-	-	-	-	-	-	7	57	64	22	49	71	-	-	
23. Fire in trains . . .	-	13	13	3	25	27	-	-	1	3	1	3	-	11	11	2	6	8	-	-	
24. Fire at stations, or involving injury to bridges or viaducts . . .	4	84	88	3	111	114	1	5	-	-	1	3	-	34	34	-	53	53	-	-	
25. Other accidents . . .	-	32	32	2	35	37	(b)	2	-	-	-	2	1	22	23	7	17	24	(b)	(a)	
Total for the twelve months ending with the 31st December 1898 . . .	3	172	175	3	333	336	-	7	1	9	1	16	6	56	62	10	95	105	-	-	
Previous year . . .	-	-	-	77	3,242	3,319	(c)	(d)	9	67	15	46	24	118	-	-	144	1,844	1,938	(b)	(f)
	-	-	-	99	2,671	2,770	(e)	(e)	11	110	13	23	24	133	-	-	119	1,604	2,033	16	29

(a) Not a passenger.  
 (b) Not passengers.  
 (c) Of these, 3 were not passengers.  
 (d) Of these, 9 were not passengers.

(e) Of these, 5 were not passengers.  
 (f) Of these, 1 was not a passenger.  
 (g) Of these, 6 were not passengers.  
 (h) Of these, 2 were not passengers.

(i) Of these, 7 were not passengers.  
 (j) Of these, 12 were not passengers.

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traffic, and the casualties resulting therefrom during the year ending with the 31st December 1898.

GAUGE.				SPECIAL GAUGES.										TOTAL ALL GAUGES.										Classification number.
Number of servants.		Total all classes.		Previous year.		1898.						Previous year.		1898.										
Killed.	Injured.	Killed.	Injured.	Number.	Number of passengers and others.	Number of servants.		Total all classes.		Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.							
						Killed.	Injured.	Killed.	Injured.									Killed.	Injured.	Killed.	Injured.			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.								
..	..	..	..	..	..	..	..	..	..	7	..	7	1	3	4	..	3	..	..	..	3	1		
3	3	3	11	..	..	..	..	..	..	26	12	38	19	18	37	4	31	9	17	13	48	2		
..	..	..	..	..	..	..	..	..	..	16	38	54	23	52	75	..	..	3	13	3	13	3		
..	..	..	..	..	..	..	..	..	..	1	25	26	4	24	28	..	..	..	2	..	2	4		
1	1	1	1	25	3	28	20	8	28	74	41	115	60	47	107	1	13	1	5	2	18	5		
..	..	..	..	..	6	6	..	8	8	9	175	184	7	234	241	..	..	1	..	1	..	6		
..	..	..	..	..	..	..	..	1	1	13	119	132	14	98	112	..	7	..	..	..	7	7		
..	..	..	..	..	..	..	..	..	..	3	15	18	1	17	18	..	..	..	..	..	..	8		
..	1	..	1	25	25	..	29	29	..	13	2,374	2,387	7	2,296	2,303	1	(a)	..	..	1	1	9		
..	1	1	1	1	3	4	..	6	6	23	131	154	15	128	143	3	(b)	(b)	3	1	6	10		
..	1	..	1	..	..	..	..	..	..	4	49	53	2	52	54	..	(a)	1	..	1	..	11		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12		
..	..	..	..	..	2	2	..	1	1	..	184	184	..	344	344	..	..	..	1	..	1	12 (a)		
..	..	..	..	..	12	12	1	3	4	..	566	566	6	618	624	..	..	..	..	..	..	13		
..	..	..	..	..	..	..	..	1	1	..	2	19	1	20	21	..	..	..	..	..	..	14		
..	..	..	..	..	2	2	..	..	..	1	10	11	1	3	4	..	..	..	..	..	..	15		
..	1	..	1	1	3	4	..	..	..	16	59	75	8	62	70	..	..	..	1	..	1	16		
..	..	..	..	..	..	..	..	..	..	..	2	2	..	2	2	..	..	..	..	..	..	17		
1	1	1	1	..	..	..	..	4	4	5	201	206	6	283	289	..	..	1	1	1	1	18		
..	..	..	..	..	..	..	..	..	..	1	1	2	2	3	5	..	..	..	..	..	..	19		
..	..	..	..	..	1	1	..	..	..	..	95	95	6	78	84	..	..	..	..	..	..	20		
3	..	3	..	3	4	7	8	7	10	20	96	116	33	97	130	..	..	3	..	3	..	21		
..	..	..	..	..	1	1	..	1	1	..	25	25	4	32	36	..	..	1	3	1	3	22		
..	..	..	..	..	1	1	2	..	..	5	119	124	3	164	167	1	5	..	..	1	5	23		
..	..	2	1	..	1	1	..	..	..	1	55	56	9	52	61	(b)	(b)	3	..	..	2	24		
..	7	..	7	..	1	1	1	4	5	9	229	238	14	432	446	(a)	(h)	9	1	16	2	25		
8	16	11	25	..	..	..	25	73	98	(a)	1	(b)	2	..	..	(i)	(j)	23	62	36	140	..		
5	15	21	44	..	..	..	31	65	96	(h)	2	(a)	1	..	..	(i)	(j)	18	38	47	178	..		

SIMLA ;  
The 1st June 1899.

A. BRERETON,  
Director of Railway Traffic and Statistics.

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Statement showing the gauge and classification of railways and the lengths

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILES		
				At the end of 1897-98 as shown in the last report.	Sanctioned during 1898-99. (Appendix B.)	Corrections of mileage.
<b>STANDARD GAUGE.</b>				Miles.	Miles.	Miles.
<b>State lines worked by companies.</b>						
I	EAST INDIAN . . . . .	East India Railway Company.	15th Aug. 1854 .	1,985-46	...	-3-60
II	BENGAL CENTRAL (c) . . . . .	Bengal Central Railway Company.	16th Oct. 1883 .	121-01	...	...
III	BENGAL-NAGPUR . . . . .	Bengal-Nagpur Railway Company.	6th April 1880 .	1,23-38	(b) 8-00	+0-08
IV	INDIAN MIDLAND . . . . .	Indian Midland Railway Company.	1st April 1896 .	795-43	...	+0-18
V	BHOPAL-ISÁMI (BRITISH SECTION) . . . . .	Indian Midland Railway Company.	1st June 1883 .	13-11	...	...
VI	GODHRA-MUTLAM-NAGDÁ . . . . .	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893 .	140-91	...	+0-23
VII	WARDHA COAL . . . . .	Great Indian Peninsula Railway Company.	1st Feb. 1874 .	44-88	...	...
VIII	DHOND-MANMÁD . . . . .	Great Indian Peninsula Railway Company.	18th Mar. 1878 .	145-44	...	...
IX	BELWADA EXTENSION (EAST COAST STATE) (c).	Nizam's Guaranteed State Railways Company.	10th Feb. 1889 .	30-68	...	...
X	WASHKHEPPEK-KENGA SECTION (BELWADA-MADRAS).	Madras Railway Company.	22nd Feb. 1896 .	8-45	...	...
XI	AGRA-DELHI CHORD (b) . . . . .	.....	.....	...	121-16	...
	<b>TOTAL</b> . . . . .	.....	.....	4,500-18	129-10	-3-20
<b>State lines worked by the State.</b>						
XII	NORTH WESTERN . . . . .	North Western State Railway.	13th May 1861 .	3,007-33	...	+0-03
XIII	HYDERABAD-SHAHAPALLI . . . . .	North Western State Railway.	18th Aug. 1892 .	54-91	...	...
XIV	OUDE AND ROHILKHAND . . . . .	Oude and Rohilkhand State Railway.	23rd April 1867 .	1,036-06	...	-0-25
XV	EASTERN BENGAL . . . . .	Eastern Bengal State Railway.	2nd Jan. 1863 .	275-88	...	...
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	Port Trust, Calcutta .	1st Nov. 1874 .	8-53	...	...
XVII	EAST COAST . . . . .	East Coast State Railway.	30th Feb. 1893 .	(d) 543-23	...	-0-04
XVIII	KENGA BELWADA SECTION (BELWADA-MADRAS).	East Coast State Railway.	1st Nov. 1898 .	229-86	...	(e) +23-03 +0-03
	<b>TOTAL</b> . . . . .	.....	.....	5,163-78	...	+24-56
<b>Lines worked by guaranteed companies.</b>						
XIX	GREAT INDIAN PENINSULA . . . . .	Great Indian Peninsula Railway Company.	18th April 1853 .	1,359-36	...	-2-24
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	Bombay, Baroda and Central India Railway Company.	10th Feb. 1890 .	480-90	...	...
XXI	MADRAS . . . . .	Madras Railway Company	1st July 1856 .	803-58	...	+0-71
	<b>TOTAL</b> . . . . .	.....	.....	2,732-84	...	-1-53
<b>Assisted companies.</b>						
XXII	DELHI-UMBALLA-KALKA . . . . .	East India Railway Company.	1st Mar. 1861 .	163-24	...	-0-01
XXIII	TANKESBUR . . . . .	East India Railway Company.	1st Jan. 1865 .	22-23	...	...
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . . . . .	North Western State Railway.	10th Nov. 1897 .	425-59	...	-1-63
XXV	TÁPTI VALLEY . . . . .	Bombay, Baroda and Central India Railway Company.	18th Dec. 1898 .	156-40	...	-0-16
XXVI	SOUTH BHAR (LUCKNESHAI-GYA) . . . . .	Being constructed by the East India Railway Company.	.....	79-00	...	-0-17
XXVII	HARDWAR-DEHRA . . . . .	Being constructed by State agency.	.....	87-01	...	+0-04
	<b>TOTAL</b> . . . . .	.....	.....	877-47	...	-1-91
	<b>Carried over</b> . . . . .	.....	.....	18,264-24	129-16	+17-09



A.

## lines sanctioned and open for traffic on the 31st March 1899.

A.M.	OPEN MILEAGE.				Length remaining to be finished (Appendix F)	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1898-99.	On the 31st March 1899 as shown in the last report.	Open during 1898-99 (Appendix C)	Corrections of mileage.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,981-87	1,706-09	5-61	+1-55	1,712-25	269-62	474-25	I	
125-01	125-01	...	...	125-01	...	...	II	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
1,228-91	860-88	823-58	...	1,184-41	44-50	...	III	(b) Commencement of work not yet authorized.
795-56	727-39	68-21	-0-04	795-56	...	...	IV	
18-11	18-11	...	...	18-11	...	...	V	
141-14	140-91	...	+0-23	141-14	...	...	VI	
44-88	44-88	...	...	44-88	...	...	VII	
145-44	145-44	...	...	145-44	...	...	VIII	
20-58	20-58	...	...	20-58	...	...	IX	(c) Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Mysore Guaranteed State Railways Company.
8-45	8-45	...	...	8-45	...	...	X	
121-16	...	...	...	...	121-16	...	XI	
4,626-11	3,791-74	397-35	+1-74	4,190-83	435-28	474-25		
3,007-94	2,817-02	...	+0-62	2,817-64	190-30	170-49	XII	
58-91	58-91	...	...	58-91	...	...	XIII	
1,037-81	812-37	183-29	...	950-76	87-05	...	XIV	
275-88	253-40	9-49	...	262-98	12-90	112-21	XV	
8-53	8-53	...	...	8-53	...	...	XVI	
(d) 545-17	(d) 538-78	1-84	...	(d) 540-62	4-55	...	XVII	(d) Including 2-66 miles (mixed gauge), and 0-33 mile (metre gauge).
254-10	...	230-4	(-)+23-62	254-10	...	...	XVIII	(e) Gudur-Nellore section of the South Indian railway converted to the standard gauge.
5,158-34	4,439-10	380-20	+24-24	4,893-54	294-80	282-70		
1,357-12	1,298-00	...	...	1,288-00	69-12	461-92	XIX	
460-90	460-00	...	...	460-90	...	131-11	XX	
903-29	830-23	...	...	839-23	64-06	42-41	XXI	
2,721-31	2,588-13	...	...	2,588-13	133-18	635-44		
162-23	162-24	...	-0-01	162-23	...	...	XXII	
22-23	22-23	...	...	22-23	...	...	XXIII	
423-97	399-80	23-38	...	423-18	0-79	...	XXIV	
156-25	...	85-91	...	35-91	120-34	...	XXV	
78-83	...	...	...	...	78-83	...	XXVI	Under construction.
32-05	...	...	...	...	32-05	...	XXVII	Under construction.
875-56	584-27	59-39	-0-01	1,643-55	232-01	...		
12,411-32	11,453-24	836-84	+25-97	12,316-05	1,095-27	1,392-39		

## Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILES		
				At the end of 1897-98 as shown in the last report.	Sanctioned during 1898-99. (Appendix E.)	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward . . . . .	... .	...	12,264.24	129.16	+17.92
	<b>STANDARD GAUGE—concl'd.</b>					
	Lines owned by native states and worked by companies.					
XXVIII	KHARSAON . . . . .	Great Indian Peninsula Railway Company.	4th March 1870 .	7.55	...	...
XXIX	ANDHRA . . . . .	Great Indian Peninsula Railway Company.	10th Feb. 1871 .	5.44	...	...
XXX	BINA-GOONA . . . . .	Indian Midland Railway Company.	1st May 1895 .	147.74	...	-2.37
XXXI	BHOPAL-UJJAIN . . . . .	Indian Midland Railway Company.	11th Nov. 1895 .	118.52	...	...
XXXII	BHOPAL-ITANKI (NATIVE STATE SECTION) .	Indian Midland Railway Company.	10th Nov. 1894 .	44.29	...	...
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 .	222.22	...	-2.19
XXXIV	NAGDA-UJJAIN . . . . .	Bombay, Baroda and Central India Railway Company.	15th July 1896 .	24.67	...	-0.25
XXXV	THE GARHWAN'S PTELAD . . . . .	Bombay, Baroda and Central India Railway Company.	5th May 1890 .	12.25	...	...
XXXVI	KOLAR GOLD-FIELDS . . . . .	Madras Railway Company	1st June 1894 .	10.00	...	...
	TOTAL . . . . .	.....	.....	708.87	...	-4.91
	Lines owned by native states and worked by state railway agency.					
XXXVII	RAMPURA-BRATINDA . . . . .	North Western State Railway.	1st Nov. 1884 .	107.94	...	...
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION) (a). . . . .	North Western State Railway.	15th Mar. 1890 .	15.92	...	...
XXXIX	LUDHIANA-DEHRI-JALHAL (b) . . . . .	.....	.....	80.22	...	...
	TOTAL . . . . .	.....	.....	104.18	...	...
	<b>Total standard gauge . . . . .</b>	.....	.....	<b>14,177.29</b>	<b>129.16</b>	<b>+18.01</b>
	<b>METRE GAUGE.</b>					
	State lines worked by companies.					
XL	BENGAL AND NORTH WESTERN—(c)					
	TIRHOOT SECTION . . . . .	Bengal and North Western Railway Company.	1st Nov. 1875 .	502.80	...	...
	COMPANY'S SECTION . . . . .		2nd April 1884	779.42	...	-0.40
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 .	231.17	...	...
XLII	RAJPUTANA-MALWA . . . . .	Bombay, Baroda and Central India Railway Company.	14th Feb. 1878 .	1,073.98	...	...
XLIII	PILANPUR-DEHRA . . . . .	Bombay, Baroda and Central India Railway Company.	6th Nov. 1893 .	17.28	...	...
XLIV	SOUTHERN MAHARATTA . . . . .	Southern Mahratta Railway Company.	24th Mar. 1884 .	1,042.04	...	...
XLV	GUNTAKAL-MYSORE FRONTIER . . . . .	Southern Mahratta Railway Company.	1st Mar. 1892 .	119.60	...	...
XLVI	MYSORE SECTION (SOUTHERN MAHARATTA) .	Southern Mahratta Railway Company.	1st Feb. 1881 .	296.00	...	...
XLVII	SOUTH INDIAN . . . . .	South Indian Railway Company.	15th July 1861 .	1,041.59	4.49	(d)-23.69 -0.09
XLVIII	MATAVARAM-MUTUPPE . . . . .	South Indian Railway Company.	2nd April 1894 .	52.90	...	...
XLIX	ASSAM-BENGAL . . . . .	Assam-Bengal Railway Company.	1st July 1895 .	742.20	...	-6.44
L	BURMA . . . . .	Burma Railways Company	2nd May 1877 .	1,154.17	123.70	-0.27
	TOTAL . . . . .	.....	.....	7,654.09	123.19	-20.92
	Carried over . . . . .	.....	.....	7,654.09	123.19	-20.92

APPENDIX A.

A—contd.

lines sanctioned and open for traffic on the 31st March 1899.

MILE.	OPEN MILEAGE.				Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1898-99.	On the 31st March 1899 as shown in the last report.	Opened during 1898-99 (Appendix C).	Corrections of mileage.				
Miles. 13,411.32	Miles. 11,463.24	Miles. 830.84	Miles. +25.97	Miles. 12,316.05	Miles. 1,095.27	Miles. 1,392.39		
7.55	7.55	...	...	7.55	...	...	XXVIII	
5.44	5.44	...	...	5.44	...	...	XXIX	
145.37	71.74	...	...	71.74	78.68	...	XXX	
113.62	113.62	...	...	113.62	...	...	XXXI	
44.28	44.28	...	...	44.28	...	...	XXXII	
330.13	332.32	...	-2.19	330.13	...	...	XXXIII	
34.32	34.67	...	-0.35	34.32	...	...	XXXIV	
13.35	13.35	...	...	13.35	...	...	XXXV	
10.00	10.00	...	...	10.00	...	...	XXXVI	
703.96	632.87	...	-2.54	630.33	73.68	...		
107.94	107.94	...	...	107.94	...	...	XXXVII	(e) The British section of this railway forms an integral part of the North Western State railway system.
15.92	15.92	...	...	15.92	...	...	XXXVIII	
80.32	...	...	...	...	80.32	...	XXXIX	(b) Commencement of work not yet authorised.
204.18	123.86	...	...	123.86	80.32	...		
14,319.46	12,209.97	836.84	+23.43	13,070.24	1,249.22	1,392.39		
502.80	341.80	...	...	341.80	161.00	...	} XL	(e) Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
779.02	515.90	227.60	+2.68	743.18	35.84	...		
231.17	231.17	...	-3.00	231.17	...	...	XLI	
1,673.93	1,673.93	...	...	1,673.93	...	1.14	XLII	
17.28	17.28	...	...	17.28	...	...	XLIII	
1,042.04	1,042.04	...	...	1,042.04	...	...	XLIV	
119.50	119.50	...	...	119.50	...	...	XLV	
296.00	296.00	...	...	296.00	...	...	XLVI	
1,022.37	1,041.59	...	(d)-23.62	1,017.88	4.49	...	XLVII	(d) Vide foot-note (e) on page iii.
53.99	53.90	...	-0.09	53.99	...	...	XLVIII	
735.76	360.63	53.92	...	414.45	321.31	...	XLIX	
1,282.50	936.45	...	-0.37	936.08	346.42	9.00	L	
7,756.36	6,630.28	281.42	-24.40	6,897.30	869.06	10.14		
7,756.36	6,630.28	281.42	-24.40	6,897.30	869.06	10.14		

## Statement showing the gauge and classification of railways and lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1897-98 as shown in the last report.	Sanctioned during 1898-99. (Appendix III.)	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward	.....	.....	7,454.09	133.19	-80.92
	<b>METRE GAUGE—concl'd.</b>					
	<b>State lines worked by the State.</b>					
L1	<b>EASTERN BENGAL—</b> NORTHERN AND BEHAR SECTIONS (including the Korum-Dharila, 2' 6" gauge, branch). Dacca section	Eastern Bengal State Railway.	28th Aug. 1877	603.43	...	...
			4th Jan. 1885	85.92	...	...
LII	CAWNPORE-BURHWAL (METRE GAUGE LINE) (a).	Oudh and Rohilkhand State Railway.	24th Nov. 1890	(b) 79.61	...	...
LIII	SHADIPALLI-BALOTRA (BRITISH SECTION) (c)	Being constructed by State agency.	.....	(d) 71.26	...	-2.20
	<b>TOTAL</b>	.....	.....	740.21	...	-2.20
	<b>Assisted companies.</b>					
LIV	DROGHDA	Messrs. Burn & Co.	23rd Dec. 1882	4.79	...	...
LV	BRAHMAPUTRA-SULTANPUR	Eastern Bengal State Railway.	.....	89.70	...	...
LVI	MYMESHINGH-JAMALPUR-JAGANNATHGANG	Eastern Bengal State Railway.	.....	63.81	...	+1.19
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884	53.92	...	...
LVIII	SEGOOWIE BAKAUL	Bengal and North-Western Railway Company.	1st March 1899	18.00	...	+0.09
LIX	BENGAL DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1893	1.8.16	...	-0.21
LX	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882	77.50	...	...
LXI	LEDO AND TIKAR MARGHERITA COLLIERY	Assam Railways and Trading Company.	17th Feb. 1884	10.00	...	-2.50
LXII	AHMEDABAD-PARANTIA	Bombay, Baroda and Central India Railway Company.	1st May 1897	54.59	...	...
LXIII	NILGIRI	Being constructed by the Nilgiri Railway Company.	.....	16.81	...	...
	<b>TOTAL</b>	.....	.....	507.23	...	-1.48
	<b>Lines owned by native states and worked by companies.</b>					
LXIV	THE GARHWAL'S MERRANA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887	92.63	...	...
LXV	KOLHAPUR	Southern Mahratta Railway Company.	21st April 1891	29.07	...	...
LXVI	YASVASTPUR-MYSORE FRONTIER	Southern Mahratta Railway Company.	15th Dec. 1892	51.25	...	...
LXVII	MYSORE-NANJANGUD	Southern Mahratta Railway Company.	1st Dec. 1891	15.75	...	+0.06
LXVIII	BIRUB-SHIMOGA	Being constructed by the Mysore State.	.....	37.98	...	-0.01
LXIX	HYDERABAD-GODAVARI VALLEY	Being constructed by His Highness the Nizam's Guaranteed State Railways Company.	.....	399.81	...	-5.53
LXX	SHORANUR-COCHIN	.....	.....	...	65.00	...
	<b>TOTAL</b>	.....	.....	616.59	65.00	-6.49
	<b>Lines owned and worked by native states.</b>					
LXXI	JODHPUR-BICKANER— JODHPUR SECTION	Jodhpore State	24th June 1882	455.31	...	+0.19
	BICKANER SECTION		8th April 1891	94.07	72.50	+0.43
LXXII	ODDYPUR-CHITUR	Meywar State	1st Aug. 1895	66.43	...	+0.47
LXXIII	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR	Board of Control representing the proprietary states.	26th Dec. 1890	(g) 23.3.46	...	+0.38
LXXIV	JETALSAR-BALJKOT	Bhavnagar-Gondal-Junagad-Porbandar Railway.	12th April 1893	40.23	...	...
LXXV	JAMNAGAR	Bhavnagar-Gondal-Junagad-Porbandar Railway.	8th April 1897	(h) 54.23	...	...
LXXVI	DHRANGADRA	Bhavnagar-Gondal-Junagad-Porbandar Railway.	1st June 1893	21.00	...	-0.17
LXXVII	JEYPUR	Being constructed by the Jeypore State.	.....	72.78	...	+0.07
	<b>TOTAL</b>	.....	.....	1,143.96	72.50	+1.87
	<b>Foreign lines.</b>					
LXXVIII	WEST OF INDIA PORTUGUESE	West of India Portuguese Railway Company.	17th Jan. 1887	51.00	...	...
LXXIX	PONDICHERY	South Indian Railway Company.	16th Dec. 1879	7.80	...	...
LXXX	KARAIKAL-PERALAM	South Indian Railway Company.	14th March 1898	14.45	...	...
	<b>TOTAL</b>	.....	.....	78.25	...	...
	<b>Total metre gauge</b>	.....	.....	10,735.37	270.69	-38.67

A—contd.

Lines sanctioned and open for traffic on the 31st March 1899.

AGNs	OPEN MILEAGE.				Total open length on the 31st March 1899.	Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1898-99.	On the 31st March 1899 as shown in the last report.	Opened during 1898-99 (Appendix C.)	Corrections of mileage.					
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
7,550.36	6,630.28	241.42	-24.40	6,887.30	869.06	10.14			
603.42	478.47	...	...	478.47	24.95	...	LI	(a) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 3.66 miles, being utilized between Daliganj and Aishbagh.	
85.92	85.92	...	...	85.92	...	...	LII	(b) Including the length, Bara Banki to Burhwal, laid on a mixed gauge.	
79.60	(b) 79.60	...	...	79.60	...	...	LIII	(c) Under construction. The Native State section of this railway forms an integral part of the Jodhpore section of the Jodhpore-Bikaner railway.	
60.06	...	...	...	...	60.06	...			
73.00	643.99	...	...	643.99	94.01	...		(d) Excluding 55.08 miles, Hyderabad-Shadipali, standard gauge, railway, to be converted to the metre gauge.	
4.79	4.79	...	...	4.79	...	...	LIV		
69.70	...	...	...	...	59.70	...	LV	Under construction.	
55.00	...	33.07	...	33.07	21.93	...	LVI		
53.92	53.92	...	...	53.92	...	...	LVII		
18.09	...	18.00	+0.09	18.09	...	...	LVIII		
157.05	36.40	...	...	36.40	121.55	...	LIX		
77.50	77.50	...	...	77.50	...	...	LX	Under construction.	
7.50	10.00	...	-2.50	7.50	...	...	LXI		
54.59	54.59	...	...	54.59	...	...	LXII		
16.81	...	...	...	...	16.81	...	LXIII	Under construction.	
6.6.85	237.20	51.07	-2.41	285.86	219.99	...			
92.63	92.63	...	...	92.63	...	...	LXIV		
29.07	29.07	...	...	29.07	...	...	LXV		
51.35	51.35	...	...	51.35	...	...	LXVI		
15.25	15.25	...	...	15.25	0.55	...	LXVII		
37.97	...	...	...	...	37.97	...	LXVIII	Under construction.	
384.29	...	...	...	...	384.28	...	LXIX	Under construction.	
65.00	...	...	...	...	65.00	...	LXX	Provisionally sanctioned. Commencement of work on the first 30 miles authorised.	
676.10	188.30	...	...	188.30	487.80	...			
455.50	320.50	...	...	320.50	135.00	...	LXXI		
167.00	43.50	42.00	...	85.50	81.50	...	LXXII		
67.30	60.39	...	+0.47	60.86	6.44	...	LXXIII		
333.84	(g) 333.40	...	+0.38	333.84	...	...		(g) Including 4.50 miles of Bhavnagar Dock estates and Junagad quarry line.	
46.23	46.23	...	...	46.23	...	...	LXXIV		
(A) 54.28	(A) 54.28	...	...	(A) 54.28	...	...	LXXV	(A) Including 3.99 miles of Bedi Bandar Dock estate sidings.	
20.83	...	20.83	...	20.83	...	...	LXXVI		
72.85	...	...	...	...	72.85	...	LXXVII	Under construction.	
1,217.83	858.36	62.83	+0.85	922.04	295.79	...			
51.00	51.00	...	...	51.00	...	...	LXXVIII		
7.80	7.80	...	...	7.80	...	...	LXXIX		
14.45	14.45	...	...	14.45	...	...	LXXX		
73.25	73.25	...	...	73.25	...	...			
10,987.39	8,631.38	395.32	-25.96	9,000.74	1,966.65	10.14			

## Statement showing the gauge and classification of railways and the lengths

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILES		
				At the end of 1897-98, as shown in the last report.	Sanctioned during 1898-99 (Appendix B).	Correction of mileage.
	<b>SPECIAL GAUGES.</b>			Miles.	Miles.	Miles.
	<b>State line worked by Company.</b>					
LXXXI	RAIPUR-DHANTARI BRANCH (BENGAL-NAGPUR) (3' 0").	Bengal-Nagpur Railway Company.	.....	56-67	...	+0-01
	<b>TOTAL</b>	.....	.....	56-67	...	+0-01
	<b>State line worked by the State.</b>					
LXXXII	JORHAT (3' 0") . . . . .	State agency . . . . .	15th Dec. 1884 .	28-25	...	+0-25
	<b>TOTAL</b>	.....	.....	28-25	...	+0-25
	<b>Assisted companies.</b>					
LXXXIII	DARJEELING-HIMALAYAN (3' 0") . . . . .	Darjeeling - Himalayan Railway Company.	23rd Aug. 1880 .	61-00	...	—
LXXXIV	BARDI LIGHT (3' 6") . . . . .	Bardi Light Railway Company.	1st March 1897 .	54-75	...	—
LXXXV	HOWRAH-ANTA (3' 0") (c) . . . . .	Bengal District Road Tramways Company.	1st July 1897 .	...	23-63	...
LXXXVI	HOWRAH SHESHALLA (3' 0") (c) . . . . .	Bengal District Road Tramways Company.	2nd Aug. 1897 .	...	19-63	...
LXXXVII	TARAKHWAR-MAGRA (3' 6") (b) . . . . .	Bengal Provincial Railways Company.	7th Nov. 1894 .	...	31-13	...
LXXXVIII	TREPUR-BALIPARA (3' 6") (c) . . . . .	Trepur-Balipara Steam Tramway Company.	9th Aug. 1894 .	...	20-10	...
LXXXIX	KALKA-SIMLA (3' 0") <sup>a</sup> . . . . .	Delhi-Camballa-Kalka Railway Company.	.....	...	68-00	...
XC	BANAGHAT-KRISHNAGARH (3' 6") (d) . . . . .	Banaghat-Krishnagarh Tramway Company.	.....	...	20-20	...
	<b>TOTAL</b>	.....	.....	106-75	187-66	...
	<b>Lines owned by native states and worked by companies.</b>					
XCI	THE GASKWAR'S DARROI (3' 6") . . . . .	Bombay, Baroda and Central India Railway Company.	8th April 1873 .	78-80	...	...
XCII	RAJPIPLA (3' 6") . . . . .	Bombay, Baroda and Central India Railway Company.	.. ..	36-83	...	+
XCIII	BEWAR (3' 6") <sup>a</sup> . . . . .	Bewar State.	.....	31-00	...	+
	<b>TOTAL</b>	.....	.....	146-63	...	+1
	<b>Line owned by native state and worked by state railway agency.</b>					
XCIV	COOCH BEHAR (3' 6") . . . . .	Eastern Bengal State Railway.	15th Sept. 1893 .	37-34	...	-1
	<b>TOTAL</b>	.....	.....	37-34	...	-1
	<b>Carried over</b>	.....	.....	374-64	187-06	-1

A—contd.

lines sanctioned and open for traffic on the 31st March 1899.

AGE.	OPEN MILEAGE.						Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1898-99.	On the 31st March 1899 as shown in the last report.	Opened during 1898-99 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1899.	Length remaining to be finished. (Appendix F).			
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
56-68	...	...	...	...	56-68	...	LXXXI	Under construction.	
56-68	...	...	...	...	56-68	...			
28-50	28-25	...	+0-25	28-50	...	...	LXXXII		
28-50	28-25	...	+0-25	28-50	...	...			
51-00	51-00	...	...	51-00	...	...	LXXXIII		
54-75	21-75	...	...	21-75	33-00	...	LXXXIV		
28-62	...	28-62	...	28-62	...	...	LXXXV	(a) The Indian Railways Act has been applied from the 7th October 1898.	
19-62	...	19-62	...	19-62	...	...	LXXXVI	(b) The Indian Railways Act has been applied from the 19th May 1898.	
31-12	...	31-12	...	31-12	...	...	LXXXVII	(c) The Indian Railways Act has been applied from the 3rd May 1898.	
20-10	...	20-10	...	20-10	...	...	LXXXVIII	*Commencement of work not yet authorised.	
68-00	...	...	...	...	68-00	...	LXXXIX		
20-20	...	...	...	...	20-20	...	XC	(d) Under construction. The Indian Railways Act has been applied from the 23rd February 1899.	
293-41	72-75	99-46	...	172-21	121-20	...			
78-80	78-80	...	...	78-80	...	...	XCI		
37-32	19-03	4-95	...	23-98	13-34	...	XCII		
31-81	...	...	...	...	31-81	...	XCIII		
147-98	97-83	4-95	...	102-78	45-15	...			
34-22	22-12	3-22	-3-12	22-22	12-00	...	XCIV		
34-22	22-12	3-22	-3-12	22-22	12-00	...			
560-74	220-95	107-63	-2-87	325-71	235-03	...			

## Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1897-98 as shown in the last report.	Sanctioned during 1898-1899. (Appendix D.)	Correction of mileage.
	Brought forward	.....	....	Miles. 874.64	Miles. 187.66	Miles. -1.66
	<b>SPECIAL GAUGES—concl'd.</b>					
	<b>Lines owned and worked by native states.</b>					
ICV	MORVI (2' 6") . . . . .	Morvi State . . . . .	11th March 1886	94.36	...	...
ICVI	GWALIOR-LIGHT (2' 0")—					
	GWALIOR-SIPRI SECTION . . . . .	} Being constructed by the Gwalior State. }	.....	72.96	...	...
	GWALIOR-BHIND SECTION . . . . .		.....	...	(a) 64.33	...
	<b>TOTAL</b> . . . . .	.....	.....	167.32	64.33	...
	<b>Total special gauges</b> . . . . .	.....	.....	841.96	231.99	-1.66
	<b>Total of all railways</b> . . . . .	.....	.....	25,454.62	631.64	-27.22
	<b>Steam tramways working outside municipal limits.</b>					
	HOWRAH-ANTA (2' 0" gauge) . . . . .	Bengal District Road Tramways Company.	1st July 1897 . . . . .	28.75	...	-28.75
	HOWRAH-SHRAKHALLA (2' 0" gauge) . . . . .	Bengal District Road Tramways Company.	2nd Aug. 1897 . . . . .	19.26	...	-19.26
	TIRAKHURWAR-MAGRA (2' 6" gauge) . . . . .	Bengal Provincial Railways Company.	7th Nov. 1894 . . . . .	31.12	...	-31.12
	POWAYAN (2' 6" gauge) . . . . .	Powayan Steam Tramway Company.	17th June 1890 . . . . .	29.50	...	...
	DANDOT COLLIERY (2' 0" gauge) . . . . .	North Western State Railway.	1st June 1899 . . . . .	6.18	...	...
	BHAGANWALA COLLIERY (2' 6" gauge) . . . . .	North Western State Railway.	2nd Oct. 1896 . . . . .	6.85	...	-6.85
	CHEBBA-COMPANYGANJ (2' 6" gauge) . . . . .	State agency . . . . .	16th June 1896 . . . . .	6.00	...	...
	TEHPUR-BALIPARA (2' 6" gauge) . . . . .	Tezpur-Balipara Steam Tramway Company.	9th Aug. 1894 . . . . .	20.10	...	-20.10
	THATON-DUYINZAIK (2' 6" gauge) . . . . .	G. E. L. Dawson, Esq. . . . .	11th Feb. 1895 . . . . .	7.76	...	...
	BANAGHAT-KRISHNAGARH (2' 6" gauge) . . . . .	Banaghat-Krishnagarh Tramway Company.	.....	20.20	...	-20.20
	MANGALDAI (2' 6" gauge) . . . . .	.....	.....	35.00	...	-35.00
	CALCUT† . . . . .	Being constructed by Messrs. Farry and Company.	.....	...	11.28	...
	<b>TOTAL</b> . . . . .	.....	.....	229.71	11.28	-161.27



A—contd.

lines sanctioned and open for traffic on the 31st March 1899.

AGE.	OPEN MILEAGE.					Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sectional length at the end of 1898-99.	On the 31st March 1899 shown in the last report.	Opened during 1898-99. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1899.			
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
500.74	220.95	107.63	-2.87	326.71	235.08	...		
94.36	94.36	...	...	94.36	...	...	XCV	
72.96	...	...	...	...	72.96	...	ICVI	
(e) 44.33	...	...	...	...	(e) 44.33	...		
211.65	94.36	...	...	94.36	117.29	...		
772.39	315.31	107.63	-2.87	420.07	352.32	...		
26,059.24	21,156.66	1,339.79	-5.40	22,491.05	3,568.19	1,402.53		
...	16.50	...	-16.50	...	...	...	Vide foot-note (a) on page IX.	
...	17.25	...	-17.25	...	...	...		
...	31.12	...	-31.12	...	...	...	Vide foot-note (b) on page IX.	
39.50	39.50	...	...	39.50	...	...		
6.18	6.18	...	...	6.18	...	1.83		
...	6.85	...	-6.85	...	...	...		
8.00	8.00	...	...	8.00	...	...		
...	20.10	...	-20.10	...	...	...	Vide foot-note (c) on page IX.	
7.76	7.76	...	...	7.76	...	...		
...	...	...	...	...	...	...	Vide foot-note (d) on page IX.	
...	...	...	...	...	...	...		
11.28	...	...	...	...	11.28	...	† Gauge not known.	
73.72	158.36	...	-91.82	61.44	11.28	1.83		

APPENDIX A—concl'd.

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1899.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.
	At the end of 1897-98.	Sanctioned during 1898-99. (Appendix B.)	Corrections of mileage.	Total sanctioned length at the end of 1898-99.	On the 31st March 1899.	Opened during 1898-99. (Appendix G.)	Corrections of mileage.	Total open length on the 31st March 1899.		
<b>STANDARD GAUGE.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	4,500-15	129-16	-3-20	4,626-11	3,791-74	897-35	+1-74	4,190-53	435-28	474-25
State lines worked by the State	5,103-78	...	+24-55	5,128-33	4,459-10	380-20	+24-24	4,863-54	294-80	292-70
Lines worked by guaranteed companies	2,722-84	...	-1-53	2,721-31	2,535-13	...	...	2,535-13	133-18	626-44
Assisted companies	877-47	...	-1-91	875-56	534-27	59-29	-0-01	643-55	233-01	...
Lines owned by native states and worked by companies	708-87	...	-4-91	703-96	633-57	...	-2-54	630-33	73-68	...
Lines owned by native states and worked by state railway agency	204-18	...	...	204-18	123-85	...	...	123-85	80-23	...
<b>TOTAL</b>	<b>14,177-29</b>	<b>129-16</b>	<b>+13-01</b>	<b>14,319-46</b>	<b>12,209-97</b>	<b>536-84</b>	<b>+23-43</b>	<b>13,170-34</b>	<b>1,348-23</b>	<b>1,297-29</b>
<b>METRE GAUGE.</b>										
State lines worked by companies	7,054-09	123-19	-30-92	7,156-36	6,530-23	351-42	-24-40	6,837-20	860-05	1014
State lines worked by the State	740-20	...	-2-20	738-00	643-99	...	...	643-99	94-01	...
Assisted companies	507-23	...	-1-43	505-80	237-20	51-07	-2-41	284-86	219-99	...
Lines owned by native states and worked by companies	616-59	65-00	-5-49	676-10	188-20	...	...	188-20	487-80	...
Lines owned and worked by native states	1,143-95	72-50	+1-37	1,217-83	855-26	62-63	+0-55	922-04	296-79	...
Foreign lines	72-25	...	...	72-25	72-25	...	...	72-25	...	...
<b>TOTAL</b>	<b>10,725-37</b>	<b>270-69</b>	<b>-25-67</b>	<b>10,969-30</b>	<b>8,631-28</b>	<b>395-22</b>	<b>-25-95</b>	<b>9,000-74</b>	<b>1,968-65</b>	<b>1014</b>
<b>SPECIAL GAUGE.</b>										
State line worked by company	56-67	...	+0-01	56-68	...	...	...	...	56-68	...
State line worked by the State	28-25	...	+0-25	28-50	28-25	...	+0-25	28-50	...	...
Assisted companies	105-75	187-66	...	213-41	72-75	99-46	...	172-21	121-20	...
Lines owned by native states and worked by companies	146-63	...	+1-20	147-83	97-82	4-05	...	102-78	45-15	...
Lines owned by native states and worked by state railway agency	37-34	...	-2-12	35-22	22-12	2-22	-2-12	22-22	12-00	...
Lines owned and worked by native states	167-32	44-23	...	211-55	94-26	...	...	94-26	117-29	...
<b>TOTAL</b>	<b>641-05</b>	<b>231-99</b>	<b>-1-56</b>	<b>773-29</b>	<b>315-21</b>	<b>107-63</b>	<b>-2-37</b>	<b>420-07</b>	<b>252-22</b>	<b>...</b>
<b>Total of all railways</b>	<b>25,454-02</b>	<b>631-84</b>	<b>-27-21</b>	<b>26,058-34</b>	<b>21,156-66</b>	<b>1,339-79</b>	<b>-5-40</b>	<b>22,491-05</b>	<b>3,568-19</b>	<b>1,402-51</b>
Steam tramways working outside municipal limits	222-71	11-23	-161-27	72-73	153-20	...	-91-22	61-44	11-23	1-53

\* Made up as follows :  
 Length sanctioned at the end of 1897-98 . . . . . Miles. 25,454-02  
 Sanctioned during 1898-99 . . . . . 631-84

**Add—**  
 Maharaipur branch, East Indian railway, put in . . . . . 2-18  
 Mysore-Bijapur-Jagannathpur railway, realignment . . . . . 1-19

**Deduct—**  
 Barua-Daltonpur branch, East Indian railway, realignment . . . . . 4-18  
 Sakrighat branch, East Indian railway, taken out . . . . . 1-00  
 Chatternow-Dhulia branch, Great Indian Peninsula railway . . . . . 2-47  
 Narwana-Kaithal branch, Southern Punjab railway, realignment . . . . . 1-22  
 Goons-Baran extension, Bina-Goons railway, realignment . . . . . 2-37  
 Bhadipalli Balotra railway, (British section), realignment . . . . . 2-30  
 Lado and Tiket Margheria cantiers, realignment . . . . . 2-40  
 Trimulgherry Troop siding, now treated as sidings . . . . . 2-19  
 Assam-Bengal railway, realignment . . . . . 8-44  
 Hyderabad-Uddévari Valley railway realignment . . . . . 5-23

Net decrease due to corrections of mileage . . . . . 21-10  
 Net total length sanctioned at the end of 1898-99 . . . . . 26,058-34  
 Length sanctioned at the end of 1897-98 . . . . . 25,454-02  
 Net increase in sanctioned mileage in 1898-99 . . . . . 604-32

*Railways or sections of railways sanctioned from the 1st April 1898 to the 31st March 1899.*

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
<b>STANDARD GAUGE.</b>				
<b>State lines worked by companies.</b>				
III	<i>Bengal-Nagpur—</i>			
	KHAROPUR TO MIDNAPORE . . . . .	8-00	30th December 1898 .	Provisionally sanctioned.
XI	<i>Agra-Delhi Chord—</i>			
	AGRA TO DELHI . . . . .	121-16	15th September 1898 .	Commencement of work not yet authorised.
	<b>TOTAL STANDARD GAUGE</b>	129-16		
<b>METRE GAUGE.</b>				
<b>State lines worked by companies.</b>				
XLVII	<i>South Indian—</i>			
	NEGAPATAN TO NAGORE . . . . .	4-49	2nd March 1899 .	Provisionally sanctioned.
L	<i>Burma—</i>			
	MEIKTILA TO MYINGYAN . . . . .	57-70	7th July 1898.	
	SAGAING and MONYWA TO ALON WITH A RIVER SIDING TO MYIEMA.	71-00	7th July 1898.	
	<b>TOTAL</b>	128-70		
		133-19		
<b>Line owned by native state and worked by company.</b>				
LXX	<i>Shoranur-Cochin—</i>			
	Shoranur to Cochin . . . . .	65-00	23rd February 1899 .	Provisionally sanctioned.
<b>Line owned and worked by native state.</b>				
LXXI	<i>Jodhpore-Bikaner (Bikaner section)—</i>			
	GIGANAR TO PALANA . . . . .	9-50	7th January 1899.	
	LAKHARANAR TO SURATGARH . . . . .	63-00	9th February 1899.	
	<b>TOTAL METRE GAUGE</b>	72-50		
		270-69		
<b>SPECIAL GAUGES.</b>				
<b>Assisted companies.</b>				
LXXXV	<i>Howrah Amta (2' 0")</i> . . . . .	28-62	} The Indian Railways Act has been applied from the 7th October 1898.	
LXXXVI	<i>Howrah Sheekhella (2' 0")</i> . . . . .	19-62		
LXXXVII	<i>Tarakshwar-Magra (2' 6")</i> . . . . .	31-12		
LXXXVIII	<i>Tezpur-Balipara (2' 6")</i> . . . . .	20-10	The Indian Railways Act has been applied from the 3rd May 1898.	
LXXXIX	<i>Kalka-Simla (2' 0")—</i> . . . . .	68-00	29th June 1898 .	Commencement of work not yet authorised.
XC	<i>Ranaghat-Krishnagarh (2' 6")</i> . . . . .	20-20	The Indian Railways Act has been applied from the 23rd February 1899.	
	<b>TOTAL SPECIAL GAUGES</b>	187-66		
<b>Line owned and worked by native state.</b>				
XCVI	<i>Gwalior Light (2' 0")—</i>			
	GWALIOR TO BHIND . . . . .	44-33	26th July 1898.	
	<b>TOTAL SPECIAL GAUGES</b>	231-99		
<b>GRAND TOTAL</b>				
		691-84		
<b>Steam tramway working outside municipal limits.</b>				
	<i>Calicut</i> . . . . .	11-23	1st November 1898 .	Gauge not known.

## Railways or sections of railways opened for traffic from the 1st April 1898 to the 31st March 1899.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
	<b>STANDARD GAUGE.</b>			
	<b>State lines worked by companies.</b>			
I	<i>East Indian—</i>			
	HATRAS CITY BRANCH . . . . .	6.61	1st November 1898	For goods traffic. For passenger traffic on 10th January 1899.
III	<i>Bengal-Nagpur—</i>			
	SINI TO KHARGPUR . . . . .	99.50	1st June 1898 ...	For goods traffic. For passenger traffic on 20th September 1898.
	KOLAGHAT TO BALASORE . . . . .	107.25	17th December 1898	For goods traffic. For passenger traffic on 6th March 1899.
	BALASORE TO BARANG . . . . .	116.78	10th January 1899 ...	For goods traffic. For passenger traffic on 6th March 1899.
		323.53		
IV	<i>Indian Midland—</i>			
	DAMOH TO KATNI MURWARA . . . . .	68.21	1st January 1899.	
	TOTAL . . . . .	397.35		
	<b>State lines worked by the state.</b>			
XIV	<i>Oudh and Rohilkhand—</i>			
	BENARES CANTONMENT JUNCTION TO BAN HARBEL	128.39	4th April 1898.	
XV	<i>Eastern Bengal—</i>			
	PANCHOOA TO SHIVARAMPUR . . . . .	7.19	30th October 1898.	
	BELOACHHI TO THE RIVER GANGA . . . . .	2.30	27th October 1898 ...	For goods traffic.
		9.49		
XVII	<i>East Coast—</i>			
	TEMPORARY PURI STATION TO NEW PURI STATION	1.64	1st June 1898.	
XVIII	<i>Beswada-Madras—</i>			
	KISTNA CANAL JUNCTION (TADÉPALLI) TO NELLORE	154.74	20th December 1898	
	GUDUR TO ENNOR . . . . .	75.74	23rd February 1899.	
		230.48		
	TOTAL . . . . .	380.23		
	<b>Assisted companies.</b>			
XXIV	<i>Southern Punjab (Delhi-Samānta)—</i>			
	NARWANA TO KATTHAL . . . . .	23.39	1st February 1899 ...	For goods traffic. For passenger traffic on 8th March 1899.
XXV	<i>Tápti Valley—</i>			
	KANKRA KHARI TO VYÁMA . . . . .	35.91	1st December 1898 ...	For goods traffic. For passenger traffic on 3rd January 1899.
	TOTAL . . . . .	59.29		
	TOTAL STANDARD GAUGE . . . . .	836.84		

C.

*Railways or sections of railways opened for traffic from the 1st April 1898 to the 31st March 1899.*

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
<b>METRE GAUGE.</b>				
<b>State lines worked by companies.</b>				
XL	<i>Bengal and North-Western (Company's section)—</i>			
	BALRAMPUR TO TULSIPORE . . . . .	19-00	1st June 1898.	
	TURTIPUR GHÁT TO AZAMGARH . . . . .	61-35	8th June 1898.	
	MAU TO BENARES CANTONMENT . . . . .	58-56	} 15th March 1899 ...	For goods traffic.
	AUNBIBAR TO GHAZIPIR GHÁT . . . . .	28-37		
	KOPAGANJ TO CHAND-DEBRA GHÁT . . . . .	66-61		
REVELGANJ GHÁT TO MANJHI GHÁT . . . . .	3-71			
	227-60			
XLIX	<i>Assam Bengal—</i>			
	HADARPUR TO KÁTÁKHÁL . . . . .	6-27	13th June 1898 ...	} For goods traffic.
	KÁTÁKHÁL TO SILCHAR . . . . .	12-35	8th November 1898...	
	JAMONA MUKH TO LANKA . . . . .	18-27	2nd January 1899.	} For goods traffic.
	LANKA TO LUMDISG . . . . .	16-93	1st March 1899 ...	
	53-82			
	TOTAL . . . . .	281-42		
<b>Assisted company.</b>				
LVI	<i>Mymensingh-Jamalpur Jagannathganj—</i> MYMENSINGH TO SINGHJANI . . . . .	33-07	15th October 1898 ...	For goods traffic. For passenger traffic on 1st November 1898.
LVII	<i>Sogowlic-Baxaul—</i> SOGOWLIC TO BAXAUL . . . . .	18-00	1st March 1899.	
	TOTAL . . . . .	51-07		
<b>Lines owned and worked by native states.</b>				
LXXI	<i>Jodhpore-Bikaner (Bikaner section)—</i> BIKANER TO DULMERA . . . . .	42-00	2nd June 1898.	
LXXVI	<i>Dhrángadrá—</i> WÁDHWAN TO DHRÁNGADRÁ . . . . .	20-83	1st June 1898 ...	For goods traffic. For passenger traffic on 25th June 1898.
	TOTAL . . . . .	62-83		
<b>TOTAL METRE GAUGE . . . . .</b>				
395-32				
<b>SPECIAL GAUGES.</b>				
<b>Assisted companies.</b>				
LXXXV	<i>Howrah-Amla (2' 0") . . . . .</i>	28-62	} The Indian Railways Act has been applied from the 7th October 1898.	
LXXXVI	<i>Howrah-Sheakhalla (2' 0") . . . . .</i>	19-62		
LXXXVII	<i>Tirakeshwar-Magra (2' 6") . . . . .</i>	31-12	The Indian Railways Act has been applied from the 19th May 1898.	
LXXXVIII	<i>Tezpur-Balipara (2' 6") . . . . .</i>	20-10	The Indian Railways Act has been applied from the 3rd May 1898.	
	TOTAL . . . . .	99-46		
<b>Line owned by native state and worked by company.</b>				
XCII	<i>Rajpipla (2' 6")—</i> RAJ PARDI TO UMALLA . . . . .	4-95	19th January 1899.	
<b>Line owned by native state and worked by state railway agency.</b>				
XCIV	<i>Cooch Behar (2' 6")—</i> RIGHT BANK OF THE TORSA RIVER TO THE TOWN OF COOCH BEHAR . . . . .	3-22	15th December 1898.	
	TOTAL SPECIAL GAUGES . . . . .	107-63		
<b>GRAND TOTAL . . . . .</b>				
1,339-79				

Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.

Classification No.	RAILWAY.	Mileage open at the end of 1893-94.	OPENED DURING					Mileage open at the end of 1898-99	Classification No.	REMARKS.
			1894-95.	1895-96.	1896-97.	1897-98.	1898-99.			
	<b>STANDARD GAUGE.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	<b>State lines worked by companies.</b>									
I	EAST INDIAN . . . . .	1,613½	(a) 61½	21½	4½	11	5½	1,712½	I	(a) Including the Sabri Ohat branch previously omitted.
II	BENGAL CENTRAL . . . . .	—	—	—	(b) 135	—	—	125	II	(b) Transferred from "State lines worked by the state" on the 1st January 1897.
III	BENGAL-NAGPUR . . . . .	861½	—	—	—	—	323½	1,184½	III	
IV	INDIAN MIDLAND . . . . .	677½	—	1½	—	47½	69½	795½	IV	
V	BHOPAL-ITANMI (BRITISH SECTION) . . . . .	13	—	—	—	—	—	13	V	(c) Excluding the Berwada-Gidlavari section of the East Coast State railway.
VI	GODHRA-BUTLAI-NAGDA . . . . .	45	70½	—	25½	—	—	141	VI	
VII	WARDHA COAL . . . . .	45	—	—	—	—	—	45	VII	(d) Treated as an integral part of the East Coast State railway.
VIII	DHOND-MANMAD . . . . .	145½	—	—	—	—	—	145½	VIII	(e) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
IX	BEZWADA EXTENSION (EAST COAST STATE) . . . . .	(c) 21½	(d) - 21½	(e) 20½	—	—	—	20½	IX	(f) Including the Mashtal-Bolan railway, which was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Fishan section, owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-tium and Kolpur.
X	MADRAS-ENNUR SECTION (BEZWADA-MADRAS) . . . . .	—	—	9	—	—	—	9	X	(g) Transferred to "State lines worked by companies" on the 1st January 1897.
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>	—	110½	54½	155½	49	397½	—		
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	3,422½	3,533	3,589½	3,740	3,791½	—	4,190½		
	<b>State lines worked by the State.</b>									
XII	NORTH WESTERN . . . . .	2,427½	—	103½	(f) 204	—	—	2,817½	XII	(h) Including the Berwada-Gidlavari section transferred for working from "State lines worked by companies."
XIII	HYDERABAD-SHADIPALLI . . . . .	59	—	—	—	—	—	59	XIII	
XIV	OUDE AND ROHILKHAND . . . . .	741	56	—	15½	—	138½	950½	XIV	(i) Including the Berwada extension of the East Coast State railway.
XV	EASTERN BENGAL . . . . .	248½	—	—	—	—	9½	253	XV	(j) The Berwada extension of this line has been excluded, for reasons given in remark (c) and shown under "State lines worked by companies." Excludes also the metro gauge link between Tadépalli and Berwada.
	BENGAL CENTRAL . . . . .	125	—	—	(g) - 125	—	—	—		
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	6½	—	—	—	—	—	6½	XVI	
XVII	EAST COAST . . . . .	(h) 269	(i) 111½	(j) 113½	47	—	2	(k) 540½	XVII	(k) Including 266 miles (laid on the mixed gauge) and 0.38 mile (metre gauge)
XVIII	ENNUR-BEZWADA SECTION (BEZWADA-MADRAS) . . . . .	—	—	—	—	—	230½	234	XVIII	
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>	—	167½	217½	201½	—	380½	—		
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	3,876½	4,038½	4,262½	4,468½	4,469½	—	4,893½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

*Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.*

Classification No.	RAILWAY.	Mileage open at the end of 1893-94.	OPENED DURING					Mileage open at the end of 1898-99.	Classification No.	REMARKS.
			1894-95.	1895-96.	1896-97.	1897-98.	1898-99.			
	<b>METRE GAUGE.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
XL	BENGAL AND NORTH-WESTERN—								XL	
	TIRHUT SECTION . . . . .	341½	...	...	...	...	...	341½		
	COMPANY'S SECTION . . . . .	420½	...	...	63½	40	227½	743½		
XLI	LUCKNOW-BANMILLY SECTION (BOHILKUND AND KUMAON) . . . . .	229½	1½	...	...	...	...	231½	XLI	
XLII	RAJPUTANA-MALWA . . . . .	1,674	...	...	...	...	...	1,674	XLII	
XLIII	PALANPUR-DEBRA . . . . .	17½	...	...	...	...	...	17½	XLIII	
XLIV	SOUTHERN MAHRATTA . . . . .	1,043½	...	...	...	...	...	1,042	XLIV	
XLV	GUNTAKAL-MYSORE FRONTIER . . . . .	119½	...	...	...	...	...	119½	XLV	
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	(a) 296 (b) 1,041½	...	...	...	...	(c) -23½	296	XLVI	(a) Excluding the Yerravpur-Dodballapur and Mysore-Nanjangud sections, shown as Nos. LXVI and LXVII, respectively.
XLVII	SOUTH INDIAN . . . . .	1,041½	...	...	...	...	...	1,017½	XLVII	(b) Sixty-three miles transferred to the Guntakal-Mysore frontier railway.
XLVIII	MATAVARAM-MUTUPET . . . . .	...	54	...	...	...	...	54	XLVIII	(c) Gudur-Nellore section converted to the standard gauge and included with the mileage of the Washermenpet-Kannur section of the Beawade-Madras railway.
XLIX	AMAN-BENGAL . . . . .	...	...	150	201½	...	34	414½	XLIX	(d) Transferred from "State lines worked by the State."
L	BURMA . . . . .	...	...	...	(f) 886½	50	...	936	L	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	55½	150	1,151½	90	257½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	5,183½	5,232	5,390½	6,543	6,630½	...	6,802		
	State lines worked by the State.									
LI	EASTERN BENGAL.—NORTHERN AND BEHAR sections (including the Kania-Dharila, 2' 6" gauge branch) . . . . .	478½	...	...	...	...	...	478½	LI	
	DACCA SECTION . . . . .	86	...	...	...	...	...	86		
LII	CANPORE-BURHWAL (METRE GAUGE LINE) . . . . .	...	...	...	(e) 34½	45	...	79½	LII	(e) Including 16½ miles from Burhwal to Bara Banki, and half a mile on the Cawnpore bridge laid on a mixed gauge.
	BURMA . . . . .	730	15½	141½	(f) -886½	...	...	...		(f) Transferred to "State lines worked by companies."
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	15½	141½	-852	45	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	1,294½	1,310	1,451	599	644	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

D—contd.

Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.

Classification No.	RAILWAY.	Mileage open at the end of 1893-94.	OPENED DURING					Mileage open at the end of 1898-99.	Classification No.	REMARKS.
			1894-95.	1895-96.	1896-97.	1897-98.	1898-99.			
	<b>METRE GAUGE—concl'd.</b>	<b>Miles.</b>	<b>Miles.</b>	<b>Miles.</b>	<b>Miles.</b>	<b>Miles.</b>	<b>Miles.</b>	<b>Miles.</b>		
	<b>Assisted companies.</b>									
LIV	DROOHUR . . . . .	4½	...	...	...	...	...	4½	LIV	
LVI	MYMENSINGH-JAMÁLPUR-JA-GANNATHGANJ . . . . .	...	...	...	...	...	33	33	LVI	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	54	...	...	...	...	...	54	LVII	
LVIII	SEGOWLIE-RAKHAUL . . . . .	...	...	...	...	...	18	18	LVIII	
LIX	BENGAL-DOOARS . . . . .	32½	4½	...	...	...	...	36½	LIX	
LX	DIBRU-SADIYA . . . . .	77½	...	...	...	...	...	77½	LX	
LXI	LEDO AND TIKAR-MARGHERITA COLLIERY . . . . .	...	...	...	...	10	...	7½	LXI	
LXII	AHMEDABAD-PARÁNTI . . . . .	...	...	...	...	54½	...	54½	LXII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	4½	...	...	64½	51	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	168½	172½	172½	172½	237½	...	2,856		
	Lines owned by native states and worked by companies.									
LXIV	THE GAJKWAR'S MENSÁNA . . . . .	92½	...	...	...	...	...	92½	LXIV	
LXV	KOLHÁPUR . . . . .	29	...	...	...	...	...	29	LXV	
LXVI	YESVANTPUR-MYSORE FRONTIER	(a) 51½	...	...	...	...	...	51½	LXVI	(a) Yesvantpur-Dodbalapur section previously included with the Mysore section (Southern Mahratta). (b) Previously included with the Mysore section (Southern Mahratta).
LXVII	MYSORE-NANJANGÚD . . . . .	(b) 15½	...	...	...	...	...	15½	LXVII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	188½	188½	188½	188½	188½	...	188½		
	Lines owned and worked by native states.									
LXXI	JODHPUR-BICKANER—								LXXI	
	JODHPUR SECTION . . . . .	} 364	...	...	...	...	42	406		
	BICKANER SECTION . . . . .		...	...	...	...	...	...	...	
LXXII	ODDIPUR-CHITOR . . . . .	...	...	60½	...	...	...	60½	LXXII	
LXXIII	BHÁYNAGAR-GONDAL-JUNÁ-GAD-POSBANDAR . . . . .	333½	...	...	...	...	...	333½	LXXIII	
LXXIV	JETÁLAR-RÁJKOT . . . . .	46½	...	...	...	...	...	46½	LXXIV	
LXXV	JÁMNÁGAR . . . . .	...	...	...	...	54½	...	54½	LXXV	
LXXVI	DHRÁNGADRA . . . . .	...	...	...	...	...	20½	21	LXXVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	60½	...	54½	62½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	744	744½	804	804	858½	...	922		
	Foreign lines.									
LXXVIII	WEST OF INDIA PORTUGUESE . . . . .	51	...	...	...	...	...	51	LXXVIII	
LXXIX	PONDICHERY . . . . .	7½	...	...	...	...	...	7½	LXXIX	
LXXX	KÁRAIKHAL-PERÁLAM . . . . .	...	...	...	...	14½	...	14½	LXXX	
	TOTAL MILEAGE OPENED DURING THE YEAR . . . . .	...	...	...	...	14½	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	58½	58½	58½	58½	73½	...	73½		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	75½	360½	299½	268½	371½	...		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	7,637½	7,706	8,065½	8,365½	8,631½	...	9,060½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.



## APPENDIX D—concl'd.

*Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.*

Classification No.	RAILWAY.	Mileage open at the end of 1893-94.	OPENED DURING					Mileage open at the end of 1898-99.	Classification No.	REMARKS.
			1894-95.	1895-96.	1896-97.	1897-98.	1898-99.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	<b>SPECIAL GAUGES.</b>									
	State line worked by the State.									
LXXXII	JORHAT (2' 0") . . . . .	28	...	...	...	...	...	28½	LXXXII	
	<b>Assisted companies.</b>									
LXXXIII	DARJEELING-HIMALAYAN (2' 0")	51	...	...	...	...	...	51	LXXXIII	
LXXXIV	BARSI LIGHT (2' 6") . . . . .	...	...	...	21½	...	...	21½	LXXXIV	
LXXXV	HOWRAH-AMTA (2' 0") . . . . .	...	...	...	...	...	26½	29½	LXXXV	} The Indian Railways Act has been applied from the 7th October 1898.
LXXXVI	HOWRAH-SHRAKHALLA (2' 0") . . . . .	...	...	...	...	...	(a)19½	(a)19½	LXXXVI	
LXXXVII	TARAKESHWAR-MAGRA (2' 6") . . . . .	...	...	...	...	...	31½	31½	LXXXVII	The Indian Railways Act has been applied from the 19th May 1898.
LXXXVIII	TEHPUR-BALIPARA (2' 6") . . . . .	...	...	...	...	...	20½	20½	LXXXVIII	The Indian Railways Act has been applied from the 3rd May 1898.
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>	...	...	...	21½	...	90½	...		
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	51	51	51	72½	72½	...	172½		
	<b>Lines owned by native states and worked by companies.</b>									
XCI	THE GARHWAR'S DABHOI (2' 6") . . . . .	71½	...	...	...	7½	...	78½	XCI	
XCII	RAJPIPLA (2' 6") . . . . .	...	...	...	...	19	5	24	XCII	
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>	...	...	...	...	26½	5	...		
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	71½	71½	71½	71½	97½	...	102½		
	<b>Line owned by native state and worked by state railway agency.</b>									
XCIV	COOCH BEHAR (2' 6") . . . . .	22½	...	...	...	...	8½	22½	XCIV	
	<b>Line owned and worked by native state.</b>									
XCIV	MORVI (2' 6") . . . . .	93½	½	...	...	...	...	94½	XCIV	
	<b>TOTAL MILEAGE OF SPECIAL GAUGE RAILWAYS OPENED DURING EACH YEAR . . . . .</b>	...	½	...	21½	26½	107½	...		
	<b>TOTAL OPEN MILEAGE OF SPECIAL GAUGE RAILWAYS AT THE END OF EACH YEAR . . . . .</b>	266½	267½	267½	248½	315½	...	420		
	<b>TOTAL MILEAGE OF ALL RAILWAYS OPENED DURING EACH YEAR . . . . .</b>	...	363½	318½	713½	743½	1,320½	...		
	<b>TOTAL OPEN MILEAGE OF ALL RAILWAYS AT THE END OF EACH YEAR . . . . .</b>	18,500½	18,851½	19,677	20,390½	21,156½	...	22,491		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

*Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.*

Classification No.	RAILWAY.	Mileage open at the end of 1893.	OPENED DURING					Mileage open at the end of 1898.	Classification No.	REMARKS.
			1894.	1895.	1896.	1897.	1898.			
	<b>STANDARD GAUGE.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	<b>State lines worked by companies.</b>									
I	EAST INDIAN . . . . .	1,613½	49½	36	4½	1½	5½	1,712½	I	
II	BENGAL CENTRAL (a) . . . . .	...	...	...	...	(g) 125	...	125	II	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
III	BENGAL-NAGPUR . . . . .	861½	...	...	...	...	206½	1,067½	III	
IV	INDIAN MIDLAND . . . . .	677½	...	1½	...	...	47½	727½	IV	(b) Including the Bezwada-Godavari section of the East Coast State railway.
V	BHOPAL-ITÁRRI (BRITISH SECTION) . . . . .	18	...	...	...	...	...	18	V	
VI	GODHRA-BUTLAM-NÁGDÁ . . . . .	25	90½	...	25½	...	...	141½	VI	(c) Excluding the Bezwada-Godavari section.
VII	WARDHA COAL . . . . .	45	...	...	...	...	...	45	VII	
VIII	DHOWD-MANMÁD . . . . .	145½	...	...	...	...	...	145½	VIII	(d) (Bezwada-Godavari section, East Coast State railway, retransferred to the state for working from the 1st January 1894.
IX	BEZWADA EXTENSION (EAST COAST STATE) . . . . .	(b) 112½	(d) -91	...	...	...	...	20½	IX	
X	WÁSHKRMENPET-ENNÚR SECTION (BEZWADA-MADRÁS) . . . . .	...	...	...	8½	...	...	8½	X	(e) Including the Bezwada-Godavari section of the East Coast State railway retransferred to the state for working from the 1st January 1894.
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>		48½	37½	39	126½	259½	...		
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	3,493½	3,541½	3,579½	3,614½	3,743½	...	4,005½		(f) The metre gauge line from Tadépalli to Bezwada has been excluded from the mileage of this railway.
	<b>State lines worked by the State.</b>									
XII	NORTH WESTERN . . . . .	2,427½	...	45½	236½	85½	...	2,817½	XII	(g) Transferred on the 1st January 1897 from "State lines worked by the State."
XIII	HYDERABAD-SHADIPALLI . . . . .	59	...	...	...	...	...	59	XIII	
XIV	ODDH AND ROBIKHAND . . . . .	741	56	...	15½	...	133½	950½	XIV	(h) Transferred to "State lines worked by companies" on the 1st January 1897.
XV	EASTERN BENGAL . . . . .	248½	...	...	...	...	9½	263	XV	
	BENGAL CENTRAL (a) . . . . .	125	...	...	...	(h) -125	...	...		(i) Including 2·66 miles laid on the mixed gauge and 0·33 mile on the metre gauge.
XVI	CALCUTTA PORT COMMISSIONERS' . . . . .	6½	...	...	...	...	...	8½	XVI	
XVII	EAST COAST . . . . .	(c) 174½	(e) 183	(f) 72½	73½	38	1½	(i) 540½	XVII	
XVIII	ENNÚR-BEWADA SECTION (BEZWADA-MADRÁS) . . . . .	...	...	...	...	...	173½	178½	XVIII	
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>	...	239	118	325	—1½	327½	...		
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	3,781½	4,019½	4,143	4,472½	4,489½	...	4,817½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

## APPENDIX E—contd.

APPEN

*Length of railways open for traffic at the end of the calendar years 1893 and 1898, and prog made in the opening of railways during the calendar years 1894 to 1898.*

Classification No.	RAILWAY.	Mileage open at the end of 1893.	OPENED DURING					Mileage open at the end of 1898.	Classification No.	REMARKS.
			1894.	1895.	1896.	1897.	1898.			
	<b>STANDARD GAUGE—concl'd.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
	<b>Lines worked by guaranteed companies.</b>									
XIX	GREAT INDIAN PENINSULA . . . . .	1,286½	...	...	1	...	...	1,288	XIX	
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	460½	...	...	...	...	...	460½	XX	
XXI	MADRAS . . . . .	839½	...	...	...	...	...	839½	XXI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	1	...	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	2,586½	2,587	2,587	2,588	2,588	...	2,588		
	<b>Assisted companies.</b>									
XXII	DELHI-UMBALLA-KALEA . . . . .	161½	...	...	...	...	...	163½	XXII	
XXIII	FARKESUR . . . . .	22½	...	...	...	...	...	22½	XXIII	
XXIV	SOUTHERN PUNJAB (DELHI-SAMARATA) . . . . .	...	...	...	...	300½	...	300½	XXIV	
XXV	TAPTI VALLEY . . . . .	...	...	...	...	...	26	26	XXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	300½	26	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	183½	183½	183½	183½	584½	...	630½		
	<b>Lines owned by native states and worked by companies.</b>									
XXVIII	KHANGAON . . . . .	7½	...	...	...	...	...	7½	XXVIII	
XXIX	AMRĀOTI . . . . .	5½	...	...	...	...	...	5½	XXIX	
XXX	BINA-GOONA . . . . .	...	...	72½	...	...	...	71½	XXX	
XXXI	BHOPAL-UJJAIN . . . . .	...	...	113½	...	...	...	113½	XXXI	
XXXII	BHOPAL-ITĀSSI (NATIVE STATE SECTION). . . . .	44	...	...	...	...	...	44½	XXXII	
XXXIII	THE NISAM'S GUARANTEED STATE . . . . .	332½	...	...	...	...	...	330½	XXXIII	
XXXIV	NĀGDĀ-UJJAIN . . . . .	...	...	...	34½	...	...	34½	XXXIV	
XXXV	THE GANWAR'S PETLAD . . . . .	13½	...	...	...	...	...	13½	XXXV	
XXXVI	KOLAR GOLD-FIELDS . . . . .	...	10	...	...	...	...	10	XXXVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	10	185½	34½	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	402½	412½	398½	632½	632½	...	630½		
	<b>Lines owned by native states and worked by state railway agency.</b>									
XXXVII	RĀJPURĀ-BHĀTINDA . . . . .	108	...	...	...	...	...	108	XXXVII	
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .	16	...	...	...	...	...	16	XXXVIII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	124	124	124	124	124	...	124		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	297½	341½	399½	524½	623½	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	10,572½	10,868½	11,215½	11,614½	12,162	...	12,786		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

E—contd.

Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.

Classification No.	RAILWAY.	Mileage open at the end of 1893.	OPENED DURING					Mileage open at the end of 1898.	Classification No.	REMARKS.
			1894.	1895.	1896.	1897.	1898.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	<b>METRE GAUGE.</b>									
	<b>State lines worked by companies.</b>									
XL	BENGAL AND NORTH-WESTERN (a)—								XL	(a) Although for convenience classed amongst state railways, the company's section of this railway is the property of Bengal and North Western Railway Company.
	TIRHOOT SECTION . . . . .	341½	...	...	...	...	...	341½		
	COMPANY'S SECTION . . . . .	414½	...	...	63½	12½	100½	586½		
XLI	LUCKNOW-BAREILLY SECTION (ROMILKUND AND KUMAON)	222	9½	...	...	...	...	231½	XLI	
XLII	RAJPUTANA-MALWA . . . . .	1,674	...	...	...	...	...	1,674	XLII	
XLIII	PĀLANPUR-DEBRA . . . . .	17½	...	...	...	...	...	17½	XLIII	
XLIV	SOUTHERN MAHRATTA . . . . .	1,043½	...	...	...	...	...	1,042	XLIV	
XLV	GUNTAKAL-MYSORE FRONTIER	119½	...	...	...	...	...	119½	XLV	
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	296	...	...	...	...	...	296	XLVI	
XLVII	SOUTH INDIAN . . . . .	1,041½	...	...	...	...	(f)—23½	1,018	XLVII	
XLVIII	MĀYAVARAM MUTUPET . . . . .	...	54	...	...	...	...	54	XLVIII	
XLIX	ASHAM-BENGAL . . . . .	...	...	129½	156½	74½	18½	379½	XLIX	
L	BURMA . . . . .	...	...	...	(b) & (c) 886½	1½	49½	936½	L	
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>	...	63½	129½	1,106½	88½	145	...		(c) Including 52½ miles opened during 1896.
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	5,170½	5,231½	5,361½	6,468½	6,550½	...	6,695½		(d) Including 16½ miles from Burhwal to Bara Banki, and ¼ a mile on the Cawnpore bridge laid on a mixed gauge.
	<b>State lines worked by the State.</b>									(e) Transferred to "State lines worked by companies."
LI	EASTERN BENGAL—NORTHERN AND BEHAR sections (including the Kaunia-Dharila, 2'6" gauge, branch)	478½	...	...	...	...	...	478½	LI	(f) Gudur-Nellore section converted to the standard gauge and included with the mileage of the Washermenpet-Ennūr section of the Bezwada-Madras railway.
	DACCA SECTION . . . . .	86	...	...	...	...	...	86		
LII	CAWNPORE-BURHWAL (METRE GAUGE LINE) . . . . .	...	...	...	(d) 34½	45	...	(d) 79½	LII	
	BURMA . . . . .	730	15½	89	(e) 834½	...	...	...		
	MU VALLEY . . . . .		...	...	...	...	...	...	...	
	<b>TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .</b>	...	15½	89	—799½	45	...	...		
	<b>TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .</b>	1,294½	1,309½	1,398½	599	644	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

*Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.*

Classification No.	RAILWAY.	Mileage open at the end of 1893.	OPENED DURING					Mileage open at the end of 1898.	Classification No.	REMARKS.
			1894.	1895.	1896.	1897.	1898.			
	<b>METRE GAUGE—concl'd.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	<b>Assisted companies.</b>									
LIV	DROGHDA . . . . .	4½	—	—	—	—	—	4½	LIV	
LVI	MYRINGSINGH-JAMALPUR-JAGANNATHGARH . . . . .	—	—	—	—	—	33	33	LVI	
LVII	BOHLEKUND AND KUMAON (COMPANY'S SECTION) . . . . .	54	—	—	—	—	—	54	LVII	
LIX	BENGAL DOOARS . . . . .	32½	4½	—	—	—	—	37	LIX	
LX	DIBRU-SADIYA . . . . .	77½	—	—	—	—	—	77½	LX	
LXI	LEDO AND TIRAK-MAROHERRITA-COLLIERIES . . . . .	—	—	—	—	10	—	7½	LXI	
LXII	AHMEDABAD-PARANTUL . . . . .	—	—	—	—	54½	—	54½	LXII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	—	4½	—	—	64½	33	—		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	168½	172½	172½	172½	237½	—	267½		
	<b>Lines owned by native states and worked by companies.</b>									
LXIV	THE GARHWAR'S MERRAUA . . . . .	92½	—	—	—	—	—	92½	LXIV	
LXV	KOLHAPUR . . . . .	29	—	—	—	—	—	29	LXV	
LXVI	YEVANTPUR-MYSONE FRONTIER . . . . .	51½	—	—	—	—	—	51½	LXVI	
LXVII	MYPUR-NANJANGUD . . . . .	15½	—	—	—	—	—	15½	LXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	188½	188½	188½	188½	188½	—	188½		
	<b>Lines owned and worked by native states.</b>									
LXXI	JODHPUR-BICKANEER— JODHPUR SECTION . . . . . BICKANEER SECTION . . . . .	364	—	—	—	—	48	406	LXXI	
LXXII	ODDIPUR-CHITUR . . . . .	—	—	60½	—	—	—	60½	LXXII	
LXXIII	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR . . . . .	333½	—	—	—	—	—	(a) 334	LXXIII	(a) Including 4.50 miles of Bhavnagar Dock estates and Junagad quarry lines.
LXXIV	JETALAB-RAJKOT . . . . .	46½	—	—	—	—	—	46½	LXXIV	
LXXV	JAMNAGAR . . . . .	—	—	—	—	54½	—	(b) 54½	LXXV	(b) Including 3.39 miles Bedi Bandar Dock estate siding.
LXXVI	DHRANGADSA . . . . .	—	—	—	—	—	30½	30½	LXXVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	—	—	60½	—	54½	62½	—		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	744	744½	804	804	858½	—	922½		
	<b>Foreign lines.</b>									
LXXVIII	WEST OF INDIA PORTUGUESE . . . . .	51	—	—	—	—	—	51	LXXVIII	
LXXIX	PONDICHERY . . . . .	7½	—	—	—	—	—	7½	LXXIX	
LXXX	KARAIKAL-PERALAM . . . . .	—	—	—	—	—	14½	14½	LXXX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	—	—	—	—	—	14½	—		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	59½	59½	59½	59½	59½	—	78½		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	—	83	278½	306½	252½	255½	—		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	7,624½	7,706½	7,983½	8,291	8,537	—	8,790½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

E—concl'd.

Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.

Classification No.	RAILWAY.	Mileage open at the end of 1893.	OPENED DURING					Mileage open at the end of 1898.	Classification No.	REMARKS.
			1894.	1895.	1896.	1897.	1898.			
	<b>SPECIAL GAUGES.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
LXXXII	State line worked by the State. JOBRAI (2' 0") . . . . .	28	...	...	...	...	...	28½	LXXXII	
	<b>Assisted companies.</b>									
LXXXIII	DARJEELING-HIMALAYAN (2' 0")	51	...	...	...	...	...	51	LXXXIII	
LXXXIV	BANU LIGHT (2' 6") . . . . .	...	...	...	...	21½	...	21½	LXXXIV	
LXXXV	HOWRAH-AMTA (2' 0") . . . . .	...	...	...	...	...	(a) 28½	28½	LXXXV	(a) The Indian Railways Act has been applied from 7th October 1898.
LXXXVI	HOWRAH-SHEAKHALLA (2' 0")	...	...	...	...	...	a) & (b) 19½	19½	LXXXVI	(b) The Howrah-Kadamtolla section of the Howrah-Amta railway is worked over.
LXXXVII	TARAKESHWAR-MAGRA (2' 6")	...	...	...	...	...	(c) 31	31	LXXXVII	
LXXXVIII	TREPUR-BALIPARA (2' 6") . . . . .	...	...	...	...	...	(d) 20	20	LXXXVIII	(c) The Indian Railways Act has been applied from 19th May 1896. (d) The Indian Railways Act has been applied from 3rd May 1898.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	21½	99	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	51	51	51	51	72½	...	171½		
	<b>Lines owned by native states and worked by companies.</b>									
XCI	THE GREATWAR'S DANHOI (2' 6")	71½	...	...	...	7½	...	78½	XCI	
XCII	RAJPIPLA (2' 6") . . . . .	...	...	...	...	19	...	19	XCII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	26½	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . . . .	71½	71½	71½	71½	97½	...	97½		
	<b>Line owned by native state and worked by state railway agency.</b>									
XCIV	COOCH BEHAR (2' 6") . . . . .	22½	...	...	...	...	3½	22½	XCIV	
	<b>Line owned and worked by native state.</b>									
XCIV	MORVI (2' 6") . . . . .	93½	½	...	...	...	...	94½	XCIV	
	TOTAL MILEAGE OF SPECIAL GAUGE RAILWAYS OPENED DURING EACH YEAR . . . . .	...	½	...	...	48	102½	...		
	TOTAL OPEN MILEAGE OF SPECIAL GAUGE RAILWAYS AT THE END OF EACH YEAR . . . . .	266½	267½	267½	267½	315½	...	414½		
	TOTAL MILEAGE OF ALL RAILWAYS OPENED DURING EACH YEAR . . . . .	..	331½	620½	706½	829½	991	...		(e) The difference between the mileage shown here and that in Part I of the Administration Report for 1893-94 is due to the inclusion of openings reported after the publication of that report.
	TOTAL OPEN MILEAGE OF ALL RAILWAYS AT THE END OF EACH YEAR . . . . .	(a) 18,463½	18,841	19,466½	20,172½	21,014½	...	21,991		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

## APPENDIX F.

## APPENDIX

*Railways or sections of railways under construction or sanctioned on the 31st March 1899.*

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	<b>STANDARD GAUGE.</b>			
	<b>State lines worked by companies.</b>			
I	<i>East India—</i>			
	MUGHAL SARAI TO GYA . . . . .	135-48		
	BIBUR TO DALITONGANJ, INCLUDING THE COLLIERY BRANCH . . . . .	78-32		
	SEIKHABAD TO FARUKHABAD . . . . .	65-82		
III	<i>Bengal-Nagpur—</i>		269-62	
	KOLAGHAT TO HOWRAH . . . . .	20-53		
	KHAROUPEE TO MIDNAPORE . . . . .	8-00		
XI	<i>Agra-Delhi Chord—</i>		44-53	
	AGRA TO DELHI . . . . .	(a) 121-16	121-16	(a) Commencement of work not yet authorized.
	<b>TOTAL</b> . . . . .	...	435-31	
	<b>State lines worked by the State.</b>			
XII	<i>North Western—</i>			
	KOTRI TO HYDERABAD (SIND) . . . . .	5-30		
	LYALLPUR TO KHANUWAL . . . . .	105-00		
	CAMPBELLPUR CANTONMENT TO BASIL (NEW PIND SULTANI) . . . . .	25-00		
	JAND TO DAUD KEHL (a) . . . . .	55-00		(a) The length between Basil (New Pind Sultani) and Jand, 16 miles, is a part of the open mileage of the Khushalgarh branch of the North Western State railway.
XIV	<i>Oudh and Rohilkhand—</i>		190-30	
	GHAZIABAD TO MORADABAD . . . . .	87-05		
XV	<i>Eastern Bengal—</i>		87-05	
	PANCHGOURA TO THE GANGES . . . . .	5-50		
	SHIVARAMPUR TO FARIDPUR . . . . .	7-40		
XVII	<i>East Coast—</i>		12-00	
	RAJAHMUNDEY TO KOVVUR . . . . .	4-55		
	<b>TOTAL</b> . . . . .	...	294-80	
	<b>CARRIED OVER</b> . . . . .	...	730-11	

F.  
*Railways or sections of railways under construction or sanctioned on the 31st March 1899.*

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	BROUGHT FORWARD	...	730-11	
	STANDARD GAUGE— <i>concl'd.</i>			
	Lines worked by guaranteed companies.			
XIX	<i>Great Indian Peninsula—</i>			
	CHÁLINGAON TO DEHLYA . . . . .	31-84		
	JALGAON TO AMALNER . . . . .	34-28		
			69-12	
XXI	<i>Madras—</i>			
	CALICUT TO CANNANORE . . . . .	(a) 59-71		(a) Commencement of work on the first 26 miles authorised.
	WALAJAH ROAD (ARCOOT) TO BANIPET . . . . .	4-35	64-06	
	TOTAL	...	133-18	
	Assisted companies.			
XXIV	<i>Southern Punjab (Delhi-Somnata)—</i>			
	DELHI BREWERY TO DELHI . . . . .	0-79		
			0-79	
XXV	<i>Tipti Valley—</i>			
	VYÁRA TO AMALNER . . . . .	120-34	120-34	
XXVI	<i>South Bihar (Luckeserai-Gya)—</i>			
	LUCKESEERAI TO GYA . . . . .	78-83	78-83	
XXVII	<i>Hardwar-Dehra—</i>			
	HARDWAR TO DEHRA . . . . .	32-05	32-05	
	TOTAL	...	232-01	
	Line owned by native state and worked by company.			
XXX	<i>Bina-Gooná—</i>			
	GOONA TO BÍNÁ . . . . .	73-63	73-63	
	Line owned by native state and worked by state railway agency.			
XXXIX	<i>Ludhiána-Dhuri-Jakhal—</i>			
	LUDHIÁNA and DHURI TO JAKHAL . . . . .	80-32	80-32	
	TOTAL STANDARD GAUGE	...	1,249-25	



*Railways or sections of railways under construction or sanctioned on the 31st March 1899.*

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	<b>METRE GAUGE.</b>			
	<b>State lines worked by companies.</b>			
<b>XL</b>	<i>Bengal and North-Western—</i>			
	<i>Tirhoot section—</i>			
	HAJEPUR TO BACHWARA . . . . .	44.25		
	GARHARA TO KATIHAR . . . . .	116.75		
		161.00		
	<i>Company's section—</i>			
	FROM A POINT NEAR TULSIPUR TO TULSIPUR . . . . .	1.00		
	AMANGARH TO SHANGAM . . . . .	34.84		
		35.84		
<b>XLVII</b>	<i>South Indian—</i>		100.84	
	NEGAPATAN TO KAGORI . . . . .	4.40		
			4.40	
<b>XLIX</b>	<i>Assam-Bengal—</i>			
	BADARPUR TO MAKUM . . . . .	318.31		
	LUNTING TEMPORARY STATION TO PERMANENT STATION	8.00		
			321.31	
<b>L</b>	<i>Burma—</i>			
	SEDAW TO THE RIGHT BANK OF THE SALWEEN RIVER . . . . .	217.72		
	MEIKILA TO MYINGYAN . . . . .	57.70		
	SAGAING <i>via</i> MONIWA TO ALON . . . . .	71.00		
			246.42	
	<b>TOTAL</b> . . . . .	...	860.06	
	<b>State lines worked by the State.</b>			
<b>LI</b>	<i>Eastern Bengal—</i>			
	TRISIA BRIDGE AT KAUNIA AND APPROACHES . . . . .	4.87		
	ALIPUR DUAR TO JHAINTI (COOCH BEHAR-SANTALPAR) EXTENSION, BRITISH SECTION, 3' 6" GAUGE) . . . . .	20.08		
<b>LIII</b>	<i>Shadipalli-Balotra (British section)—</i>		24.05	
	HYDERABAD (SIND) TO JODHPUR FRONTIER . . . . .	(a) 69.06	00.06	(a) Excluding 65.08 miles, Hyderabad-Shadipalli (standard gauge) railway to be converted to the metre gauge.
	<b>TOTAL</b> . . . . .	...	94.01	
	<b>CARRIED OVER</b> . . . . .	...	938.07	

F—contd.

Railways or sections of railways under construction or sanctioned on the 31st March 1899.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles. ...	Miles. 968·07	
	<b>BROUGHT FORWARD</b>			
	<b>METRE GAUGE—concl'd.</b>			
	<b>Assisted companies.</b>			
LIV	<i>Brahmaputra-Sultanpur—</i>			
	SANTAHAR TO KAMARJANI NEAR KALIGANTY . . . . .	59·70	59·70	
LVI	<i>Mymensingh-Jamdipter-Jagannathganj—</i>			
	BINGHJANI TO JAGANNATHGANJ . . . . .	21·93	21·93	
LIX	<i>Bengal Doore—</i>			
	MAL BAZAR TO HANTUPARA . . . . .	45·66		
	DAM DIM TO BAGRAKOTE . . . . .	6·78		
	DOMOHANI TO LALMANIRHAT . . . . .	69·18		
	<b>TOTAL</b>		121·55	
LXIII	<i>Ngiri—</i>			
	METTUPALAIYAM TO COONOR . . . . .	16·81	16·81	
	<b>TOTAL</b>		219·99	
	<b>Lines owned by native states and worked by companies.</b>			
LXVII	<i>Mysore Nanjangud—</i>			
	NANJANGUD STATION TO A POINT NEARER NANJANGUD TOWN . . . . .	0·55	0·55	
LXVIII	<i>Birar Shimoga—</i>			
	BIRUR TO SHIMOGA . . . . .	37·97	37·97	
LXIX	<i>Hyderabad-Goddavari Valley—</i>			
	SECUNDERABAD TO MAHMAD . . . . .	384·28	384·28	
LXX	<i>Shoranur-Cochin—</i>			
	SHORANUR TO COCHIN . . . . .	65·00	65·00	
	<b>TOTAL</b>		487·80	
	<b>Lines owned and worked by native states.</b>			
LXXI	<i>Jodhpore Bikaner—</i>			
	<i>Jodhpore section—</i>			
	BALOTRA TO THE JODHPUR FRONTIER . . . . .	135·00		
	<i>Bikaner section—</i>			
	GIGASAR TO PALANA . . . . .	9·50		
	DULMERA TO SURATGARH . . . . .	72·00		
LXXII	<i>Oodypore-Chitor—</i>			
	DIBARI TO OODYPORE . . . . .	81·50	216·50	
		6·44		
LXXVII	<i>Jeypore—</i>			
	SANGANER TO SIWAI MADHOPUR . . . . .	72·85	6·44	
			72·85	
	<b>TOTAL</b>		295·79	
	<b>TOTAL METRE GAUGE</b>		1,866·65	

APPENDIX F—concl'd.

Railways or sections of railways under construction or sanctioned on the 31st March 1899.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	<b>SPECIAL GAUGES.</b>			
	<b>State line worked by company.</b>			
LXXXI	<i>Raipur-Dhamtari branch (Bengal-Nagpur) (5' 6")—</i>			
	RAIPUR TO DHAMTARI . . . . .	45-46		
	ARRANPUR TO RAJIM . . . . .	11-22	59-69	
	<b>Assisted companies.</b>			
LXXXIV	<i>Birni Light (5' 6")—</i>			
	BIRNI ROAD TO PANDHARPUR . . . . .	32-00	32-00	
LXXXIX	<i>Kalka-Simla—</i>			
	KALKA TO SIMLA . . . . .	68-00	68-00	
XC	<i>Ranaghat-Krishnagarh (5' 6")—</i>			
	RANAGHAT TO KRISHNAGARH . . . . .	20-20	20-20	
	<b>TOTAL</b>	---	121-20	
	<b>Lines owned by native states and worked by companies.</b>			
XCII	<i>Rajpipla (5' 6")—</i>			
	UNALLA TO NANDOD . . . . .	12-24	12-24	
XCIII	<i>Rewah (5' 6")—</i>			
	REWAN TO SUTHA . . . . .	21-21	21-21	
	<b>TOTAL</b>	---	45-15	
	<b>Line owned by native state and worked by state railway agency.</b>			
XCIV	<i>Cooch Behar (5' 6")—</i>			
	COOCH BEHAR TOWN EXTENSION . . . . .	0-50		
	COOCH BEHAR TO ALIPUR DUAR (COOCH BEHAR-SAN- TABARANI EXTENS. OF, NATIVE STATE SECTION). . . . .	11-50	12-00	
	<b>Line owned and worked by native state.</b>			
XCVI	<i>Gwalior Light (2' 0")—</i>			
	<i>Gwalior-Sipri section—</i>			
	GWALIOR TO SIPRI . . . . .	72-90		
	<i>Gwalior-Bhind section—</i>			
	GWALIOR TO BHIND . . . . .	(a) 44-23	117-29	(a) Excluding 500 miles of His Highness the Maharajah Scindia's private line.
	<b>TOTAL SPECIAL GAUGES</b>	---	352-22	
	<b>TOTAL ALL GAUGES</b>	---	3,568-22	
	<b>Steam tramway working outside municipal limits.</b>			
	<i>Calcutt (b)—</i>			
	<b>TOTAL OPEN MILEAGE</b>	11-28	11-28	(b) Gauge not known.

Statement showing the total approximate earnings from the 1st January to the 31st March 1899, as compared with the actuals of the corresponding periods of 1897 and 1898.

Classification No.	RAILWAY.	1st January to 31st March 1897.	1st January to 31st March 1898.	1st January to 31st March 1899.	REMARKS.
	<b>STANDARD GAUGE.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	
	<b>State lines worked by companies.</b>				
I	EAST INDIAN . . . . .	1,55,25,619	1,58,71,165	1,61,70,000	
II	BENGAL CENTRAL . . . . .	2,29,678	2,82,834	2,79,000	
III	BENGAL-NAGPUR . . . . .	19,85,037	19,87,495	25,14,000	
IV	INDIAN MIDLAND . . . . .	13,78,400	15,33,842	16,71,000	
VI	GODHWA-RUTLAM-NAGDÁ . . . . .	2,56,308	3,23,216	3,39,000	
IX	BEZWADA EXTENSION (EAST COAST STATE)	48,295	53,604	86,200	
X	WAHHEDEVPET-ENNŌR SECTION (BEZWADA-MADRAS) . . . . .	18,198	13,533	17,400	
	<b>TOTAL . . . . .</b>	<b>1,94,20,528</b>	<b>2,00,65,109</b>	<b>2,10,26,600</b>	
	<b>State lines worked by the State.</b>				
XII	NORTH WESTERN (a) . . . . .	75,43,057	1,01,31,336	83,93,000	(a) Including the Jammu and Kashmir railway (Native state section).
XIII	HYDRABAD-SHADIPALLI . . . . .	47,364	58,409	67,900	
XIV	ODDE AND RORILKHAND (including the metre gauge link) . . . . .	20,65,318	23,95,840	26,21,000	
XV	EASTERN BENGAL (b) . . . . .	31,35,833	37,76,504	31,84,000	(b) Including the metre and special gauge sections.
XVII	EAST COAST (c) . . . . .	6,36,506	8,19,005	9,85,000	(c) Including the Ennŏr-Bezwada section (Bezwada-Madras).
	<b>TOTAL . . . . .</b>	<b>1,34,28,078</b>	<b>1,71,80,993</b>	<b>1,52,50,900</b>	
	<b>Lines worked by guaranteed companies.</b>				
XIX	GREAT INDIAN PENINSULA (d) . . . . .	82,43,633	93,76,085	1,13,65,000	(d) Including the Wardha Coal, Ichand Manmád, Khámgaon and Amrŏti railways.
XX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	85,78,106	83,72,618	41,36,000	
XXI	MADRAS . . . . .	27,88,292	27,13,643	23,87,000	
	<b>TOTAL . . . . .</b>	<b>1,48,10,331</b>	<b>1,54,62,346</b>	<b>1,78,68,000</b>	
	<b>Assisted companies.</b>				
XXII	DELHI-UMBALLA-KALKA . . . . .	3,30,379	5,01,123	3,45,000	
XXIII	TANKESBORO . . . . .	87,386	93,364	85,700	
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . . . . .	...	2,29,616	3,00,000	
XXV	TÁPTI VALLEY . . . . .	...	...	21,200	
	<b>TOTAL . . . . .</b>	<b>4,17,765</b>	<b>8,24,403</b>	<b>7,51,600</b>	
	<b>Lines owned by native states and worked by companies.</b>				
XXX	BINA GOONA . . . . .	30,778	24,913	62,900	
XXXI	BHOPAL UJJAIN . . . . .	1,19,139	1,05,827	1,31,000	
XXXII	BHOPAL ITÁRSI (NATIVE STATE SECTION) (e) . . . . .	1,22,035	1,27,803	1,61,000	(e) Including the Bhopal-Itársi (British section).
XXXIII	THE NIZAM'S GUARANTEED STATE . . . . .	9,19,954	9,57,583	9,94,000	
XXXIV	NÁGDÁ-UJJAIN . . . . .	27,255	31,479	28,900	
XXXV	THE GARHWAR'S ENTÁD . . . . .	12,630	6,898	11,500	
XXXVI	KOLAR GOLD FIELDS . . . . .	51,991	52,120	41,100	
	<b>TOTAL . . . . .</b>	<b>12,83,752</b>	<b>13,05,658</b>	<b>14,33,400</b>	
	<b>Line owned by native state and worked by state railway agency.</b>				
XXXVII	RÁJPURA-BHÁTINDA . . . . .	1,85,440	1,84,726	1,38,000	
	<b>TOTAL STANDARD GAUGE . . . . .</b>	<b>4,93,46,894</b>	<b>5,50,23,293</b>	<b>5,64,68,600</b>	

## APPENDIX G.

## APPENDIX

Statement showing the total approximate earnings from the 1st January to the 31st March 1899, as compared with the actuals of the corresponding periods of 1897 and 1898.

Classification No.	RAILWAY.	1st January to 31st March 1897.	1st January to 31st March 1898.	1st January to 31st March 1899.	REMARKS.
	<b>METRE GAUGE.</b>	Rs.	Rs.	Rs.	
	<b>State lines worked by companies</b>				
XL	<b>BENGAL AND NORTH-WESTERN—</b>				
	TIRHOOT SECTION . . . . .	14,69,220	17,28,848	18,22,000	
	COMPANY'S SECTION . . . . .				
XLI	LUCKNOW BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	2,15,317	2,80,252	3,00,000	
XLII	RAJPUTANA-MALWA . . . . .	48,40,559	50,51,821	60,35,000	
XLIII	PALANPUR-DEHRA . . . . .	10,796	7,227	9,400	
XLIV	SOUTHERN MARRATTA . . . . .	15,50,754	12,62,601	12,00,000	
XLV	GUNTAKAL-MYSORE FRONTIER . . . . .	1,21,429	1,19,900	81,400	
XLVI	MYSORE SECTION (SOUTHERN MARRATTA). . . . .	2,89,854	4,08,650	2,23,000	
XLVII	SOUTH INDIAN . . . . .	21,73,861	19,87,775	19,65,000	
XLVIII	MAYAVANAM-MUTUPPET . . . . .	61,723	54,559	54,000	
XLIX	ASSAM-BENGAL . . . . .	2,78,049	2,24,120	4,45,000	
L	BURMA . . . . .	29,00,244	29,21,920	25,89,000	
	<b>TOTAL</b> . . . . .	<b>1,40,11,216</b>	<b>1,41,68,667</b>	<b>1,48,23,800</b>	
	<b>Assisted companies.</b>				
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGARH . . . . .	---	---	16,500	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	98,872	98,023	1,04,000	
LVIII	SHOOWLE-BARAUDA . . . . .	---	---	2,100	
LIX	BENGAL DOGARS . . . . .	53,697	45,266	37,700	
LX	DIBRU-SADIYA . . . . .	1,82,306	1,99,859	2,21,000	
LXII	AHMEDABAD-PARANTYI . . . . .	---	29,743	42,800	
	<b>TOTAL</b> . . . . .	<b>2,40,876</b>	<b>2,67,806</b>	<b>4,25,100</b>	
	<b>Lines owned by native states and worked by companies.</b>				
LXIV	THE GANAKWAR'S MERSA . . . . .	76,912	79,156	87,200	
LXV	KOLHAPUR . . . . .	26,326	17,900	29,200	
LXVI	YENVAITPUR-MYSORE-FRONTIER . . . . .	59,909	47,207	32,200	
LXVII	MYSORE-NANJANGUD . . . . .	7,525	8,678	3,200	
	<b>TOTAL</b> . . . . .	<b>1,70,783</b>	<b>1,53,001</b>	<b>1,51,800</b>	
	<b>Lines owned and worked by native states.</b>				
LXXI	<b>JODHPUR-BICKANEER—</b>				
	JODHPUR SECTION . . . . .	2,19,169	2,76,280	4,52,000	
	BICKANEER SECTION . . . . .	87,907	22,192	46,000	
LXXII	ODDYPUR-CHITUR . . . . .	30,470	26,275	40,600	
LXXIII	BHAVNAGAR-GONDAL-JUNAGAD-POREBANDAR . . . . .	5,43,919	4,10,745	5,17,700	
LXXIV	JETALSAR-RAJKOT . . . . .	51,189	42,523	50,800	
LXXV	JAMNAGAR . . . . .	---	21,271	28,300	
LXXVI	DHRANGADEI . . . . .	---	---	18,100	
	<b>TOTAL</b> . . . . .	<b>9,22,744</b>	<b>7,99,801</b>	<b>11,68,500</b>	
	<b>TOTAL METRE GAUGE</b> . . . . .	<b>1,55,05,669</b>	<b>1,54,88,866</b>	<b>1,65,64,200</b>	

G—concl'd.

Statement showing the total approximate earnings from the 1st January to the 31st March 1899, as compared with the actuals of the corresponding periods of 1897 and 1898.

Classification No.	RAILWAY.	1st January to 31st March 1897.	1st January to 31st March 1898.	1st January to 31st March 1899.	REMARKS.
	<b>SPECIAL GAUGES.</b>	<b>Rs.</b>	<b>Rs.</b>	<b>Rs.</b>	
	<b>State line worked by the State.</b>				
LXXXII	JORHAT (2' 0") . . . . .	24,779	25,484	23,000	
	<b>Assisted companies.</b>				
LXXXIII	DARJEELING-HIMALAYAN (2' 0") . . . . .	1,55,717	1,41,769	1,45,000	
LXXXIV	BĀRSI LIGHT (2' 6") . . . . .	...	43,632	54,000	
	<b>Lines owned by native states and worked by companies.</b>				
XCI	THE GARKWAN'S DARHOL (2' 6") . . . . .	59,863	44,498	51,100	
XCH	RAJPIPLA (2' 6") . . . . .	...	2,239	9,300	
	<b>Line owned by native state and worked by State railway agency.</b>				
XCIV	COOCH BEHAR (2' 6") . . . . .	21,339	19,740	15,900	
	<b>Line owned and worked by native state.</b>				
XCV	MORVI (2' 6") . . . . .	98,411	72,837	1,02,000	
	<b>TOTAL SPECIAL GAUGES</b> . . . . .	<b>3,55,109</b>	<b>3,50,199</b>	<b>4,00,300</b>	
	<b>Total of all railways</b> . . . . .	<b>6,52,06,672</b>	<b>7,08,63,359</b>	<b>7,34,33,300</b>	

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No.	DESCRIPTION OF COMMODITY.	STANDARD							
		STATE LINES WORK							
		I.—East Indian.				II.—Bengal Central.			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.		
	Tons.*	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways . . . . .	2,358,009	2,745,184	1,06,81,966	1,26,91,148	16,906	19,894	18,418	25,426
2	Cotton, raw . . . . .	42,948	41,048	8,32,635	5,98,136	129	80	679	612
3	Cotton, manufactured . . . . .	86,145	86,077	22,79,331	24,21,095	4,251	2,570	17,021	12,423
4	Drugs and chemicals . . . . .	5,026	5,708	1,94,010	1,21,444	36	24	226	271
5	Dyes and tans . . . . .	19,115	22,818	2,86,123	2,94,516	197	508	646	2,256
6	Grain and pulse . . . . .	1,127,817	897,023	84,90,940	53,62,011	12,544	12,042	22,161	24,862
7	Hides and skins . . . . .	29,574	29,211	6,37,373	6,21,510	502	548	2,058	2,429
8	Horns . . . . .	685	775	9,597	9,519	2	—	12	—
9	Jute . . . . .	89,309	114,529	2,29,797	11,23,967	52,999	21,298	1,60,296	63,726
10	Lea . . . . .	26,612	21,712	4,07,226	2,22,237	—	6	—	1
11	Leather, manufactured . . . . .	2,345	2,316	70,799	76,233	49	24	267	255
12	Liquors . . . . .	5,725	6,492	1,28,265	1,37,763	44	23	232	244
13	Metals . . . . .	84,122	87,923	9,76,326	10,05,059	928	1,022	4,022	5,029
14	Oils . . . . .	66,016	62,893	7,06,157	6,11,147	2,669	2,729	9,803	7,225
15	Oil-seeds . . . . .	229,651	512,514	21,23,282	25,24,900	4,040	2,425	2,424	7,200
16	Opium . . . . .	16,522	9,077	2,66,780	2,25,300	1	4	10	2
17	Paper and paste-board . . . . .	8,216	8,982	1,14,949	1,21,212	164	208	1,221	1,625
18	Provisions . . . . .	180,916	91,255	11,06,268	12,10,261	4,017	4,668	10,717	14,699
19	Railway plant and rolling-stock carried for the public and foreign railways . . . . .	206,906	128,229	11,97,901	6,25,472	—	—	—	—
20	Salt . . . . .	262,412	242,202	12,29,620	12,19,239	6,205	4,511	9,221	6,169
21	Saltpetre, &c. . . . .	44,226	28,799	4,26,698	2,80,800	2	4	4	15
22	Silk, raw . . . . .	1,099	890	15,654	12,572	—	—	—	—
23	Silk, piece-goods . . . . .	120	119	5,175	6,060	—	—	—	—
24	Spices . . . . .	20,222	22,012	4,17,942	4,65,262	2,225	7,671	22,469	22,729
25	Stones and lime . . . . .	178,470	202,122	7,58,562	8,97,762	222	617	254	1,422
26	Sugar . . . . .	169,299	185,152	9,12,495	9,90,228	6,245	2,877	15,522	9,212
27	Tea . . . . .	1,752	1,579	22,690	22,602	6	4	7	4
28	Timber . . . . .	247,257	50,645	2,07,927	2,16,446	506	452	2,125	2,000
29	Tobacco . . . . .	26,819	21,085	4,20,942	3,32,974	1,422	1,064	6,305	4,279
30	Wool, raw . . . . .	1,224	1,226	20,147	27,276	—	1	—	1
31	Wool, manufactured . . . . .	2,042	2,052	66,962	66,222	15	2	16	16
32	All other articles of merchandise . . . . .	240,112	242,757	20,78,722	20,75,960	12,259	7,572	29,924	17,840
	<b>TOTAL</b> . . . . .	<b>6,706,929</b>	<b>7,020,700</b>	<b>2,89,18,027</b>	<b>3,68,56,186</b>	<b>127,007</b>	<b>96,175</b>	<b>2,63,972</b>	<b>2,29,620</b>

\* Revised figures.

H.

*the standard and metre gauge railways during the year 1898, as compared with the previous year.*

GAUGES.

BY COMPANIES.

III.—Bengal-Nagpur.				IV.—Indian Midland (a).				VI.—Godhra-Buldam-Nagdā.				Pro- gressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
793,834	708,109	359,742	4,58,180	1,501	3,069	5,420	15,493	77	471	230	1,186	1
8,965	15,465	94,387	1,56,521	12,510	18,023	1,34,758	1,88,542	13,774	16,615	94,479	1,06,687	2
11,873	13,373	1,90,038	1,89,787	9,025	14,472	1,70,911	2,89,813	6,439	7,675	55,773	66,686	3
275	234	5,552	4,366	424	512	8,267	10,376	238	326	2,060	2,655	4
10,751	14,175	83,383	1,15,334	2,282	5,117	28,015	39,815	971	978	7,698	7,741	5
157,722	185,071	18,13,673	14,33,114	191,055	153,314	12,36,257	987,464	44,401	69,340	1,43,124	3,36,689	6
5,966	3,548	94,574	51,614	5,967	4,162	73,497	51,617	445	574	2,755	3,410	7
280	280	3,422	2,447	679	155	4,065	1,370	1	1	4	8	8
3,640	5,074	52,595	75,902	3,174	2,838	29,285	26,937	2,717	2,853	11,829	12,575	9
7,989	6,912	43,509	41,414	130	143	1,744	2,288	52	67	227	282	10
174	152	1,609	1,597	282	278	6,401	7,712	51	100	404	917	11
774	777	6,561	6,247	1,221	1,814	19,219	28,062	500	588	2,956	3,321	12
6,004	4,882	84,024	51,434	8,083	8,494	89,473	85,876	3,744	3,283	20,428	17,608	13
6,685	6,136	81,203	73,837	3,644	4,423	33,776	41,140	4,607	3,945	25,966	22,196	14
17,908	46,008	1,26,321	3,44,961	39,729	69,281	2,45,388	5,55,945	18,835	29,035	71,483	1,04,377	15
24	21	899	885	279	248	3,156	2,924	1,366	1,528	19,754	21,967	16
381	397	7,702	6,963	346	309	7,191	6,313	127	186	821	936	17
6,967	7,822	87,981	85,689	19,849	20,031	1,98,342	2,16,640	5,419	5,392	29,084	29,333	18
88,736	71,018	4,10,200	3,90,897	13,685	22,442	81,178	1,22,076	112	2,310	215	4,872	19
41,776	38,808	2,78,196	2,47,420	39,189	39,908	2,76,012	2,38,292	28,223	29,518	1,39,648	1,47,706	20
...	...	...	...	642	332	5,768	4,191	21	19	85	67	21
470	375	7,196	5,828	...	2	17	34	...	...	1	1	22
...	...	...	...	3	2	122	88	1	2	26	16	23
2,917	2,633	64,644	49,785	4,620	3,896	66,936	47,408	2,089	1,370	13,001	9,847	24
12,707	22,089	95,865	1,44,270	17,945	21,716	35,068	35,662	589	841	1,964	1,727	25
9,806	12,687	1,14,037	1,52,065	36,501	44,029	4,16,806	5,13,792	7,699	9,351	42,194	51,726	26
805	216	2,266	1,687	123	382	2,872	5,947	11	10	89	95	27
25,317	24,426	1,10,071	1,05,134	15,971	16,065	39,418	35,876	1,665	1,550	4,447	3,891	28
2,427	2,250	24,380	25,174	3,933	2,765	44,363	31,674	6,421	5,616	53,157	45,035	29
...	...	...	...	142	165	2,345	2,713	4	35	42	319	30
...	...	...	...	173	125	2,700	2,586	27	31	144	177	31
43,296	43,194	2,26,085	2,29,630	23,501	23,721	2,60,304	2,76,646	36,244	36,047	86,806	1,17,216	32
1,267,619	1,238,172	39,70,239	44,53,032	4,62,733	4,87,329	36,29,141	39,25,317	1,96,970	2,49,507	8,30,694	11,21,319	

(a) Including the Bhopal-Itarsi, the Bina-Goonā and the Bhopal-Ujjain railways.



## Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gressive No.	DESCRIPTION OF COMMODITY.	STANDARD							
		STATE LINES WORKED							
		XII.—North-Western (a).				XIII.—Hyderabad-Shadipalli.			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1908.	Previous year.	1908.	Previous year.	1908.	Previous year.	1908.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	39,029	41,078	1,36,226	1,57,314	25	2	12	1
2	Cotton, raw . . . . .	48,530	50,902	7,06,222	7,36,322	9,108	9,906	14,970	19,698
3	Cotton, manufactured . . . . .	42,068	47,506	9,85,996	11,69,509	1,800	1,800	3,835	2,738
4	Drugs and chemicals . . . . .	8,535	10,694	1,51,725	1,72,783	526	1,594	1,077	2,659
5	Dyes and tans . . . . .	10,647	11,589	1,83,646	1,84,275	290	421	662	606
6	Grain and pulse . . . . .	740,171	972,309	49,40,987	95,37,047	24,731	25,912	27,557	27,022
7	Hides and skins . . . . .	20,389	17,525	2,61,906	2,08,041	823	794	1,330	1,242
8	Horns . . . . .	200	476	3,797	4,670	2	—	1	—
9	Jute . . . . .	25,410	31,319	1,80,542	2,17,921	1,371	1,205	1,948	2,024
10	Lac . . . . .	290	345	3,339	2,922	22	15	45	28
11	Leather, manufactured . . . . .	2,183	1,968	44,261	45,300	70	96	154	206
12	Liquors . . . . .	12,075	14,157	1,95,987	2,19,959	143	144	356	312
13	Metals . . . . .	40,257	45,452	6,37,919	6,60,326	1,170	981	1,199	1,413
14	Oils . . . . .	20,323	19,449	3,07,144	3,08,641	562	742	922	1,227
15	Oil-seeds . . . . .	106,315	169,224	7,27,035	12,10,506	11,525	12,232	12,561	12,792
16	Opium . . . . .	110	108	807	832	4	4	28	24
17	Paper and paste-board . . . . .	2,322	2,505	26,007	41,217	26	27	53	35
18	Provisions . . . . .	108,220	90,226	11,67,210	9,86,279	2,751	2,496	6,910	7,741
19	Railway plant and rolling-stock carried for the public and foreign railways.	182,949	48,606	3,79,492	2,11,922	12,274	754	2,558	1,008
20	Salt . . . . .	96,251	102,479	6,35,611	6,96,501	1,248	1,535	806	941
21	Saltpetre, &c. . . . .	7,222	7,974	69,466	79,966	141	265	266	446
22	Silk, raw. . . . .	348	329	6,152	5,151	35	28	96	63
23	Silk, piece-goods . . . . .	122	141	2,452	3,581	9	6	17	7
24	Spices . . . . .	10,457	10,765	1,27,921	1,27,248	228	259	492	419
25	Stone and lime . . . . .	81,552	164,822	1,22,026	2,25,024	1,227	2,216	627	1,812
26	Sugar . . . . .	176,116	192,461	16,22,172	20,24,422	2,508	2,891	2,547	2,201
27	Tea . . . . .	3,416	3,379	66,797	61,981	9	6	8	5
28	Timber . . . . .	54,628	59,752	1,89,628	1,90,567	408	642	212	972
29	Tobacco . . . . .	11,791	12,249	1,29,222	1,55,790	262	452	207	509
30	Wool, raw . . . . .	15,792	16,412	4,77,777	4,72,075	430	521	1,222	1,744
31	Wool, manufactured . . . . .	2,791	3,172	51,922	60,449	12	12	15	22
32	All other articles of merchandise	259,400	298,142	24,27,222	24,27,652	4,241	3,461	5,565	5,266
	<b>TOTAL</b>	<b>2,126,211</b>	<b>2,447,264</b>	<b>1,71,02,942</b>	<b>2,28,88,542</b>	<b>90,604</b>	<b>84,635</b>	<b>99,847</b>	<b>102,426</b>

(a) Including the Jammu and Kashmir railway (Native state section).

II—contd.

on the standard and metre gauge railways during the year 1893, as compared with the previous year.

GAUGE—contd.

BY THE STATE.

XIV.—Oudh and Rohilkhand (b).				XV.—Eastern Bengal (c).				XVI.—Calcutta Port Commissioners'.				Pro- gressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1893.	Previous year.	1893.	Previous year.	1893.	Previous year.	1893.	Previous year.	1893.	Previous year.	1893.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
17,420	24,178	50,708	74,600	161,016	230,736	1,48,511	2,18,459	14,480	15,569	5,102	5,616	1
7,262	6,700	59,428	52,666	4,805	4,376	18,585	19,639	5,225	2,766	2,999	1,950	2
19,508	25,350	1,49,041	1,90,051	37,635	40,392	3,73,823	4,16,194	15,246	18,022	16,969	19,501	3
1,033	1,965	11,533	19,834	1,327	1,085	12,772	16,723	952	633	840	626	4
4,438	5,450	31,101	39,785	3,710	6,051	24,717	36,061	1,979	3,899	1,506	3,013	5
3,16,051	342,830	13,07,104	15,00,875	223,054	199,458	7,91,525	655,864	100,504	84,608	60,008	51,960	6
6,205	6,719	38,004	38,680	15,270	17,645	79,184	89,239	66	68	66	67	7
594	908	2,672	4,106	138	120	507	556	1	3	...	3	8
2,706	12,110	42,119	62,852	543,728	491,391	40,31,711	39,12,209	358,498	340,451	1,61,846	1,72,234	9
401	439	2,005	1,867	576	855	4,146	5,820	1,591	1,261	1,574	2,999	10
436	534	4,910	5,938	485	509	5,206	5,216	4	7	37	45	11
4,010	4,077	45,823	42,174	1,568	1,668	21,828	22,552	135	118	244	193	12
15,862	17,559	95,648	1,01,241	25,427	25,776	2,31,197	2,13,675	42,754	25,505	14,057	14,154	13
9,941	10,190	58,627	61,620	106,152	107,385	2,16,000	2,27,051	1,163	1,048	1,239	1,411	14
69,252	96,256	2,22,182	3,09,189	53,258	33,936	2,02,246	1,31,929	80,626	82,666	22,763	30,666	15
1,147	1,362	35,502	39,657	9	14	141	230	7,160	5,850	6,482	5,368	16
2,476	3,035	13,794	16,789	3,556	4,569	14,754	12,896	3,701	4,919	3,579	4,329	17
19,398	19,269	1,20,692	1,06,243	18,187	20,717	1,84,413	1,47,500	3,733	4,554	3,656	4,704	18
35,690	14,237	96,668	41,835	13,033	11,305	15,372	18,584	13,325	17,673	286	102	19
79,37	83,963	3,25,667	3,47,667	62,369	63,442	2,05,678	2,83,737	117	130	84	83	20
1,595	1,477	6,421	6,424	60	66	437	454	1,525	2,557	111	1,301	21
1	...	6	...	185	164	1,909	1,558	19	17	55	58	22
6	5	86	82	13	5	245	77	16	8	41	29	23
4,381	5,563	46,706	54,720	20,502	24,218	1,33,104	1,59,079	10,935	10,955	9,047	8,839	24
80,038	81,126	57,98	41,916	10,958	24,287	30,959	46,317	4,376	3,436	1,943	1,717	25
115,927	163,891	4,62,934	6,95,766	30,591	33,019	1,36,376	1,58,064	20,329	20,710	7,779	9,843	26
364	309	4,413	3,408	36,358	36,187	7,79,037	7,90,254	43,906	43,517	7,730	6,419	27
25,061	25,125	87,543	80,480	7,113	5,893	31,433	27,999	3,943	3,333	2,967	2,606	28
7,715	7,919	42,071	48,147	28,077	23,419	2,59,957	2,14,801	1,563	1,153	1,372	1,022	29
148	301	707	1,363	1,434	1,376	17,198	16,795	2,454	2,312	1,710	2,445	30
207	274	3,271	2,689	127	97	1,103	888	14	14	21	12	31
1,3,298	1,29,336	4,62,718	5,19,132	111,774	114,768	4,90,037	5,13,242	23,159	14,686	19,060	15,743	32
924,430	1,046,491	39,07,988	46,01,978	1,532,409	1,525,228	84,64,611	82,47,723	763,556	711,698	3,55,175	3,69,005	

(b) Including the Cawnpore-Burhwal railway (metre gauge link).

(c) Including the metre and special gauge sections of the undertaking.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gressive No.	DESCRIPTION OF COMMODITY.	STANDARD							
		STATE LINES WORKED BY THE STATE—conold.				LINES WORKED BY			
		XVII—East Coast (a).				XIX.—Great Indian Peninsula (b).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways . . . . .	12,904	6,404	10,544	17,210	197,351	229,807	6,86,065	8,06,220
2	Cotton, raw . . . . .	347	3,917	1,376	13,604	150,445	248,238	24,09,890	60,62,125
3	Cotton, manufactured . . . . .	7,651	4,908	27,069	21,045	38,048	49,290	8,27,975	11,39,557
4	Drugs and chemicals . . . . .	346	137	3,015	3,294	24,363	21,904	3,44,704	2,67,900
5	Dyes and tans . . . . .	5,235	4,062	21,438	22,049	88,637	80,439	3,96,069	3,04,769
6	Grain and pulses . . . . .	99,572	66,396	3,17,393	1,97,675	391,575	553,053	23,36,194	50,81,984
7	Hides and skins . . . . .	1,723	1,140	5,833	6,815	19,603	10,671	6,29,744	2,31,383
8	Horns . . . . .	79	83	458	461	1,172	889	21,574	16,619
9	Jute . . . . .	2,177	4,197	11,505	22,066	15,657	25,965	2,04,036	3,56,307
10	Lea . . . . .	25	22	271	199	261	162	5,526	2,654
11	Leather, manufactured . . . . .	30	60	231	435	2,434	2,136	44,532	40,314
12	Liquors . . . . .	291	256	2,199	2,371	8,931	9,109	1,42,115	1,46,913
13	Metals . . . . .	78,721	70,495	1,08,396	1,08,047	37,871	39,666	3,89,261	6,73,626
14	Oils . . . . .	5,401	5,801	24,325	25,772	50,995	54,808	6,57,222	7,72,466
15	Oil-seeds . . . . .	24,464	26,369	48,423	74,469	170,153	224,439	17,75,237	40,18,637
16	Opium . . . . .	25	11	652	182	903	950	28,147	41,219
17	Paper and paste-board . . . . .	132	143	1,956	1,767	4,061	4,004	90,555	89,142
18	Provisions . . . . .	10,672	10,497	31,002	37,522	67,908	72,819	9,87,119	9,96,815
19	Railway plant and rolling-stock carried for public and foreign railways . . . . .	50,001	62,449	1,71,163	2,16,079	31,747	36,814	3,20,635	2,92,692
20	Salt . . . . .	14,906	20,463	37,756	48,500	154,445	150,837	15,90,506	15,73,735
21	Saltpetre, &c. . . . .	24	15	117	96	2,001	2,631	24,514	40,529
22	Silk, raw . . . . .	...	5	6	28	26	108	1,420	2,445
23	Silk, piece-goods . . . . .	3	2	63	55	299	175	6,166	3,563
24	Spices . . . . .	4,118	3,665	15,914	18,396	21,639	21,306	3,75,013	3,51,557
25	Stone and lime . . . . .	23,466	34,508	9,476	34,940	31,956	25,145	1,10,058	1,01,075
26	Sugar . . . . .	20,719	16,960	23,762	40,032	73,098	85,217	8,97,971	10,24,915
27	Tea . . . . .	3	5	51	70	375	659	10,458	14,196
28	Timber . . . . .	4,025	1,358	12,549	2,634	101,121	95,663	4,15,635	3,51,151
29	Tobacco . . . . .	1,521	1,559	6,239	6,363	7,565	6,259	1,18,898	92,786
30	Wool, raw . . . . .	9	14	124	116	447	336	11,976	8,541
31	Wool, manufactured . . . . .	70	111	735	1,309	991	1,196	19,012	26,635
32	All other articles of merchandise . . . . .	8,563	12,291	40,691	59,037	118,766	104,454	12,42,456	11,44,579
	TOTAL . . . . .	379,768	361,938	9,40,008	9,83,719	1,755,633	2,293,634	1,91,30,325	2,62,80,659

(a) Including the Ennūr-Beawada section  
 (b) Including the Wardha Coal, Dhond-  
 (c) Including the Madras-Ennūr section

H—contd.

the standard and metra gauge railways during the year 1898, as compared with the previous year.

GAUGE—contd.

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Pro- gressive No.
XX—Bombay, Baroda and Central India.				XXI—Madras (c).				XXII—Delhi-Umballa-Kalka.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
48,093	48,718	2,32,812	2,35,896	128,048	170,513	5,68,837	7,58,565	8,708	4,642	11,049	9,788	1
125,812	122,462	13,87,997	12,76,707	11,916	18,097	1,77,214	2,36,067	2,280	2,137	12,264	10,224	2
24,509	29,838	6,48,425	7,41,803	18,656	17,549	2,55,569	2,37,610	3,774	3,604	34,426	32,233	3
2,221	2,109	37,853	40,406	3,401	3,956	34,580	41,384	649	909	5,257	6,696	4
7,417	7,369	1,28,181	1,32,483	24,488	20,378	2,25,046	1,89,602	366	618	3,328	4,863	5
1,64,241	357,723	9,45,757	24,18,259	255,176	186,360	14,99,188	12,51,791	22,955	28,020	66,384	95,470	6
2,181	3,106	45,974	43,137	35,680	25,699	4,44,662	2,94,754	475	454	2,820	2,530	7
107	110	1,875	1,853	147	184	1,510	1,516	5	19	36	111	8
9,449	10,194	98,782	1,04,641	7,007	5,282	66,134	49,448	5,552	7,218	30,065	35,648	9
44	31	454	325	148	121	1,575	1,188	23	19	139	106	10
780	754	11,152	13,002	257	253	5,563	5,786	501	395	4,840	4,071	11
3,495	3,994	43,854	48,210	9,912	8,187	98,013	85,866	8,857	4,251	18,424	18,615	12
41,527	28,980	4,86,764	5,16,120	22,072	13,718	2,21,428	1,60,577	4,891	4,537	28,044	21,891	13
14,215	14,443	1,66,442	1,59,339	19,099	19,455	1,87,852	2,01,117	4,097	1,758	25,748	11,971	14
95,588	126,023	8,75,000	11,30,415	32,314	38,565	1,95,944	2,65,182	1,550	1,118	4,810	4,132	15
1,419	1,589	53,487	60,306	...	...	...	...	38	48	416	397	16
1,112	1,891	17,327	21,040	552	464	9,779	8,175	721	683	4,855	4,818	17
43,911	46,853	4,02,716	4,18,972	65,345	67,876	5,01,438	5,44,715	13,164	9,740	64,437	49,875	18
30,732	62,181	1,12,524	2,00,532	7,933	4,012	7,752	14,204	10,161	63	2,014	321	19
139,135	151,651	4,28,311	4,39,825	54,196	57,609	2,96,654	3,12,163	2,503	2,578	6,112	6,349	20
1,597	1,232	14,032	12,429	212	134	2,169	1,133	581	408	2,050	1,676	21
402	430	14,516	11,048	107	111	2,232	2,197	34	35	405	280	22
68	96	2,427	2,901	73	78	1,883	2,423	3	1	33	20	23
11,665	11,043	1,34,946	1,33,228	20,612	18,716	1,91,360	1,99,373	1,335	1,694	7,489	9,417	24
27,471	29,664	69,355	93,193	54,552	36,770	95,842	83,120	5,864	5,525	16,169	15,361	25
48,545	53,831	6,10,738	6,48,068	33,490	44,653	2,07,233	2,25,956	14,999	19,773	38,423	52,632	26
837	768	11,422	10,274	468	467	10,578	11,447	99	94	767	718	27
83,618	84,618	2,70,395	2,36,551	122,593	115,873	4,92,261	4,44,788	1,198	533	4,449	1,793	28
18,989	18,305	1,38,963	1,40,899	13,674	13,632	1,22,569	1,25,230	1,160	1,283	8,273	9,497	29
4,982	5,196	1,10,280	1,16,202	558	543	7,275	6,428	254	301	1,834	2,555	30
357	554	8,115	12,329	634	966	9,699	15,187	178	215	1,593	1,885	31
251,806	283,545	12,77,485	14,51,824	74,629	68,212	7,29,683	6,59,554	32,950	36,254	1,63,893	1,82,719	32
1,170,635	1,480,876	68,11,015	1,08,72,107	1,017,940	9,58,557	66,68,525	64,36,552	144,945	138,132	5,90,746	5,98,862	

(Bawada Madras).  
 Mamad, Khampson, and Amroli railways.  
 (Bawada Madras) and the Kolar Gold-fields railway.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No.	DESCRIPTION OF COMMODITY.	STANDARD							
		ASSISTED COMPANIES							
		XXIII.—Tarkoswar.				XXIV.—Southern Punjab (Delhi-Samārat).			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1898.	Previous year.	1898.	Previous year. (a)	1898.	Previous year. (a)	1898.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways . . . . .	2,328	2,000	859	1,153	1,011	3,939	1,033	7,406
2	Cotton, raw . . . . .	2	1	4	2	873	3,292	7,400	25,423
3	Cotton, manufactured . . . . .	127	129	246	239	98	1,138	1,049	3,989
4	Drugs and chemicals . . . . .	9	23	24	67	68	223	704	1,193
5	Dyes and tans . . . . .	21	16	26	26	60	1,009	441	4,723
6	Grain and pulse . . . . .	3,609	5,553	11,596	7,370	3,908	25,238	14,542	4,02,317
7	Hides and skins . . . . .	21	25	23	37	47	238	236	1,733
8	Horses . . . . .	11	1	14	1	1	3	11	29
9	Jute . . . . .	2,349	2,167	2,259	3,000	125	2,140	540	9,983
10	Lea . . . . .	2	—	5	—	—	9	2	29
11	Leather, manufactured . . . . .	—	—	—	—	19	157	491	765
12	Liquors . . . . .	—	1	3	3	12	101	212	473
13	Metals . . . . .	163	202	317	240	256	2,813	2,248	13,323
14	Oils . . . . .	797	892	976	1,227	69	364	239	1,783
15	Oil-seeds . . . . .	1,271	1,311	1,250	1,216	1,645	50,406	2,124	2,30,190
16	Opium . . . . .	—	—	1	—	—	3	2	41
17	Paper and paste-board . . . . .	3	4	4	6	5	26	63	191
18	Provisions . . . . .	2,085	3,145	2,613	4,108	454	5,249	4,723	25,077
19	Railway plant and rolling-stock carried for the public and foreign railways . . . . .	—	—	—	—	5	204	43	945
20	Salt . . . . .	1,075	1,602	1,072	1,002	201	1,606	633	7,159
21	Saltpetre, &c. . . . .	24	125	29	143	194	1,794	608	2,124
22	Silk, raw . . . . .	—	—	—	—	—	1	—	5
23	Silk, piece-goods . . . . .	—	—	—	—	—	—	—	—
24	Spices . . . . .	102	114	184	194	23	363	216	1,990
25	Stone and lime . . . . .	738	899	263	263	108	2,181	294	3,163
26	Sugar . . . . .	305	523	372	507	616	12,296	3,433	57,534
27	Tea . . . . .	—	—	—	—	1	6	7	21
28	Timber . . . . .	198	171	150	155	429	3,320	1,021	14,873
29	Tobacco . . . . .	47	41	68	85	62	501	321	2,262
30	Wool, raw . . . . .	2	3	4	5	96	1,078	1,649	5,174
31	Wool, manufactured . . . . .	—	4	3	6	5	102	46	208
32	All other articles of merchandise . . . . .	5,010	4,782	6,096	5,816	2,370	17,298	10,429	77,374
	<b>TOTAL</b>	<b>25,424</b>	<b>23,805</b>	<b>29,341</b>	<b>26,781</b>	<b>13,056</b>	<b>2,01,820</b>	<b>61,748</b>	<b>9,25,099</b>

(a) From 10th November to 31st December 1897.

H—contd.

on the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE—contd.

-contd.				LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								Progressive No.
XXV.—Tápti Valley.				XXXIII.—The Nizam's Guaranteed state (b)				XXXIV.—Nágdá-Ujjain.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
	Tons.		Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	---	---	---	317,199	342,956	12,71,671	13,80,052	77	468	55	266	1
	---	---	---	556	484	4,855	4,463	3,925	3,986	10,285	10,717	2
	20	45	4,447	4,018	62,014	71,672	1,333	1,818	3,941	5,348	3	
	1	2	812	1,008	8,522	9,560	8	18	29	57	4	
	2	6	2,466	2,790	18,123	22,147	91	87	267	257	5	
	60	118	93,344	81,763	4,75,527	4,92,752	6,251	14,616	11,203	23,167	6	
	---	---	4,356	2,583	36,386	22,660	147	172	397	454	7	
	---	---	193	233	1,833	2,200	---	---	---	---	8	
	4	10	1,840	2,350	12,219	18,751	164	238	378	548	9	
	---	---	25	15	282	229	11	13	28	36	10	
	---	2	153	111	1,768	1,427	---	8	2	27	11	
	---	2	3,144	2,654	21,507	19,399	8	1	6	5	12	
	2	8	4,163	4,664	47,025	45,530	611	494	1,360	931	13	
	5	11	2,956	4,230	30,141	32,486	637	374	1,460	816	14	
	63	92	25,080	59,984	1,24,996	3,13,153	639	1,065	1,063	1,611	15	
	---	---	28	10	1,216	481	404	471	1,740	2,056	16	
	---	---	479	580	5,446	6,336	33	23	131	67	17	
	17	36	9,573	9,725	91,548	93,240	379	332	816	759	18	
	---	---	927	2,814	2,454	8,995	8,654	1,605	13,197	919	19	
	---	---	27,490	29,413	1,35,808	1,45,960	4,992	13,937	8,474	24,271	20	
	---	---	829	672	6,375	5,215	---	2	2	5	21	
	---	---	2	---	82	1	---	---	---	---	22	
	---	---	---	1	11	22	---	---	---	---	23	
	7	18	4,562	4,195	48,226	33,366	168	188	346	402	24	
	6	20	8,364	7,388	34,983	34,422	38	32	74	65	25	
	29	45	3,445	5,303	25,932	39,374	2,154	2,929	4,773	6,342	26	
	---	---	62	52	791	720	---	---	---	1	27	
	1	1	17,763	25,007	73,730	96,340	154	381	339	188	28	
	1	2	1,830	1,536	27,204	21,999	697	498	2,042	1,773	29	
	---	---	56	50	732	649	15	1	45	2	30	
	---	---	188	235	2,032	2,856	5	1	18	9	31	
	640	1,460	15,869	14,838	1,12,657	1,04,335	3,075	2,324	5,531	17,728	32	
	858	1,868	553,489	612,537	26,93,075	30,30,867	34,664	45,728	67,902	98,822		

(b) Including the Beawada extension (East Coast State).

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Commodity No.	DESCRIPTION OF COMMODITY.	STANDARD GAUGE—conold.							
		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—conold.				LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.			
		XXXV.—The Goshwar's Petlad.				XXXVII.—Rajpara-Bhatinda.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	—	2	—	4	1,236	2,747	1,291	4,512
2	Cotton, raw	275	652	203	1,122	222	722	1,220	4,220
3	Cotton, manufactured	714	255	296	1,112	219	652	2,242	2,294
4	Drugs and chemicals	142	21	117	27	124	202	222	1,222
5	Dyes and tans	42	54	22	21	221	224	1,212	1,221
6	Grain and pulses	4,177	2,227	2,422	2,222	42,224	22,722	1,42,272	1,22,422
7	Hides and skins	42	42	22	22	122	272	224	242
8	Horns	—	—	—	—	2	1	12	2
9	Jute	122	122	122	142	1,127	1,222	4,722	2,122
10	Lea	1	—	1	1	7	21	22	122
11	Leather, manufactured	2	12	11	11	112	22	222	224
12	Liquors	22	27	27	22	124	121	222	1,224
13	Metals	172	174	122	172	1,217	2,222	2,774	12,427
14	Oils	122	144	112	142	222	222	222	2,222
15	Oil-seeds	172	112	122	22	2,272	12,217	12,222	12,227
16	Opium	—	—	—	—	27	24	422	222
17	Paper and paste-board	7	—	7	—	22	42	422	122
18	Provisions	222	421	227	422	4,227	2,222	12,722	11,227
19	Railway plant and rolling-stock carried for the public and foreign railways	—	—	—	—	2,227	1,227	4,222	2,127
20	Salt	222	222	1,224	1,224	1,722	2,112	2,222	2,421
21	Saltpetre, &c.	—	7	—	7	222	212	1,122	1,222
22	Silk, raw	—	—	—	1	12	11	22	122
23	Silk, piece-goods	—	—	—	—	—	4	2	2
24	Spices	122	221	122	222	1,124	1,411	1,721	2,227
25	Stone and lime	721	1,222	242	722	12,144	7,222	7,142	4,422
26	Sugar	422	212	722	222	12,222	17,227	41,212	42,227
27	Tea	—	2	—	2	12	12	22	22
28	Timber	227	221	227	722	4,222	4,122	14,222	11,122
29	Tobacco	2,124	7,744	2,222	2,222	222	222	222	222
30	Wool, raw	12	12	22	22	72	22	422	124
31	Wool, manufactured	—	2	—	12	24	122	422	222
32	All other articles of merchandise	2,212	2,227	11,422	7,222	12,222	11,224	22,222	22,227
	<b>TOTAL</b>	<b>21,722</b>	<b>12,221</b>	<b>22,227</b>	<b>22,224</b>	<b>112,272</b>	<b>1,22,112</b>	<b>2,22,212</b>	<b>2,22,227</b>

B—contd.

the standard and metre gauge railways during the year 1898, as compared with the previous year.

METRE GAUGE.													Progressive No.
STATE LINES WORKED BY COMPANIES.													
XL. Bengal and North-Western—Tirhoot section. Company's section.				XLII.—Rajputana-Malwa.				XLIII.—Patanpur-Deesa.					
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.			
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
28,069	34,861	63,539	52,526	19,764	20,264	71,240	65,446	...	4	...	1	1	
770	880	9,895	8,064	70,968	58,149	10,00,642	7,66,882	2	5	9	8	2	
19,178	23,094	1,51,924	1,81,556	34,019	45,136	7,97,494	10,84,831	484	488	731	805	3	
1,403	1,861	12,329	14,239	2,012	1,909	37,937	39,582	10	12	21	23	4	
4,181	5,519	28,697	45,718	8,312	8,111	1,32,889	1,46,262	282	186	416	220	5	
233,068	280,200	9,48,397	10,58,030	426,806	5,71,238	29,30,568	42,45,284	6,706	4,034	7,518	4,262	6	
7,215	7,692	37,068	42,933	7,124	5,735	82,357	70,946	79	103	71	96	7	
23	88	210	486	119	78	1,273	837	1	2	2	1	8	
8,968	11,952	44,047	64,422	17,153	20,700	1,36,795	1,69,316	260	199	264	226	9	
1,001	1,068	8,630	4,021	544	399	6,960	4,468	9	...	10	2	10	
422	334	3,114	2,704	945	1,137	15,912	14,414	20	14	37	23	11	
514	454	5,977	5,836	2,204	3,457	33,495	43,411	220	220	313	214	12	
10,634	9,377	57,406	47,422	28,299	23,864	3,42,941	3,60,377	273	334	296	422	13	
3,483	3,708	32,034	30,374	10,195	8,592	81,707	72,544	82	106	76	92	14	
107,420	161,485	3,75,704	5,73,534	117,994	139,946	5,72,833	7,76,082	4,658	5,778	5,252	5,274	15	
346	300	5,497	8,287	3,225	3,184	37,865	33,865	...	...	...	...	16	
267	160	1,325	948	1,213	1,990	18,232	27,434	1	2	3	5	17	
3,666	15,714	47,367	70,430	47,974	53,681	3,86,773	420,904	1,982	1,956	1,911	1,800	18	
378	341	3,154	806	18,898	16,219	51,250	72,395	6	5	2	1	19	
69,943	72,421	1,88,320	1,94,759	205,326	209,173	19,04,525	19,50,765	406	401	512	509	20	
15,475	12,391	48,605	26,668	12,801	9,611	82,743	63,273	64	3	57	4	21	
19	23	126	135	290	247	18,231	13,956	...	...	...	...	22	
...	...	...	...	46	65	2,879	3,652	...	...	...	...	23	
5,380	6,046	35,370	43,320	15,889	15,736	1,72,249	1,75,545	135	200	233	263	24	
7,945	8,284	12,041	14,855	26,315	24,149	88,953	92,490	329	126	351	156	25	
23,983	47,213	89,666	2,07,190	126,049	152,580	12,48,577	15,96,860	1,927	2,017	2,534	3,183	26	
65	13	406	110	830	761	19,816	17,706	6	5	9	10	27	
8,030	6,034	11,801	18,163	24,429	22,344	1,05,799	91,616	418	319	458	299	28	
21,987	17,721	1,49,433	1,25,203	15,449	15,477	1,50,553	1,59,777	324	359	471	508	29	
63	59	354	647	6,438	6,689	1,06,041	1,03,909	116	130	328	226	30	
185	178	1,167	1,249	651	896	17,814	29,009	3	4	3	12	31	
59,477	54,470	1,77,957	1,91,478	116,058	133,944	8,88,624	11,92,582	1,467	1,304	6,735	4,981	32	
758,310	790,398	25,53,160	30,43,139	1,368,359	1,578,421	1,15,50,987	1,39,06,923	20,269	18,366	23,633	23,626		



Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No.	DESCRIPTION OF COMMODITY.	METRE							
		STATE LINES WORKS							
		XLIV.—Southern Mahratta (a).				XLVII.—South Indian (b).			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.		
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	6,349	4,073	30,329	18,445	11,646	18,145	17,921	27,266
2	Cotton, raw . . . . .	47,590	55,368	2,76,890	2,86,065	15,245	16,532	90,738	90,222
3	Cotton, manufactured. . . . .	18,146	19,547	2,32,020	2,27,646	19,708	18,804	2,27,137	2,03,894
4	Drugs and chemicals . . . . .	1,968	1,950	23,636	19,472	2,072	2,379	21,048	21,767
5	Dyes and tans . . . . .	28,474	24,173	1,28,232	1,41,163	12,754	12,053	1,03,444	1,01,285
6	Grain and pulse . . . . .	230,678	231,674	23,25,937	12,06,395	273,322	206,544	8,96,192	7,92,890
7	Hides and skins . . . . .	9,190	6,908	72,748	51,526	9,244	10,069	91,432	85,27
8	Horns . . . . .	233	208	2,129	2,416	84	152	602	1,007
9	Jute . . . . .	9,127	10,629	71,506	64,295	7,836	6,318	46,532	40,112
10	Lea . . . . .	30	25	234	232	221	148	1,212	1,082
11	Leather, manufactured . . . . .	521	645	4,992	4,264	63	84	227	1,022
12	Liquors . . . . .	9,339	9,409	57,777	60,870	4,266	2,256	20,149	25,294
13	Metals . . . . .	17,904	17,680	1,56,104	1,52,244	12,522	12,427	1,21,016	1,27,549
14	Oils . . . . .	25,312	20,002	1,80,906	2,02,457	19,899	19,200	1,27,022	1,24,229
15	Oil-seeds . . . . .	27,076	47,121	1,20,974	2,77,555	27,122	24,675	1,12,237	1,11,012
16	Opium . . . . .	6	6	98	202	—	—	—	—
17	Paper and paste-board . . . . .	656	557	9,577	8,065	825	925	12,977	15,371
18	Provisions . . . . .	49,142	48,577	2,22,706	2,23,520	29,180	26,208	1,07,378	1,42,222
19	Railway plant and rolling-stock carried for the public and foreign railways.	1,079	2,830	6,091	26,249	29,778	2,721	20,061	19,209
20	Salt . . . . .	51,522	48,726	4,06,536	2,61,322	67, 96	61,490	2,48,318	2,22,702
21	Saltpetre, &c. . . . .	449	445	2,015	2,152	270	292	1,956	1,652
22	Silk, raw . . . . .	212	252	4,245	2,900	51	22	1,096	621
23	Silk, piece-goods . . . . .	2	—	58	15	4	27	61	27
24	Spices . . . . .	25,266	21,528	2,25,752	2,42,050	18,424	17,141	1,52,695	1,41,269
25	Stone and lime . . . . .	22,220	21,246	48,474	46,798	103,205	108,263	1,29,227	1,23,592
26	Sugar . . . . .	44,219	48,542	2,27,629	2,58,124	54,588	60,567	2,06,592	2,57,635
27	Tea . . . . .	64	62	1,112	1,125	472	748	2,426	2,861
28	Timber . . . . .	48,749	48,262	1,25,414	1,07,222	60,922	63,603	1,06,766	97,297
29	Tobacco . . . . .	9,416	9,196	63,212	63,528	7,427	7,426	41,274	42,511
30	Wool, raw . . . . .	176	201	2,727	2,556	208	190	2,872	2,372
31	Wool, manufactured . . . . .	818	704	10,415	8,528	245	264	2,720	4,374
32	All other articles of merchandise	106,883	87,355	4,43,788	3,67,721	112,578	114,642	6,27,516	7,11,107
	<b>TOTAL</b>	<b>892,217</b>	<b>799,275</b>	<b>27,11,788</b>	<b>43,37,797</b>	<b>905,534</b>	<b>817,942</b>	<b>27,72,176</b>	<b>26,52,329</b>

(a) Including the Guntakal-Mysore frontier, Mysore section  
(b) Including the Pondicherry

H—contd.

the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE—contd.

BY COMPANIES—contd.

XLVIII.—Májavaram-Mutupet.				XLIX.—Assam-Bengal.				L.—Burma.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
87	111	64	48	5,109	5,695	12,419	13,139	958	316	652	398	1
1	6	4	12	729	340	2,215	2,407	578	751	5,007	5,756	2
685	663	2,126	1,712	1,432	1,641	11,145	11,463	7,145	8,361	91,280	1,10,632	3
172	154	419	352	111	111	1,253	1,336	307	239	7,307	6,151	4
190	163	873	268	66	86	257	461	2,148	1,361	18,361	11,656	5
20,501	20,416	19,323	21,553	10,830	22,193	46,390	90,731	410,830	444,082	20,22,058	21,42,828	6
99	118	262	271	159	196	1,027	1,435	1,372	1,533	11,816	14,331	7
3	3	12	10	1	1	5	9	87	26	590	334	8
361	598	1,216	1,036	2,174	4,019	8,833	11,406	5,590	6,041	26,411	28,270	9
15	14	16	16	247	1	738	5	568	487	4,594	4,194	10
1	2	4	4	30	35	274	343	180	123	4,004	2,860	11
35	31	155	95	167	213	2,141	2,650	2,102	2,275	23,359	23,517	12
1,121	594	2,515	1,250	2,066	1,796	16,332	15,992	6,106	9,771	53,704	59,915	13
1,064	1,546	2,761	3,077	564	1,337	3,076	5,045	9,190	10,362	70,999	75,202	14
1,498	1,194	1,605	1,242	1,185	250	4,716	1,131	4,258	4,621	22,050	21,012	15
—	—	—	—	—	—	1	2	14	9	417	298	16
119	127	401	322	61	32	391	231	263	342	4,379	5,742	17
924	1,292	1,363	1,556	2,174	4,871	18,678	23,660	52,180	54,418	3,88,630	4,31,754	18
2,935	32	2,838	32	6	—	22	—	5,856	427	33,357	1,598	19
1,473	1,082	1,237	800	2,911	4,334	5,837	11,104	13,672	14,475	82,628	82,716	20
3	4	14	6	9	13	51	84	11	5	117	64	21
—	1	2	2	5	—	27	—	157	201	4,093	5,808	22
1	10	1	7	1	—	9	2	18	18	549	430	23
2,969	2,496	6,037	5,320	695	1,141	3,995	7,431	7,434	10,216	90,936	1,47,249	24
8,424	13,942	4,518	9,059	514	419	1,345	1,383	29,508	22,722	44,833	36,360	25
1,286	968	1,623	1,251	1,792	3,019	7,524	12,277	10,781	13,343	72,303	87,803	26
1	1	2	2	4,280	6,380	44,654	72,471	94	123	1,695	2,107	27
1,140	545	1,195	522	295	306	1,612	1,489	87,311	92,932	2,68,527	3,02,333	28
68	55	83	75	398	294	2,373	1,822	3,253	3,422	24,205	26,298	29
—	—	—	—	—	—	8	—	22	8	149	137	30
—	—	1	2	25	26	285	354	150	229	2,497	4,146	31
7,385	7,397	13,631	11,923	5,051	6,977	43,738	42,709	103,664	135,352	3,22,823	3,91,173	32
60,046	53,505	63,952	61,825	45,132	65,726	2,42,371	3,37,572	765,757	638,646	37,04,330	40,33,257	

(Southern Mahratta) Kolhápur, Yeasantpur-Mysore frontier and Mysore-Nanjangúd railways.  
railway.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No.	DESCRIPTION OF COMMODITY.	METRE											
		ASSURED COM.											
		LVI.—Mymensingh-Jamálpur-Jagannáthganj.				LVII.—Rohilkund and Kumaon (Company's section) (a)				LIX.—Bengal-Doon.			
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.		
		Tons.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
1	Coal and coke carried for the public and foreign railways.					158	123	377	171	498	730	1,605	2,781
2	Cotton, raw . . . . .					8	36	36	219	—	—	—	—
3	Cotton, manufactured . . . . .					2,370	2,421	14,010	18,792	88	78	500	481
4	Drugs and chemicals . . . . .					185	274	1,475	2,488	28	30	195	136
5	Dyes and tans . . . . .					2,484	1,604	11,248	7,914	5	—	84	—
6	Grain and pulse . . . . .					55,964	90,305	1,25,761	1,92,484	2,208	2,812	37,261	16,667
7	Hides and skins . . . . .					891	902	1,906	2,308	84	69	211	308
8	Horns . . . . .					29	38	173	312	—	—	—	—
9	Jute . . . . .					1,500	2,578	5,708	9,909	106	61	511	254
10	Lee . . . . .					23	120	408	539	—	—	—	—
11	Leather, manufactured . . . . .					78	99	346	662	2	—	11	—
12	Liquors . . . . .					1,161	1,180	2,094	7,870	79	41	637	213
13	Metals . . . . .					1,906	2,216	10,804	12,224	2,055	1,406	14,596	10,532
14	Oils . . . . .					1,225	1,445	4,449	5,112	281	240	1,856	1,573
15	Oil-seeds . . . . .					10,614	19,250	23,589	51,427	45	36	195	158
16	Opium . . . . .					172	108	1,184	716	—	—	—	—
17	Paper and paste-board . . . . .					30	27	213	210	2	2	21	18
18	Provisions . . . . .					6,667	5,639	53,900	62,798	256	204	1,749	2,016
19	Railway plant and rolling-stock carried for the public and foreign railways.					6,580	2,304	23,828	22,968	51	—	58	—
20	Salt . . . . .					10,621	11,512	25,417	29,640	459	307	2,120	1,370
21	Saltpetre, &c. . . . .					109	115	308	352	—	—	—	—
22	Silk, raw . . . . .					—	—	—	—	—	—	—	—
23	Silk, piece-goods . . . . .					—	—	—	—	—	—	—	—
24	Spices . . . . .					635	754	2,008	4,294	26	10	169	44
25	Stone and lime . . . . .					2,323	7,648	2,796	8,916	202	241	1,023	1,150
26	Sugar . . . . .					14,327	24,308	48,370	75,658	207	116	1,348	769
27	Tea . . . . .					247	256	2,624	2,847	12,659	12,903	1,15,482	1,18,824
28	Timber . . . . .					18,111	18,071	46,845	52,508	472	291	2,086	1,106
29	Tobacco . . . . .					1,201	1,454	5,760	8,060	84	69	244	180
30	Wool, raw . . . . .					29	115	324	791	—	—	—	—
31	Wool, manufactured . . . . .					68	57	349	335	—	—	—	—
32	All other articles of merchandise.					40,896	48,829	1,06,474	1,24,319	2,881	4,414	22,372	28,039
	TOTAL . . . . .	—	—	—	—	175,652	250,297	5,36,471	6,99,478	29,274	25,262	2,04,543	1,96,822

(a) Including the Lucknow

H—contd.

on the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE.

PANISS—conold.

LX.—DIBRU-SADIYA.				LXII.—AHMEDABAD-PARANTY.				LXIV.—THE GANAKWAR'S MEHSANA.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
190,301	190,607	3,13,789	3,32,880	...	...	...	...	1	5	2	8	1
...	...	...	...	1	508	2	2,691	912	729	3,075	1,551	2
180	164	2,565	2,769	267	577	879	2,201	1,607	2,016	3,596	4,506	3
30	85	523	631	6	27	19	100	41	36	91	70	4
...	...	...	...	124	234	474	903	304	274	482	539	5
15,141	16,104	1,06,757	1,10,638	5,661	8,055	12,410	16,660	34,827	39,915	61,863	66,477	6
...	...	...	...	30	60	96	199	145	136	259	253	7
...	...	...	...	...	2	...	10	3	6	5	9	8
...	...	...	...	106	227	310	694	804	840	1,266	1,322	9
...	...	...	...	49	2	128	10	2	1	5	1	10
...	...	...	...	...	42	...	131	45	50	92	110	11
147	176	1,458	1,572	6	10	28	37	5	5	12	10	12
2,707	2,108	29,213	19,963	186	454	529	1,462	1,147	1,106	1,543	1,715	13
1,430	2,895	5,923	10,506	89	167	213	432	1,162	947	2,390	1,998	14
...	...	...	...	603	2,903	1,154	6,359	27,567	22,716	27,978	30,193	15
...	...	...	...	2	3	5	30	9	8	67	40	16
...	...	...	...	6	7	20	35	12	43	25	62	17
572	652	6,192	6,615	343	543	835	1,675	2,238	2,900	4,038	5,272	18
...	...	...	...	25	46	3	155	477	1,580	463	1,243	19
304	401	3,240	3,384	1,112	2,707	2,798	7,035	23,215	25,657	35,392	38,886	20
...	...	...	...	3	6	9	17	147	138	350	180	21
...	...	...	...	...	...	...	...	17	6	44	18	22
...	...	...	...	...	...	...	...	1	3	7	2	23
...	...	...	...	175	477	409	1,073	362	498	710	1,149	24
3,135	1,321	5,665	4,096	603	1,666	678	3,669	1,684	2,215	3,857	4,507	25
285	356	2,554	2,960	379	1,062	1,008	3,336	6,373	8,030	10,843	14,713	26
6,305	7,526	57,263	61,691	..	5	...	4	24	10	32	29	27
3,423	3,686	17,056	17,533	111	536	200	1,039	5,466	6,338	6,905	9,072	28
...	...	...	...	159	363	374	1,074	522	361	954	722	29
...	...	...	...	6	39	28	178	105	57	280	175	30
...	...	...	...	...	...	...	...	2	1	6	4	31
7,409	7,123	39,367	33,625	2,307	10,639	4,891	17,594	6,370	7,650	26,214	19,456	32
221,549	233,049	5,92,225	601,922	12,359	31,418	27,494	63,795	115,598	124,174	1,92,846	2,04,292	

Barilly section.

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Pro- gressive No.	DESCRIPTION OF COMMODITY.	METR											
		LINES OWNED AND WORKED BY											
		LXXI.—JODHPUR-BIKANER.											
		Jodhpore section.				Bikaner section.				LXXII—Oodypore-Chitor.			
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
Pre- vious year.	1898.	Pre- vious year.	1898.	Pre- vious year.	1898.	Pre- vious year.	1898.	Pre- vious year.	1898.	Pre- vious year.	1898.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
1	Coal and coke carried for the public and foreign railways.	264	306	1,835	738	253	183	748	355	—	—	—	—
2	Cotton, raw . . . . .	155	153	2,239	1,652	9	18	72	149	679	748	2,942	4,291
3	Cotton, manufactured.	2,393	2,596	20,255	21,939	217	305	1,195	1,559	677	712	2,905	4,559
4	Drugs and chemicals . . . . .	70	86	694	916	6	10	39	72	35	44	137	29
5	Dyes and tans . . . . .	440	515	2,651	4,100	26	44	208	218	151	143	632	911
6	Grain and pulse . . . . .	29,796	33,468	2,26,841	2,78,921	18,935	19,110	26,963	26,706	1,562	2,194	2,166	8,112
7	Hides and skins . . . . .	628	423	4,398	2,954	31	46	372	298	100	137	231	326
8	Horns . . . . .	—	—	—	2	—	—	—	—	3	1	12	6
9	Jute . . . . .	1,074	1,047	8,719	7,764	229	213	624	750	117	120	227	299
10	Lea . . . . .	63	44	554	359	7	3	34	40	13	21	30	106
11	Leather, manufactured	178	244	1,790	1,361	7	6	34	31	7	5	22	28
12	Liquors . . . . .	11	18	236	272	4	4	31	26	9	8	28	34
13	Metals . . . . .	4,198	3,119	11,928	13,432	117	198	494	976	373	362	1,298	2,641
14	Oils . . . . .	324	417	2,486	2,806	78	151	313	319	151	123	390	359
15	Oil-seeds . . . . .	1,139	1,161	5,507	5,721	164	215	447	794	660	313	1,005	1,695
16	Opium . . . . .	95	76	1,227	930	11	16	73	119	28	26	187	476
17	Paper and paste-board	73	69	556	654	11	26	43	31	24	27	99	22
18	Provisions . . . . .	3,015	3,122	22,671	24,022	611	751	2,960	2,691	568	616	1,604	2,299
19	Railway plant and rolling-stock carried for the public and foreign railways.	4,306	532	22,249	2,549	4,051	—	5,159	—	4	92	—	79
20	Salt . . . . .	17,704	17,799	95,900	97,695	121	182	229	397	990	917	2,460	3,321
21	Saltpetre, &c. . . . .	348	305	2,382	2,045	74	116	228	310	28	79	104	270
22	Silk, raw . . . . .	—	—	—	—	—	—	—	—	—	—	2	—
23	Silk piece-goods . . . . .	—	—	7	2	—	1	—	4	—	—	3	5
24	Spices . . . . .	688	1,151	6,441	10,557	205	314	965	1,435	224	183	757	742
25	Stone and lime . . . . .	5,477	7,125	15,655	18,328	1,292	6,661	3,248	15,496	2,643	505	2,907	1,468
26	Sugar . . . . .	11,248	12,955	78,552	1,07,953	1,391	2,026	4,356	6,289	1,118	1,465	2,946	4,092
27	Tea . . . . .	2	3	22	22	1	—	9	1	2	—	3	4
28	Timber . . . . .	1,502	1,057	9,143	7,473	173	299	361	954	56	64	148	394
29	Tobacco . . . . .	1,248	1,377	9,118	9,663	151	146	718	611	472	477	1,402	2,063
30	Wool, raw . . . . .	2,126	2,268	16,180	16,644	99	98	383	555	55	63	226	383
31	Wool, manufactured . . . . .	198	123	1,929	1,655	36	45	201	269	1	1	8	9
32	All other articles of merchandise.	5,520	6,764	33,599	40,662	4,335	2,738	4,335	6,473	1,068	1,051	5,306	7,722
	<b>TOTAL</b>	<b>3,04,241</b>	<b>1,19,163</b>	<b>6,06,782</b>	<b>6,84,796</b>	<b>33,008</b>	<b>34,027</b>	<b>65,177</b>	<b>80,093</b>	<b>12,163</b>	<b>11,054</b>	<b>31,630</b>	<b>50,556</b>

H—concl'd.

on the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE—concl'd.

NATIVE STATES—concl'd.				FOREIGN LINES.								Progressive No.
LXXIII—Bhavnagar-Gondal-Junagad-Forbandar (a).				LXXVIII—West of India Portuguese.				LXXX—Karaikkal-Peralam.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
3,358	2,504	8,670	7,506	1	...	2	...	...	...	1	1	
80,603	85,724	2,24,198	2,46,764	41	806	120	3,128	...	...	...	2	
3,850	3,091	21,741	23,879	301	351	1,336	1,482	21	62	3		
134	168	1,611	2,377	27	26	118	139	4	11	4		
707	810	4,291	5,273	1	2	8	7	4	9	5		
57,533	57,535	2,02,781	2,03,514	4,265	8,612	10,698	21,136	824	438	6		
886	478	4,645	3,455	30	47	135	197	40	41	7		
16	17	80	83	...	...	...	...	...	1	8		
1,374	1,587	7,391	8,101	19	16	75	68	49	42	9		
17	13	153	98	...	...	...	...	1	2	10		
49	50	579	588	...	...	...	...	...	1	11		
171	167	1,768	1,411	61	75	201	304	6	12	12		
3,994	5,452	23,866	28,581	2,865	3,474	5,825	7,195	25	56	13		
4,846	4,775	23,244	21,649	5,932	8,896	16,208	23,477	91	120	14		
9,253	13,032	33,380	48,290	28	1,319	84	3,323	69	94	15		
20	18	393	301	...	...	...	...	...	...	16		
127	187	1,136	1,455	...	...	...	...	3	6	16		
10,638	11,451	55,859	62,335	28	38	111	150	471	464	17		
1,471	2,523	6,645	8,595	...	...	...	...	10	10	18		
4,480	5,114	7,406	8,367	10,234	9,865	22,245	21,325	83	34	19		
49	35	310	213	...	...	...	...	1	2	21		
8	5	96	56	...	...	...	1	...	1	21		
8	5	30	72	...	...	...	...	...	...	23		
1,614	1,637	9,842	9,617	171	459	692	1,612	203	178	21		
58,031	61,835	38,474	40,692	3	20	7	61	453	424	25		
11,689	11,325	55,164	53,972	127	149	327	343	76	103	26		
14	18	142	211	11	5	42	22	...	...	27		
21,829	21,076	1,14,055	1,07,626	241	354	614	669	143	83	23		
1,192	1,058	6,256	5,224	291	326	1,139	1,220	16	20	29		
874	416	3,443	3,552	...	2	2	9	...	...	30		
11	20	94	116	26	17	115	62	...	...	31		
11,180	13,638	68,431	70,434	6,507	8,997	19,958	23,105	455	545	31		
238,220	255,955	9,26,186	9,72,252	31,259	43,646	80,087	1,09,043	3,048	2,760			

(a) Including the Jetalsar-Rajkot, Jamnagar and Dhrangadra railways. Jamnagar from 8th April 1897 and Dhrangadra from 1st June 1898.