

REPORT

TO

THE SECRETARY OF STATE FOR INDIA IN COUNCIL

ON

RAILWAYS IN INDIA,

FOR THE YEAR

1873-74.

BY JULAND DANVERS, ESQ.,

GOVERNMENT DIRECTOR OF THE INDIAN RAILWAY COMPANIES.

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



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REPORT.

To the Most Honourable the MARQUIS of SALISBURY, Secretary of State for India.

MY LORD MARQUIS,

India Office, 28th July 1874.

I HAVE the honour to submit to your Lordship the following Report on Railways in India for the year 1873-74, showing the progress which has been made in their construction, together with the capital expended on them, and the results of the working of those which are open for traffic.

2. At the commencement of last year, 5,384 miles of railway were open. A length of 483 miles has been added since that time, 312 miles during the year 1873, and 171 miles in the present year, making a total length of 5,872 miles, upon which traffic is now carried. Of this, 727 miles consist of double lines, and 5,141 of single, 5,725 miles being constructed on the broad or 5' 6" gauge, 28 on a four-feet, and 115 on the narrow or metre gauge. There are now in course of execution 1,033 miles of the metre and 816 of the 5' 6" gauge; and 168 miles of the Great Southern are about to be converted to the metre gauge.

3. The principal part of the additional extent opened, viz., 229 miles, belongs to the lines in Oude and Rohilkund. These provinces are now supplied with 523 miles of railway. The system extends from Moradabad on the west to Buxar on the east, and joins the East Indian Railway by means of branches at Allyghur and Cawnpore, where bridges are being constructed over the river Ganges; and at Benares and Buxar, where the communication will be effected by ferries. It is in contemplation to continue the present western extremity at Moradabad to some point, probably Saharunpoor, on the existing railway between Delhi and Lahore.

4. Of the Rajpootana State Railways, 90 miles have also been completed. The section from Delhi to Rewaree, with a branch to the Furrucknugger Salt Works, in all 58½ miles, was opened for salt traffic in February, and for ordinary traffic in July; and the Agra and Bhurtpore section, 32 miles in length, was opened in August last. The progress on the other portions of this system is satisfactory, its completion being dependent upon the large bridges, of which there are several. The revised estimates for these lines show that the cost will now amount to 1,452,000*l.*, or 5,800*l.* per mile.

5. As an instance of cheap and rapid construction, the Dakore branch of the Bombay, Baroda and Central India Railway may be mentioned. The line was commenced in November last, and was opened for passenger traffic on the 8th April. It has cost about 4,000*l.* per mile. It was of course an easy line to construct, but the materials were provided from this country, and the works, which were on the 5' 6" with 60 lb. rails scale, could not have been completed in so short a time without great energy on the part of the chief engineer, Mr. Mathew, and his staff.

6. Very satisfactory progress has been made in the Nizam's State Railway, the operations on which have been conducted with considerable energy and skill. The greater part of the line is now ready for the rails, many miles of which have been laid, and it is expected that above 100 miles will be fit to receive an engine by the end of the present year.

7. Amongst the important engineering works completed during the year must be noticed the great viaduct over the Kistnah River. Uninterrupted railway communication is thus established between Madras and Bombay. The bridge, which was designed by Mr. George Berkley, and constructed under the superintendence of Mr. Lindsley, consists of 36 openings of 100 feet span in the clear, or 107 feet

received the Royal assent. The provisions thereof at once come into operation. affairs in India have been conducted under one management for the last six months.

SHIPMENTS ON ACCOUNT OF THE RAILWAYS IN 1873.

Shipments.

14. During the year 118,245 tons of materials for the construction and maintenance of the railways, exclusive of 10 locomotives and 85,499 tons of fuel have been shipped to India. The value of the goods was 1,448,254 £ , and of the coal, coke, and patent fuel, 116,410 £ ; and it cost 310,549 £ to send them to their destinations. It will be observed that the freights to Bombay this year were much higher than those to Calcutta. This, combined with the high price of coal in this country, placed the west coast lines to a greater disadvantage even than usual with respect to the cost of working as compared with the East Indian and Eastern Bengal Railways. Of the above quantities, 59,896 tons, of the value of 789,195 £ , were sent out for the State lines. Two ships were lost, laden with goods for the Great Indian Peninsula, and the Bombay, Baroda and Central India Railways, of the value of 2,814 £ and 2,604 £ respectively. Both cargoes were fully insured.

SHIPPING OPERATIONS, exclusive of Fuel, during 1873 on Account of the Guaranteed and State Railways.

Railway.	Number of Ships employed in 1873.	Number of Tons of Goods shipped in 1873.	Value of Goods shipped in 1873.	Amount paid for Freight and Insurance in 1873.	Average Rate of Freight and Insurance per Ton.
			£	£	£ s. d.
		Tons.	£	£	£ s. d.
East Indian	22	3,879	91,075	6,209	1 12 0
Great Indian Peninsula	26	5,064	99,153	12,037	2 1 1
Madras	43	18,571	89,097	29,883	1 12 2
Bombay, Baroda and Central India	56	4,545	72,793	10,305	2 5 4
Scinde, Punjab and Delhi.	23	2,114	35,396	5,242	2 9 7
Great Southern of India	16	17,300	149,300	25,649	1 9 8
Eastern Bengal	16	661	14,587	978	1 9 7
Oude and Rohilkund	40	6,035	106,169	5,845	0 19 4
Carnatic	4	605	11,479	1,162	1 18 5
State Railways	160	59,896	789,195	112,467*	1 17 7*
Total	404	118,610	1,448,254	209,777	—

Coal and fuel.

Amount and cost of fuel sent out from this Country during the year 1873.

Railway Company.	Number of Tons supplied from England.			Total original Cost.			Sum paid for Freight and Insurance.	Average Cost of each Ton when bought in England.			Average Cost of each Ton delivered in India.		
	Of Coal.	Of Coke.	Of Patent Fuel, &c.	Of Coal.	Of Coke.	Of Patent Fuel, &c.		Of Coal.	Of Coke.	Of Patent Fuel, &c.	Of Coal.	Of Coke.	Of Patent Fuel, &c.
Great Indian Peninsula	51,118	1,625	—	£ 55,721	£ 2,092	£ —	£ 78,642	s. d. 21 9	s. d. 25 9	s. d. —	s. d. 51 7	s. d. 55 11	s. d. —
Madras	12,313	365	53	11,304	311	95	18,616	18 4	17 0	35 10	50 2	64 5	52 10
Bombay, Baroda, & Central India	17,328	—	110	41,791	—	256	Included in cost.	—	—	—	48 3	—	46 6
Scinde, Punjab, and Delhi	981	60	—	2,902	308	—	1,955	—	—	—	—	—	—
Great Southern of India	1,230	—	—	1,630	—	—	1,559	26 6	—	—	55 10	—	—
Totals	82,920	2,050	163	113,348	2,711	341	100,772	—	—	—	—	—	—

* Freight only.

SHIPMENTS FROM THE COMMENCEMENT.

Period.	Number of Ships employed.	Number of Ships lost.	Number of Tons of Goods shipped.	Value of Goods shipped.
Up to end of 1860	2,605	39	2,094,686	£ 10,431,976
In 1861	407	—	181,621	1,669,443
" 1862	280	1	138,013	1,487,582
" 1863	279	2	166,840	1,285,464
" 1864	233	—	102,318	1,018,164
" 1865	442	2	199,157	1,729,543
" 1866	581	7	312,227	2,527,757
" 1867	512	5	333,329	3,052,652
" 1868	364	3	188,858	1,849,554
" 1869	455	1	211,750	1,432,784
" 1870	461	1	263,449	1,688,209
" 1871	307	6	168,049	707,765
" 1872	318	1	66,534	655,822
" 1873	404	2	201,590	1,561,602
Total	7,648	70	4,628,421	31,098,317

PROPRIETORS OF RAILWAY SECURITIES IN 1873.

15. The number of proprietors of Indian Railway securities on the 31st December 1873 was 62,318, as compared with 61,940 on the same day the year before. Of these, 56,597 consisted of shareholders or stockholders registered in England and 900 registered in India. Of the latter, 421 only were natives. The remaining 4,821 are holders of debentures and debenture stock. The total amount of capital issued at the same date was 94,720,000*l.*, of which 1,282,000*l.* had been subscribed in India.

Railway proprietors.

Railway.	Number of Shareholders on 31st December 1873.						Number of Debenture Holders.		Total Number of Proprietors on the 31st December 1873.
	Registered in England.			In India.			Bond.	Stock.	
	With Stock or Shares to the Amount of 1,000 <i>l.</i> and upwards.	With Stock or Shares of less Amount than 1,000 <i>l.</i>	Total in England.	Europeans.	Natives.	Total in India.			
East Indian	6,949	8,259	15,208	143	159	302	950	898	17,358
Great Indian Peninsula	5,459	7,556	13,015	149	156	305	542	1,426	15,288
Madras	3,327	4,187	7,514	—	—	—	198	—	7,412
Bombay, Baroda, and Central India	2,277	3,960	6,137	10	43	53	345	—	6,535
Scinde, Punjab, and Delhi	3,723	4,873	8,601	72	13	85	—	—	8,686
Great Southern of India	677	954	1,631	—	—	—	10	110	1,751
Eastern Bengal	648	972	1,620	26	20	46	158	138	1,962
Oude and Rohilkund	1,003	1,407	2,410	79	30	109	32	14	2,565
Carnatic	245	516	761	—	—	—	—	—	761
Total	24,008	32,589	56,597	479	421	900	2,235	2,586	62,318

PERSONS EMPLOYED ON THE RAILWAYS.

16. It appears from the following table that on the 30th September 1873 the number of persons employed in working the railways, including the Indus Flotilla, connected with the Scinde and Punjab systems, was 75,661. Of these, 2,990, or 3.95 per cent., were Europeans; 2,072, or 2.73, were East Indians, and the rest natives. Efforts continue to be made to train natives to fill positions, such as those held by engineers, engine-drivers, fitters, &c., which have usually been held by Europeans sent out from this country; so that, while the proportion of Europeans to natives is small, still further reduction may in time be expected in the number of the former.

Persons employed on the lines.

ABSTRACT RETURN of Persons employed on the several open Lines of Railway in India and on the Indus Steam Flotilla on the 30th September 1873.

RAILWAYS.	General Administration, including Agency, Audit, Account, Paymaster's Stores, Medical, Barrack, Printing, Stationery and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.				Locomotive and Carriage and Wagon Departments, including Steamboat.				TOTAL.				Number of Miles open.	Number of Stations.
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
GUARANTEED RAILWAYS.																						
Madras - - - - -	14	32	516	562	29	284	1,821	2,134	29	71	4,051	4,151	149	251	2,168	2,568	221	638	8,556	9,415	858	85
Great Southern of India - - - - -	6	14	111	131	1	18	258	277	42	45	781	868	22	39	357	418	71	116	1,507	1,694	168	22
Carnatic - - - - -	8	8	8	14	-	-	22	22	-	-	29	29	1	1	13	45	4	4	72	80	19	4
Great Indian Peninsula - - - - -	85	40	417	492	800	184	3,446	3,930	103	35	9,685	9,823	472	96	5,525	6,093	910	855	19,073	20,338	1,266 ^c	133
Bombay, Baroda, and Central India - - - - -	15	22	126	163	14	48	920	982	20	7	1,932	1,959	70	157	1,186	1,413	119	234	4,164	4,517	411 ^c	71
East Indian - - - - -	49	29	1,475	1,558	811	164	5,302	5,777	79	12	7,848	7,934	556	163	5,682	6,351	995	368	20,252	21,615	1,503 ^c	152
Eastern Bengal - - - - -	10	3	194	207	69	40	1,457	1,566	17	12	2,027	2,056	65 ^a	25 ^a	1,293 ^a	1,383 ^a	161	80	4,971	5,212	158 ^c	34
Oudh and Rohilkund - - - - -	14	34	241	289	14	13	772	798	38	11	942	991	49	14	767	830	115	71	2,722	2,906	425 ^c	56
Punjab and Delhi - - - - -	50	23	261	333	88	42	1,127	1,257	39	5	3,120	3,164	106	33	2,025	2,164	288	102	6,538	6,918	567	48
Sindh - - - - -	2	4	52	58	7	25	188	170	2	4	497	503	18	26	385	429	29	59	1,072	1,160	106	10
STATE RAILWAYS.																						
Calcutta and South-Eastern - - - - -	3 ^b	-	14	17	-	1	74	75	1	1	104	106	-	3	33	36	4	5	225	234	28	8
Nulhatee - - - - -	2 ^b	-	10	12	-	1	48	44	-	-	69	69	1	-	58	59	3	1	180	184	27 ^c	6
Rajpootana, Delhi District - - - - -	-	-	-	-	9	5	82	96	5	1	298	304	7	2	42	51	21	8	422	451	58	7
Indus Steam Flotilla - - - - -	1	3	21	25	24	10	541	575	29	18	657	704	-	-	31	31	54	31	1,250	1,335	-	-

a.—There are 17 Europeans, 3 East Indians, and 423 Natives employed in the Steamboat Department.

b.—These draw their pay from other departments of the State.

c.—This is exclusive of the Khamsaon and Omraotee branches, 13 miles, worked, but not maintained, by the Great Indian Peninsula Railway Company, and of the Mopani branch, 12 miles opened for coal traffic only.

N.B.—The figures for the Great Indian Peninsula and the Bombay, Baroda, and Central India Railways are exclusive of men temporarily employed on special works.

No. I.

NUMERICAL RETURN of CASUALTIES, whether by Death, Resignation and Discharge, or Dismissal, amongst the European and East Indian employes on the Railways open for Traffic in India during the Year ending 31st December 1873.

RAILWAYS.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNT, PAYMASTER'S STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENT.				ENGINEER'S DEPARTMENT.				LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STRAM BOAT ESTABLISHMENTS.				TOTAL.				MEAN MILEAGE OPEN.	REMARKS.																													
	Europeans.		East Indians.		Europeans.		East Indians.		Europeans.		East Indians.		Europeans.		East Indians.		Europeans.		East Indians.																																
	No. of Casualties by		No. of Casualties by		No. of Casualties by		No. of Casualties by		No. of Casualties by		No. of Casualties by		No. of Casualties by		No. of Casualties by		No. of Casualties by		No. of Casualties by																																
	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.	No. employed.	Death. Resignation and discharge. Dismissal. Total.																															
Madras	14	1	1	31	1	0	7	31	1	2	3	275	1	28	28	54	31	1	5	1	7	70	1	3	1	5	145	4	18	4	26	270	12	4	16	221	5	25	7	37	658	3	49	30	82	848					
Great Southern of India, Carnatic	129	2	2	216	2	2	2	16	2	2	2	215	2	2	4	4	32	2	5	7	44	6	7	13	9	4	1	5	1	1	2	2	81	6	10	16	104	12	0	21	168	(a) Inclusive of Telegraph Department.									
Great Indian Peninsula	34	1	0	1	8	19	1	1	33	7	43	10	70	13	1	19	0	26	93	4	10	3	17	25	1	7	8	8	474	14	84	24	122	112	2	33	5	40	939	26	144	47	217	249	4	60	11	75	1,286	(b) Exclusive of Telegraph Department.	
Bombay, Broda, and Central India, East Indian	10	—	—	—	—	—	—	—	10	2	1	3	47	0	1	7	35	3	3	1	7	8	1	—	1	71	5	18	6	29	164	1	48	8	57	185	8	23	8	39	228	1	55	0	65	404					
Eastern Bengal	61	4	2	6	24	1	—	1	352	6	57	20	83	166	23	15	38	92	3	4	9	13	2	—	2	706	17	105	40	162	204	3	31	6	40	1,201	26	168	66	260	411	3	57	21	81	1,504					
Calcutta and South-eastern State, Nulhattee State	12	2	1	3	2	2	—	2	05	8	10	18	20	7	10	17	19	6	—	6	82	12	—	12	—	—	63	2	7	5	14	26	4	2	6	160	2	23	16	41	65	25	12	37	167						
Oudh and Rohilkund	—	—	—	—	—	—	—	—	1	3	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27							
Punjab and Delhi	25	4	—	4	26	1	7	2	10	28	1	—	1	16	—	—	1	68	3	20	18	41	26	6	3	9	45	4	5	6	15	29	6	3	9	161	7	30	24	61	96	1	19	9	29	375					
Sindh	38	2	15	5	22	16	3	4	8	33	1	15	15	31	40	1	8	10	19	37	8	5	13	6	4	2	6	117	1	39	26	66	43	20	5	25	275	4	77	51	132	105	2	35	21	58	567				
Indus Steam Flotilla	3	—	—	—	0	1	—	—	1	8	—	—	—	24	3	—	3	4	—	—	—	—	—	—	—	—	—	18	1	3	1	6	30	7	—	7	33	1	3	1	5	65	1	10	—	11	100				
TOTAL MADRAS RAILWAYS.	27	—	—	3	54	1	8	—	0	32	—	2	3	209	1	30	27	55	72	1	11	6	18	130	1	13	0	23	182	4	20	9	33	292	—	14	4	18	313	5	35	17	57	775	8	65	40	168	1,030		
TOTAL BOMBAY RAILWAYS.	41	1	0	1	8	31	—	—	1	492	7	46	20	73	140	1	25	7	33	133	7	13	4	24	39	1	8	—	9	545	19	102	30	151	276	3	31	13	97	1,124	34	167	55	256	477	5	115	20	140	1,670	
TOTAL BENGAL RAILWAYS.	129	2	25	8	35	31	3	15	0	22	581	7	89	45	140	243	1	43	36	80	215	6	38	23	72	74	—	26	5	31	949	25	159	78	232	334	3	60	16	88	1,885	10	310	159	569	774	7	151	93	221	2,764
TOTAL INDIAN RAILWAYS.	200	3	34	9	46	100	4	22	0	32	695	14	135	67	210	724	3	99	70	171	450	14	62	38	111	234	2	47	14	63	1,676	48	231	117	460	902	6	164	33	203	3,322	17	512	231	822	4,026	15	331	123	469	5,464

No. II.

STATEMENT showing the NUMBER of SERVANTS EMPLOYED in the TRAFFIC DEPARTMENT of all Railways open for Traffic in India, and the CASUALTIES amongst them, whether by Death, Resignation and Discharge, or Dismissal, during the Year ending 31st December 1873, distinguishing those engaged in India and in England.

RAILWAYS.	ENGAGED IN ENGLAND.								ENGAGED IN INDIA.								TOTAL.								REMARKS.																			
	STATION MASTERS, GUARDS, ASSISTANT GUARDS, AND ALL ENGAGED IN WORKING TRAINS.				OTHERS.				STATION MASTERS, GUARDS, ASSISTANT GUARDS, AND ALL ENGAGED IN WORKING TRAINS.				OTHERS.																															
	Europeans.				Europeans.				Europeans.				East Indians.				Europeans.				East Indians.																							
	No. of Casualties by				No. of Casualties by				No. of Casualties by				No. of Casualties by				No. of Casualties by				No. of Casualties by																							
	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.		Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.													
Madras	—	—	—	—	7	—	—	—	—	17	—	1	2	3	218	—	22	28	47	2	—	—	—	—	—	—	—	—	—	26	—	1	2	3	219	—	22	28	47					
Great Southern of India	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21	—	2	2	4	1	—	—	—	—	—	—	—	—	—	1	—	—	—	24	—	2	3	4						
Carnatic	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
Great Indian Peninsula	10	—	1	—	1	4	—	—	—	327	7	41	19	67	81	1	17	5	23	42	—	2	—	—	—	—	—	—	—	12	—	2	1	3	383	7	44	19	70	93	1	19	6	26
Bombay, Baroda, and Central India	—	—	—	—	4	—	—	—	—	11	—	2	1	3	28	—	4	—	4	4	—	—	—	—	—	—	—	—	—	10	—	2	1	3	10	—	2	1	3	47	—	6	1	7
East Indian	—	—	—	—	3	—	—	—	—	201	4	36	16	56	58	—	4	5	9	78	2	21	4	27	72	—	18	8	26	342	6	57	20	83	130	—	22	13	35					
Eastern Bengal	—	—	—	—	2	—	—	—	—	37	—	3	6	9	7	—	4	4	8	26	—	5	4	9	20	—	3	6	9	65	—	8	10	18	27	—	7	10	17					
Calcutta and South-eastern State	—	—	—	—	—	—	—	—	—	1	—	3	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Nulhatoo State	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Oudh and Rohilkund	—	—	—	—	—	—	—	—	—	21	—	—	—	—	14	—	—	1	1	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Punjab and Delhi	1	—	—	—	4	—	—	—	—	67	1	15	15	31	30	1	7	10	18	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Sindh	—	—	—	—	—	—	—	—	—	6	—	—	—	—	6	—	2	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Indus Steam Flotilla	—	—	—	—	—	—	—	—	—	23	—	4	—	4	7	—	2	—	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
TOTAL MADRAS RAILWAY	—	—	—	—	7	—	—	—	—	17	—	1	2	3	233	—	24	27	51	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
TOTAL BOMBAY RAILWAYS	10	—	1	—	1	8	—	—	—	338	7	43	20	70	109	1	21	5	27	46	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
TOTAL BENGAL RAILWAYS	1	—	—	—	0	—	—	—	—	416	5	61	37	103	130	1	19	20	40	125	2	26	8	36	116	—	23	14	37	551	7	87	45	139	246	1	42	34	77					
TOTAL INDIAN RAILWAYS	11	—	1	—	1	24	—	—	—	771	12	105	59	176	472	2	64	32	118	174	2	28	8	38	150	—	27	16	48	680	14	134	67	215	622	2	91	68	161					

No. III.

STATEMENT showing the NUMBER of SERVANTS EMPLOYED in the LOCOMOTIVE and CARRIAGE and WAGON DEPARTMENTS of all Railways open for Traffic in India, and the CASUALTIES amongst them, whether by Death, Resignation and Discharge, or Dismissal, during the Year ending 31st December 1873.

RAILWAYS.	ENGAGED IN ENGLAND.				ENGAGED IN INDIA.								TOTAL.								REMARKS.																			
	DRIVERS, FIREMEN, PILOTMEN, AND ALL WORKING ON MOVING ENGINES.				OTHERS.				DRIVERS, FIREMEN, PILOTMEN, AND ALL WORKING ON MOVING ENGINES.				OTHERS.																											
	Europeans.				Europeans.				Europeans.				East Indians.				Europeans.					East Indians.																		
	No. of Casualties by				No. of Casualties by				No. of Casualties by				No. of Casualties by				No. of Casualties by					No. of Casualties by																		
	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.		No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.	No. employed.	Death.	Resignation and discharge.	Dismissal.	Total.									
Madras	6	1	-	1	21	1	3	-	4	53	-	9	2	11	35	-	4	-	4	60	2	6	2	10	181	-	8	4	12	145	4	18	4	26	278	-	12	4	16	
Great Southern of India	3	-	-	-	2	-	-	-	-	20	-	-	4	4	4	-	-	-	2	11	-	2	1	3	11	-	-	-	-	30	-	2	6	7	15	-	2	-	2	
Carnatic	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-		
Great Indian Peninsula	45	2	9	3	14	72	1	10	-	11	205	6	22	18	48	62	-	10	4	14	152	3	43	3	40	60	2	23	1	26	474	14	94	24	132	112	2	53	5	40
Bombay, Baroda, and Central India	21	1	-	2	3	11	1	2	-	3	27	-	9	4	13	19	-	2	-	2	12	3	7	-	10	145	1	46	8	55	71	5	18	0	30	164	1	48	2	67
East Indian	74	1	7	1	9	71	2	3	-	6	403	9	70	36	115	50	1	6	3	19	83	4	17	3	24	88	-	21	5	24	636	16	97	40	188	144	1	27	6	34
Eastern Bengal	34	-	-	-	8	1	-	-	1	33	1	4	3	8	10	-	2	1	3	18	-	3	2	5	163	-	2	1	3	63	2	7	5	14	26	-	4	2	6	
Calcutta and South-eastern State	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	1	-	1	
Nulhattee State	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Oudh and Rohilkund	4	1	-	1	3	-	-	-	-	28	3	5	6	14	16	-	4	-	4	3	-	-	-	-	-	5	-	-	3	3	38	4	5	0	16	21	-	4	3	7
Punjab and Delhi	1	-	-	-	11	-	1	-	1	79	-	33	23	56	28	-	13	5	23	36	1	5	3	9	15	-	2	-	2	117	1	39	26	66	43	-	20	5	25	
Sindh	-	-	-	-	2	-	-	-	-	2	-	1	1	2	1	-	-	-	-	8	1	2	-	3	20	-	7	-	7	19	1	3	1	5	30	-	7	-	7	
Indus Steam Flotilla	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
TOTAL MADRAS RAILWAYS	9	1	-	1	23	1	3	-	4	79	-	9	6	15	100	-	6	-	6	71	2	8	3	13	192	-	8	4	12	182	4	20	9	33	232	-	14	4	18	
TOTAL BOMBAY RAILWAYS	66	3	9	5	17	58	2	12	-	34	282	8	31	22	61	71	-	12	4	16	164	6	50	3	60	205	3	60	9	81	545	10	102	30	151	276	3	81	15	97
TOTAL BENGAL RAILWAYS	82	2	7	1	10	95	3	4	-	7	556	13	113	69	195	113	1	31	9	41	139	0	27	8	41	152	-	32	7	39	872	24	151	78	253	266	1	63	16	80
TOTAL INDIAN RAILWAYS	157	6	16	6	28	201	6	19	-	25	867	21	161	97	271	284	1	46	13	68	374	14	85	14	113	549	3	100	20	132	1,599	47	273	117	497	834	4	168	33	195

CAPITAL EXPENDITURE.

17. A sum of 4,010,343*l.* has been expended on the construction of railways during the year 1873, 2,027,337*l.* by the Government on State lines, and 1,983,009*l.* by the guaranteed companies. Of this amount, 1,469,310*l.* was expended in England,—441,282*l.* by the Government, and 1,028,028*l.* by the companies,—and 2,541,033*l.* in India, 1,586,052*l.* on State lines and 954,981*l.* on guaranteed lines. The companies commenced the year with a balance of 3,565,447*l.* and left off with one of 2,797,435*l.*

18. The whole expenditure on railways in India up to the end of 1873 from the commencement of operations in 1850 has been 97,816,291*l.*, of which 92,417,739*l.* consists of guaranteed capital, and 5,398,552*l.* has been expended direct by Government. The amount expended in each year by the companies is given in a statement which follows. The manner in which such expenditure has been divided amongst the various items comprising the construction accounts is also stated below.

19. The railway companies had raised up to the end of the official year, viz., the 31st March, a sum of 94,725,815*l.*, which is divided, as follows, into share capital, debentures, and debenture stock :—

		£
Share capital at 5 per cent.	-	80,282,550
Do. do. 4 $\frac{3}{4}$ "	-	1,349,970
Do. do. 4 $\frac{1}{2}$ "	-	500,000
Debentures 5 "	-	2,611,240
Do. do. 4 $\frac{1}{2}$ "	-	1,707,450
Do. do. 4 $\frac{1}{4}$ "	-	1,302,550
Do. do. 4 "	-	1,324,100
Debenture stock 4 $\frac{1}{2}$ "	-	1,925,000
Do. do. 4 "	*3,484,446	3,192,428
Money not bearing interest	-	530,527
		94,725,815

20. It will thus be seen that at the present time 82,893,790*l.* is receiving interest at 5 per cent., 1,349,970*l.* at 4 $\frac{3}{4}$, 4,132,450*l.* at 4 $\frac{1}{2}$, 1,302,550 at 4 $\frac{1}{4}$, and 4,516,528*l.* at 4 per cent. per annum. The sum of 530,527*l.* not bearing interest consists of premiums upon shares or stock which were issued above par. I say at the present time, for the rates of interest on the borrowed capital have varied, and will still vary. During the past year, debentures which were originally issued at 5 per cent. have been renewed at 4. The rate at which debenture stock may hereafter be issued will also depend upon the state of the money market.

How capital has been expended.

Statement showing Distribution of Capital expended.

Railway Company.	Works and Bridges.	Permanent Way and Stations.	Freight and Insurance.	Rolling Stock and Engines.	Establishments.	Miscellaneous, Electric Telegraph, Stores, &c.
	£	£	£	£	£	£
East Indian - - - -	9,580,000	7,140,000	3,000,000	3,650,000	3,730,000	3,550,000
Great Indian Peninsula - -	9,470,000	7,460,000	—	2,860,000	1,614,000	1,600,000
Madras - - - -	3,408,000	3,824,000	—	1,092,000	879,000	446,000
Bombay, Baroda, and Central India -	3,205,000	2,093,000	—	1,108,000	777,000	542,000
Scinde, Punjab, and Delhi - -	2,070,000	3,418,000	—	1,980,320 Steamers and Barges, 377,863 Workshops, 45,504	1,026,000	789,000
Great Southern of India - -	574,000	475,000	—	102,000	243,000	207,000
Eastern Bengal - - - -	2,137,000		—	390,000	326,000	138,000
Oude and Rohilkund - - -	1,078,500	2,084,000	—	367,000	457,000	740,000
Carnatic - - - -	7,100	32,000	—	13,700	40,000	33,000

The following statements relating to the capital accounts of the State and guaranteed railways respectively have been prepared in the Accounts' Department of this office :—

* This was issued at an average discount of about 8 $\frac{1}{2}$ per cent.

STATEMENT No. 1.

STATEMENT OF EXPENDITURE IN ENGLAND AND INDIA ON INDIAN STATE RAILWAYS, appropriated to the various undertakings as shown in Statements to 31st December 1873, received from India.

State Railway.	Expenditure Appropriated.			Classification of Expenditure.											
	England.	India.	TOTAL.	Preliminary Expenses.	Land.	Construction of Line.	Ballast and Permanent Way.	Stations and Buildings.	Electric Telegraph.	Plant.	Rolling Stock.	Main-tenance.	Establishment.	Con-tingencies.	Suspense Accounts.
STATE RAILWAYS—EXTRAORDINARY.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Punjab, Northern	243,868	1,057,056	1,300,424	24,321	12,850	479,457	195,054	38,697	108	108,744	7,363	—	241,081	8,978	188,871
Indus Valley	84,400	586,073	670,473	58,663	1,738	146,395	14,401	44,913	—	22,279	2,606	—	156,448	8,934	214,096
Hooblee and Carwar	—	52,675	52,675	12,871	—	—	—	—	—	—	—	—	38,149	1,655	—
Wurdah Valley	2,086	129,855	131,941	7,419	41	26,062	70,675	3,749	—	213	—	—	9,939	274	13,569
Holkar	130,523	260,464	390,987	3,252	2,608	118,450	68,900	10,922	—	1,213	16,784	—	59,070	4,040	105,753
Neemuch	—	52,577	52,577	20,333	—	144	—	30	—	800	—	—	28,636	1,347	1,287
Agra District, Rajpootana	152,351	400,378	642,729	16,803	5,016	127,942	74,271	23,975	—	2,463	3,319	—	70,050	3,127	315,763
Delhi do.	89,377	894,407	483,984	8,799	18,741	84,607	154,482	37,128	—	6,570	30,482	—	55,777	2,720	84,733
Western Rajpootana (Survey)	—	12,940	12,940	714	—	—	—	—	—	1,987	—	—	9,143	571	525
Nulhatee	30,000	—	30,000	—	—	*30,000	—	—	—	—	—	—	—	—	—
Calcutta and South-eastern	268,383	463,814	732,197	6,769	108,507	104,597	155,789	87,464	3,693	8,380	133,519	—	86,774	18,766	17,939
Northern Bengal	—	25,929	25,929	2,107	—	1	—	—	—	2,239	—	—	18,984	622	1,976
Scindia (late Gwalior) Survey	—	6,890	6,890	772	—	—	—	—	—	776	—	—	4,566	690	86
Nagpore and Chuteesghur	—	8,441	8,441	1,074	—	—	—	—	—	469	—	—	6,610	227	61
STATE RAILWAYS—ORDINARY.															
Moradabad, Deobund, and Roorkee (Survey)	—	2,852	2,852	52	—	—	—	—	—	34	—	—	2,616	150	—
NATIVE STATES.															
Nizam's	15,000	734,625	749,625	1,057	—	278,700	204,082	10,273	—	27,251	506	—	77,892	3,704	146,070
Khamsgaum Branch	—	48,530	48,530	37	39	10,921	29,328	4,638	125	343	32	—	2,838	234	—
Oomrootee Branch	13,316	30,418	43,734	112	245	9,418	25,259	4,844	110	302	15	—	3,800	123	—
Mysore	—	11,624	11,624	550	—	—	—	—	—	831	—	—	9,994	249	—
Total	1,029,004	4,369,548	5,398,552	165,605	149,780	1,416,694	992,236	261,128	4,086	184,894	194,666	—	882,373	56,411	1,090,729

* This amount was paid to the Oude and Robilkund Railway Company for purchase of the Line.

Note.—The total expenditure in England on State Railways to 31st December 1873 amounted to 1,589,688l. The above figures represent only that portion of such expenditure as had been appropriated in India to the several undertakings to the date of the last advices received.

India Office, 8th April 1874.

T W. KEITH,
Accountant.

STATEMENT No. 2.

Showing the Amount of Capital estimated to be required for each Undertaking as now sanctioned, the Amount authorised to be raised, the Amount raised, and the Amount withdrawn, to 31st March 1874.

Railway.	Estimated Cost of Lines.	Amount authorised to be raised on 31st March 1874.						Amount raised in England to 31st March 1874.						Amount raised in India to Date of last Advice.		Total Amount raised to 31st March 1874.	Total Amount withdrawn to 31st March 1874 (partly estimated).
		Share Capital.	Debentures.		Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Debentures.		Debenture Stock.		Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.		
			Convertible into Shares.	Inconvertible.					Convertible into Shares.	Inconvertible.	Stock represented.	Cash received.					
East Indian—Main Line	£ 27,750,000	£ 22,728,860	£ 271,640	£ 2,950,000	£ 1,500,000	£ 160,165	£ 27,610,165	£ 22,350,330	£ 271,640	£ 2,950,000	£ 1,500,000	£ 1,500,000	£ 158,827	£ 326,825	£ 1,338	£ 27,558,400	£ 27,769,500
„ Jubbulpore Line	3,250,000	2,762,750	437,250	—	—	30,034	3,230,034	2,752,100	437,250	—	—	—	30,034	7,665	—	3,227,049	3,151,605
Great Indian Peninsula	24,000,000	20,000,000	—	1,304,250	3,065,300	229,602	24,599,152	19,064,125	—	1,804,250	2,701,450	2,475,559	228,860	405,047	742	23,478,583	23,366,354
Madras	10,250,000	10,178,700	123,700	500,000	—	9,898	10,812,298	9,531,470	123,700	500,000	—	—	9,898	—	—	10,165,068	10,070,298
Bombay, Baroda, and Central India	8,000,000	7,262,700	444,700	—	—	34,832	7,742,232	7,288,756	444,700	—	—	—	34,832	21,672	—	7,739,960	7,837,291
Scinde, Punjab, and Delhi	10,500,000	11,418,900	—	—	—	3,387	11,422,287	10,989,782	—	—	—	—	3,320	86,258	67	11,079,422	10,286,990
Great Southern of India	3,000,000	2,390,100	29,800	—	425,000	36,000	2,880,900	2,377,187	29,800	—	425,000	425,000	36,000	1,221	—	2,869,208	1,837,542
Eastern Bengal	3,200,000	2,255,520	—	224,800	398,296	2,288	2,880,904	2,238,996	—	224,800	398,296	362,280	2,288	16,486	—	2,844,850	3,071,546
Oude and Rohilkund	5,000,000	3,956,100	48,900	615,800	384,700	2,121	5,002,121	3,538,173	43,900	615,800	354,700	354,589	2,121	417,890	—	4,971,973	4,856,034
Carnatic	800,000	800,000	—	—	—	22,200	822,200	769,042	—	—	—	—	22,200	—	—	791,242	170,579
Total	96,750,000	89,753,130	1,350,990	5,594,350	5,773,296	530,527	97,002,293	80,849,961	1,850,900	5,594,350	3,409,446	5,117,428	528,380	1,282,559	2,147	94,725,815	92,417,739

* * These Accounts are subject to modifications; some of them including Expenditure which will be appropriated to Revenue.—J. D.

India Office, 8th April 1874.

T. W. KEITH,
Accountant.

STATEMENT No. 3.

Showing the Amount received from and withdrawn by each Company during the Year ended 31st March 1874.

Railway.	Sums standing to the Credit of the Companies on the 31st March 1873.	Sums advanced to the Companies on the 31st March 1873.	Amount received						Amount withdrawn					Total received during the Year ended 31st March 1874.	Total withdrawn during the Year ended 31st March 1874.
			In England, between 1st April 1873 and 31st March 1874.				In India, between 1st April 1873 and the Date to which Accounts have been received.		In England, between 1st April 1873 and 31st March 1874.		In India.				
			Share Capital.	Deben- ture.	Deben- ture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of Stores, Establish- ment Charges, &c.	For Discharge of Debentures.	Date to which Accounts have been received.	Amount.	Estimated Withdrawals between Dates specified and 31st March 1874.		
East Indian: Main Line.	£ —	£ *101,489	£ 2,078	£ —	£ —	£ —	£ —	£ 118,716	£ —	28th February 1874	£ †2,092	£ —	£ 2,073	£ 111,624	
East Indian: Jubbul- pore Line.	*75,283	—	—	—	—	—	—	—	—	"	†161	—	—	†161	
Great Indian Penin- sula.	391,397	—	—	226,100	—	—	—	208,853	226,100	31st January 1874	55,315	15,000	226,100	505,268	
Mudras - -	151,986	—	2,088	—	—	139	—	95,799	—	"	†36,375	—	2,227	59,443	
Bombay, Baroda, and Central India.	77,725	—	11,893	—	—	—	—	122,557	—	"	58,392	6,000	11,893	186,949	
Scinde, Punjab, and Delhi.	842,297	—	—	—	—	—	249	67	50,218	31st December 1873	†37	—	316	50,181	
Great Southern of India.	1,335,252	—	—	—	—	—	—	—	197,165	31st January 1874	86,421	20,000	—	303,586	
Eastern Bengal -	—	109,836	—	—	—	—	—	—	18,698	28th February 1874	93,162	5,000	—	116,860	
Oude and Rohilkund	—	278,034	1,499	615,300	354,589	—	1,000	—	168,122	31st January 1874	350,293	60,000	972,388	578,415	
Carnatic - -	691,507	—	—	—	—	—	—	—	52,900	"	12,944	5,000	—	70,844	
Total - -	3,565,447	489,359	17,553	841,400	354,589	139	1,249	67	1,028,028	226,100	—	617,881	111,000	1,214,907	1,983,009

* These Balances are subject to adjustment in respect of Rolling Stock supplied by the Main line for the Jubbulpore line.

† Transfers of expenditure to Revenue Account, Sale proceeds of Stores, Refunds, &c. exceed by these Sums the amount withdrawn in India on Capital Account during the year.

India Office, 8th April 1874.

T. W. KEITH,
Accountant.

STATE of DEBENTURE LOANS on the 31st March 1874.

Railway.	Amount.			Rate of Interest	Date at which Loan expires.
	Convertible.	Inconvertible.	Total.		
East Indian	£	£		4½	19th March 1875.
"	437,250	10,000		5	23d March 1875.
"	—	196,150		4½	10th August 1875.
"	—	1,024,000		4½	" " "
"	271,640	—		5	9th August 1876.
"	—	96,400		4½	10th August 1877.
"	—	183,450		4½	" " "
"	—	1,000,000		4½	22d August 1877.
"	—	440,000		4	19th March 1878.
	708,890	2,950,000	3,658,890		
Great Indian Peninsula	—	1,035,450		5	31st Dec. 1876.
"	—	268,800		4	30th June 1878.
	—	1,304,250	1,304,250		
Madras	—	500,000		4½	1st January 1876.
"	123,700	—		5	1st January 1877.
	123,700	500,000	623,700		
Bombay, Baroda, and Central India	223,700	—		5	1st January 1875.
"	221,000	—		5	1st July 1876.
	444,700	—	444,700		
Great Southern of India	29,800	—	29,800	5	1st July 1874.
Eastern Bengal	—	179,400		5	1st November 1874.
"	—	45,400		5	1st November 1876.
	—	224,800	224,800		
Oude and Rohilkund	43,700	—		5	15th April 1875.
"	100	—		5	26th July 1876.
"	100	—		5	18th February 1879.
"	—	615,300		4	4th June 1880.
	48,900	615,300	659,200		
			6,945,340		

India Office,
8th April 1874.

T. W. KEITH,
Accountant.

STATEMENT of WITHDRAWALS out of CAPITAL for EXPENDITURE; showing the Amount withdrawn in Annual expenditure in England and in India by all the Guaranteed Indian Railway Companies during each Financial Year from the commencement to 31st March 1874.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,969,814	2,512,084	4,481,898
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	343,750	477,245
1873-74	1,028,028	728,881*	1,756,909*
	38,799,898	54,231,812	93,031,710
Deduct amount withdrawn by the Calcutta and South-eastern Railway Company; this Railway having subsequently become the property of the State	267,362	346,609	613,971
	38,532,536	53,885,203	92,417,739

* These amounts are partly estimated.

† Transfers of expenditure to Revenue Account, Sale proceeds of Stores, Refunds, &c., exceed by this Sum the amount withdrawn in India on Capital Account.

Note.—The total expenditure in India in each year as shown in the above Statement will not be found to coincide with that shown in the Indian Finance and Revenue Accounts, owing to the fact that the transfers of expenditure to Revenue Account can at present only be made in the books in this country on receipt of the half-yearly Appropriation Statements to June and December, instead of being apportioned each month, as in the Indian Books.

India Office,
8th April 1874.

T. W. KEITH,
Accountant.

Note.—Before leaving the subject of Capital, I may mention that after my last Report had been printed and distributed I discovered that an error had been made in the calculation as to the mileage cost of the East Indian Railway in pp. 23-25. Instead of coming out at 12,250*l.*, to which, after eliminating certain extraordinary and unavoidable expenses, I had brought the cost per mile of single line, it should have been 12,606*l.*

ACCIDENTS.

21. The total number of accidents to passenger trains officially reported during the year was 258, of which 13 were caused by collisions, 20 by trains getting off the proper line, 26 by fires, 165 by cattle trespassing, and 34 by other and minor causes. The number of persons injured was 438. Of these, 96 were passengers, 236 railway servants, and the rest trespassers. There were 166 deaths, 13 passengers, 74 railway servants, and 79 trespassers. In the previous year the number killed was 211, of whom 9 were passengers and 154 servants. Last year three passengers lost their lives through accidents beyond their control, and 54 were injured in the same way. In like manner two railway servants were killed and

28 injured, 72 having been killed and 134 injured by causes which they might have avoided.

22. The most serious accident occurred on the Great Indian Peninsula Railway, near Barsee Road, on the night of the 21st September, when two passengers were killed and ten much injured. It was caused by a defect in the road produced by a washing away of ballast from under the rails and sleepers. "The rails thus
" deprived of support, either broke under the weight of the engine or bent so
" much as to cause it to leave the road and strike the masonry of the drain, which
" it partially carried away, eventually coming to a stand a few yards beyond.
" The tender, road van, and six leading 3rd class carriages were smashed to
" pieces, the five vehicles being piled on the top of one another.

The following tables, prepared in India, contain detailed information regarding the number and nature of accidents during the year 1873 :—

TABLE No. 1.

ABSTRACT of the NUMBER and NATURE of the ACCIDENTS and of the INJURIES to LIFE and LIMB which have occurred on all Railways open for Traffic in India during the Year 1873.

Presidency.	Mean Mileage open.	Railways.	Classification of Accidents to Trains, &c.					Passengers.				Servants of Companies or of Contractors.				Others.						Total Persons of all Classes.				
			Main Heads.					From Causes beyond their own Control.		From their own Misconduct or want of Caution.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Whilst crossing at Level Crossings.		Whilst trespassing (including Suicide).		Miscellaneous.						
			I. Collisions.	II. Getting off proper Line.	III. Fire.	IV. Running over Cattle.	V. Other Causes.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed and Injured.	
Bengal.	1,504	East Indian	1873	34	25	15	115	27	216	—	15	6	20	1	5	19	65	3	—	42	10	4	4	75	119	194
	1,503		1872	111	233	15	128	204	691	—	15	3	16	4	11	30	36	1	—	46	6	5	1	89	85	174
	157	Eastern Bengal	1873	3	—	—	—	—	3	—	2	—	1	—	—	5	7	—	—	—	—	—	—	5	8	13
	156		1872	3	—	—	1	4	8	—	—	—	1	1	2	7	—	—	—	3	—	—	—	7	9	16
	374	Oudh and Rohilkhand	1873	3	5	13	12	3	36	1	13	—	—	1	2	8	7	2	—	1	—	—	—	13	22	35
	145		1872	1	10	4	6	5	26	—	—	—	—	1	2	1	5	—	—	1	—	—	—	3	7	10
	556	Punjab and Delhi	1873	12	24	14	10	16	76	—	—	1	3	—	9	14	7	—	—	4	1	—	—	20	20	40
	554		1872	16	14	63	6	15	114	—	2	4	1	4	3	12	16	—	—	7	—	4	—	31	22	53
	105	Scinde	1873	—	2	14	13	12	41	—	—	1	—	—	2	—	1	—	—	—	—	—	—	1	3	4
	106		1872	—	1	8	9	31	49	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	1	1
28	Calcutta and South-eastern.	1873	—	—	—	2	—	2	—	—	—	—	—	—	—	1	—	1	—	—	—	—	2	1	3	
28		1872	—	1	—	4	—	5	—	—	—	—	—	—	1	—	—	—	1	—	—	—	2	3	5	
27	Nulhatee	1873	—	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
27		1872	—	—	—	1	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
58	Rajpootana, Delhi District.	1873	2	4	1	5	2	14	—	—	—	—	—	—	—	1	1	—	—	—	—	—	1	1	2	
33		1872	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
843	Madras	Rajpootana, Agra District.	1873	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
843			1872	1	7	5	46	5	64	—	—	—	1	—	—	9	2	—	—	5	1	1	—	15	4	19
832	Great Southern of India.	Carnatic	1873	4	4	4	42	6	60	1	8	—	—	—	2	9	4	—	—	4	2	1	—	15	16	31
168			1872	—	—	—	18	1	19	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	2	2
168	Bombay	Bombay, Baroda, and Central India.	1873	1	1	—	—	1	3	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1	1
19			1872	—	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,279	Bombay	Bombay, Baroda, and Central India.	1873	18	27	8	40	18	111	2	15	—	2	—	7	13	33	2	1	3	5	1	1	21	64	85
1,266			1872	14	23	11	72	30	150	—	10	1	2	—	13	24	44	—	—	11	3	2	—	38	72	110
423	India	—	1873	8	9	—	22	4	38	—	9	2	2	—	3	6	11	1	—	1	2	3	1	13	28	41
374			1872	4	18	—	27	—	44	—	—	—	1	2	8	17	4	—	—	5	—	1	—	26	8	34
5,575	India	—	1873	76	103	70	283	89	621	3	54	10	29	2	28	72	134	9	1	58	20	12	6	166	272	438
5,179			1872	154	300	105	296	298	1,153	1	37	8	21	12	35	96	118	2	—	78	12	14	1	211	224	435

N.B.—The open mileage of the Great Indian Peninsula Railway for the year 1873 is inclusive of the number of miles open on the Khangaon and Oomraote Branches, and of the Bombay, Baroda, and Central India Railway of the number of miles open on the Dubhoe Branch. The Rajpootana Railway, Delhi District, was opened for public traffic on the 1st July 1873, and the Agra district on the 20th October 1873.

TABLE NO. II.—NUMERICAL ABSTRACT OF ACCIDENTS OF ALL CLASSES on all Railways open for Traffic in India during the Year 1873.

	BENGAL, NORTH-WESTERN PROVINCES, OUDH, AND PUNJAB, &c.																MADRAS.						BOMBAY.				Total.				
	East Indian.		Eastern Bengal.		Oudh and Rohilkhand.		Punjab and Delhi.		Scinde.		Calcutta and South-Eastern.		Nulhatce.		Rajpootana D. District.		Rajpootana A. District.		Madras.		Great Southern of India.		Carnatic.		Great Indian Peninsula.					Bombay, Baroda, & Central India.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed & Injured.
PASSENGERS.																															
From causes beyond their own control, viz.—																															
From accidents to trains	..	15	..	2	1	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	10	..	9	3	49	52
From other causes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	5	5	
Total	..	15	..	2	1	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	15	..	9	3	54	57
Per million of passengers	..	2.48	..	1.22	0.76	0.08	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0.60	4.50	..	2.83	0.13	2.41	2.54
For million of passenger miles	..	0.03	..	0.03	0.02	0.25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0.01	0.06	..	0.08	0.002	0.04	0.04
From their own misconduct or in-caution	6	20	..	1	..	..	1	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	2	10	20	39
Per million of passengers	0.09	3.30	..	0.61	..	..	0.60	1.51	14.30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0.60	0.63	0.63	0.45	1.20	1.74	
For million of passenger miles	0.01	0.04	..	0.02	..	..	0.01	0.08	0.19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0.01	0.02	0.02	0.023	0.031		
Total from all causes	6	55	..	3	1	13	1	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	17	2	11	13	63	96
SERVANTS OF COMPANIES OR OF CONTRACTORS.																															
From causes beyond their own control	1	5	..	..	1	2	..	9	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	..	3	2	23	50
From their own misconduct or in-caution	19	65	3	5	8	7	14	7	..	1	..	1	..	1	1	..	..	..	9	2	..	1	..	..	13	33	6	11	72	154	206
Total from all causes	20	70	3	5	9	9	14	16	..	3	..	1	..	1	1	..	..	..	9	2	..	1	..	..	13	40	6	14	74	162	236
OTHER PERSONS.																															
Crossing at level crossings	3	..	..	..	2	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	1	..	9	1	10
Trespassers, including suicide	42	10	2	..	1	..	4	1	..	..	..	..	..	..	..	..	..	..	5	1	..	..	..	..	3	5	1	..	68	20	78
Miscellaneous	4	4	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	1	3	1	12	6	13
Total from all causes	49	14	3	..	3	..	6	1	..	..	2	..	..	..	..	..	..	..	6	1	..	..	..	..	6	7	5	3	79	27	106
Grand total of all classes from all causes	75	119	6	8	13	22	26	20	1	3	2	1	..	..	1	1	..	..	15	4	..	2	..	..	21	64	13	28	166	272	438
Mean length of railway open during the year (miles)	1,504	157	374	656	105	28	97	59	33	845	168	19	1,270	423	5,673																
Number of passengers carried	6,039,382	1,683,569	1,810,105	1,982,254	60,922	332,823	77,263	133,206	24,280	2,743,751	1,364,812	102,039	3,333,714	3,175,445	22,362,573																
Train mileage (goods and passengers)	6,121,033	646,281	841,502	1,017,083	167,600	84,645	20,305	82,874	10,882	1,903,661	315,191	15,036	3,066,744	681,049	15,145,205																
Passenger mileage	462,979,866	59,520,120	81,568,978	107,154,100	6,210,582	3,300,216	2,143,080	4,046,980	658,604	119,579,536	50,545,332	1,873,017	209,215,984	118,902,365	1,236,714,732																

TABLE No. III.

Showing the TOTAL NUMBER of ACCIDENTS to PERSONS of all kinds, and to TRAINS, &c., on all RAILWAYS open for TRAFFIC in EACH PRESIDENCY of INDIA, during the Year 1873.

Presidencies.	Mean Length of Railway open.	Total Number of Train Miles.	Train Miles per Mile open.	Passenger Mileage.	Passenger Mileage per mile open.	Total Number of Accidents to Trains, &c. of all kinds.	Total Number of Passengers carried.	Average Number of Passengers per Mile opened.	Passengers.		Servants.				Trespassers, &c.		Total.			
									Killed.	Injured.	Beyond their own Control.		Within their own Control.		Killed.	Injured.	Killed.	Injured.	Killed and Injured.	
											Killed.	Injured.	Killed.	Injured.						
Bengal	1873	2,842½	8,298,424	2,917	696,297,426	244,916	389	11,642,812	4,095	9	54	2	18	44	87	62	15	117	174	291
	1872	2,520½	7,677,771	3,046	620,680,358	246,302	895	10,480,816	4,159	7	37	10	17	46	65	69	8	132	127	259
Madras	1873	1,030	2,323,938	2,256	172,298,967	167,281	83	4,210,602	4,088	—	1	—	—	9	8	6	2	15	6	21
	1872	1,019	1,997,776	1,961	161,957,279	158,937	64	3,610,896	3,544	1	8	—	2	9	5	5	2	15	17	32
Bombay	1873	1,703	4,527,843	2,659	388,118,339	227,908	149	6,509,159	3,822	4	28	—	10	19	44	11	10	34	92	126
	1872	1,640	4,850,443	2,958	358,925,365	215,808	194	6,299,764	3,841	1	18	2	16	41	48	20	3	64	80	144
India -	1873	5,575½	15,145,203	2,716	1,256,714,732	225,879	621	22,362,573	4,011	13	88	2	28	72	184	79	27	166	272	438
	1872	5,179½	14,525,990	2,803	1,136,563,002	219,456	1,153	20,391,476	3,937	9	58	12	35	96	118	94	13	211	224	435

REVENUE.

23. The receipts of the railways during the year 1873, after paying all expenses, amounted to 3,185,069*l.*, being 315,846*l.* in excess of the previous year. Net receipts.

24. The gross receipts were 6,742,790*l.*, compared with 6,351,614*l.* of 1872, and the expenses 3,557,721*l.*, or 53 per cent., compared with 3,482,394*l.*, or 55 per cent. Gross receipts.

25. The revenue for each of the last five years and the amounts paid for guaranteed interest in each year have been as follows :— Annual revenue since 1869.

	Revenue.		Guaranteed Interest.	
	£		£	
1869 -	2,520,952	-	4,013,871	
1870 -	2,846,600	-	4,212,577	
1871 -	2,686,260	-	4,422,242	
1872 -	2,869,223	-	4,600,883	
1873 -	3,185,069	-	4,613,511	

26. It will thus be seen that the net amount borne by the state has in the five years averaged 1,550,996*l.* per annum, and that while in the first year of the five the deficiency was 1,492,919*l.*, in the last it was 1,428,442*l.*

27. When it is borne in mind that during this time the open mileage has been increased by about 1,000 miles these results are disappointing.

28. It may be observed, however, that trade for the last few years has not been in a satisfactory or flourishing state. The imports of merchandise show an actual falling off. Trade since 1869.

		Rupees.
In the year 1869-70	they were	32,92,75,198
" 1872-73	" "	31,26,05,614

The exports in the same years were—

1869-70	-	-	50,67,95,443
1872-73	-	-	53,44,03,833

29. The want of proper access to many of the stations on the lines is also one cause of the slow progress which has hitherto been made in the development of the traffic. When this deficiency has been supplied, and when feeders to the existing lines are constructed, a marked improvement will probably appear. Causes of slow progress.

30. The East Indian Railway, for example, will very likely receive a considerable amount of traffic from the Oude and Rohilkund Railway. The Great Indian Peninsula will be fed by the Indore line, and the Bombay, Baroda, and Central India by the branches to Patree and Dakore, lately constructed at a moderate cost.

31. An enlightened system of management is, however, also required to promote success. A reference to the statements regarding the traffic and working in a following part of this report will show on what lines there is most room for improvement.

32. The following tables give the revenue of each railway for the last two years, and the guaranteed interest paid to each company.

STATEMENT showing the REVENUE from the INDIAN RAILWAYS in 1872 and 1873, as given in the Accounts passed by Government.

Railway.	Receipts.				Expenditure.			Per-centage of Expenditure to Gross Receipts.	Net Receipts.
	Passengers.	Goods.	Miscellaneous.	Total.	Maintenance.	Working, &c.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GUARANTEED.									
East Indian : Main Line - 1873	749,042 18 8	1,735,554 17 11	94,516 9 4	2,579,114 5 11	200,090 6 4	769,935 9 0	969,425 15 4	38	1,609,688 10 7
1872	721,853	1,379,225	135,905	2,237,013	197,891	806,937	1,004,828	41	1,432,185
„ Jubbulpore Line 1873	66,944 12 8	89,779 8 9	21,311 16 7	178,035 18 0	21,784 6 10	79,601 15 7	101,386 2 5	57	76,649 15 7
1872	73,287	79,759	67,598	220,644	19,406	80,127	99,533	35	121,111
Great Indian Peninsula - 1873	498,276 19 7	1,203,412 12 6	26,329 15 3	1,728,019 7 4	195,930 13 10	911,505 19 3	1,107,436 18 1	64	620,582 14 3
1872	509,012	1,177,902	29,813	1,716,737	194,116	908,788	1,102,934	58	613,823
Madras - - - - 1873	231,249 1 0	380,524 17 5	19,199 17 6	630,973 15 11	131,355 6 10	227,920 19 7	359,276 6 5	57	271,697 9 6
1872	218,164	328,091	22,597	568,852	92,246	204,659	296,905	52	271,947
Bombay, Baroda, and Central India - - - - 1873	208,898 16 9	288,534 0 11	14,965 6 8	512,398 4 4	84,984 7 3	218,518 13 10	303,508 1 1	59	208,895 3 3
1872	198,551	304,510	14,793	517,854	103,069	207,485	310,554	60	207,300
Scinde, Punjab, and Delhi 1873	198,790 3 10	270,059 18 5	18,453 1 1	487,303 3 4	67,102 8 3	267,527 10 2	334,629 18 5	69	152,673 4 11
1872	189,571	223,177	12,727	425,475	63,686	301,230	364,916	86	60,559
„ Indus Steam Flotilla 1873	5,591 17 6	65,430 15 9	91 18 10	71,114 12 1	21,484 3 8	45,078 19 9	66,563 3 5	94	4,551 8 8
1872	4,306	65,055	1,754	71,115	With working	58,034	53,034	75	18,081
Great Southern of India - 1873	49,763 10 11	49,078 0 8	3,176 15 4	102,013 6 11	10,857 11 2	40,351 16 6	50,709 7 8	50	51,303 19 3
1872	40,154	32,295	1,554	74,003	10,395	31,356	41,781	56	32,222
Carnatic - - - - 1873	3,432 8 10	523 8 9	78 0 3	4,033 17 10	746 4 10	1,580 11 10	2,326 16 8	58	1,707 1 2
1872	3,001	397	80	3,478	878	1,457	2,345	67	1,163
Eastern Bengal - - - 1873	107,393 7 7	154,732 13 8	52,740 14 9	314,866 16 0	28,711 7 11	132,247 11 9	160,958 19 8	51	153,907 16 4
1872	91,950	132,396	12,490	256,866	59,214	104,879	164,093	64	92,773
Oude and Rohilkund - 1873	63,249 3 11	47,192 2 8	1,948 13 11	112,890 0 6	18,826 1 2	68,119 16 5	81,945 17 7	73	30,444 2 11
1872	26,012	15,344	920	42,276	3,565	23,427	28,992	69	13,284
Totals for Guaranteed Railways 1873	2,182,633 1 3	4,284,817 17 5	252,812 9 6	6,720,263 8 2	781,372 18 1	2,756,789 3 8	3,538,162 1 9	53	3,182,101 6 5
1872	2,075,921	3,938,151	300,261	6,334,330	746,496	2,723,389	3,469,885	55	2,864,446
STATE.									
Calcutta and South-eastern 1873	5,416 1 11	3,671 15 1	1,119 10 3	10,207 7 3	3,270 9 9	7,198 4 4	10,468 14 1	108	[Loss. 261 6 10]
1872	5,150	2,562	639	8,391	2,079	5,551	7,630	91	761
Nulhuttee - - - - 1873	6,683 17 8	2,607 9 5	153 18 9	8,445 5 10	1,099 3 5	3,973 4 0	5,072 7 5	60	8,372 18 5
1 April to 31 December 1872	3,911	1,609	124	5,644	603	2,622	3,225	57	2,419
BEAR.									
Oomrawuttee - - - 1873	600 8 5	1,593 2 10	17 16 8	2,211 7 11	400 17 10	2,076 8 5	2,548 6 3	116	[Loss. 331 18 4]
1872	710	1,379	22	2,111	Not returned	1,138	1,138	54	973
Kamgaun - - - - 1873	181 14 1	1,470 17 6	10 17 9	1,663 9 4	244 0 4	1,291 3 10	1,475 4 2	89	188 5 2
1872	220	913	5	1,138	Not returned	516	516	45	622
*Totals for all the Railways 1873	2,194,515 3 4	4,294,161 3 8	254,114 12 11	6,742,790 18 6	786,453 9 5	2,771,268 4 3	3,557,721 13 8	53	3,185,069 4 10
1872	2,083,942	3,964,614	301,061	6,351,614	749,178	2,733,316	3,482,394	55	2,869,229

Memorandum.—The rate of exchange is 2s. the rupee for the Carnatic, Oude and Rohilkund, Oomrawuttee, and Kamgaun Railways, and 1s. 10d. for the others.
* No returns have been received for the Rajpootana State Railway.

GUARANTEED INTEREST.—INDIAN RAILWAYS.

STATEMENT of the Total Amount of INTEREST advanced to each of the under-mentioned Railway Companies to 31st December 1873.

Railway Company.	Interest advanced to 31st December 1872.	Interest advanced during 1873.						Total.
		England.		India.		Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
East Indian, Main Line	15,820,402 9 7	1,330,528 1 3	11,624 3 2	1,342,152 4 5	17,162,554 14 0			
" Jubbulpore Line	1,404,320 17 0	159,240 2 11	615 19 10	159,856 2 9	1,564,176 19 9			
Great Indian Peninsula	10,145,676 15 8	1,134,687 16 5	12,046 9 3	1,146,734 5 8	11,292,411 1 4			
Madras	5,378,908 0 1	500,103 16 9	—	500,103 16 9	5,879,011 16 10			
Bombay, Baroda, and Central India	3,537,764 0 8	384,363 4 6	269 10 7	384,632 15 1	3,922,396 15 9			
Scinde, Punjab, & Delhi	4,162,132 16 4	550,920 8 1	2,869 3 7	553,789 11 8	4,715,922 8 0			
Great Southern of India	746,979 2 2	138,660 8 0	—	138,660 8 0	885,639 10 2			
Eastern Bengal	1,197,209 17 0	138,794 17 0	1,078 5 6	139,868 2 6	1,337,077 19 6			
Oude and Rohilkund	544,349 14 5	203,425 1 3	5,836 19 0	209,262 0 3	753,611 14 8			
Carnatic	81,215 12 3	38,452 1 7	—	38,452 1 7	119,667 13 10			
Total	£43,018,959 5 2	4,579,175 17 9	34,335 10 11	4,613,511 8 8	47,632,470 13 10			

India Office, 8th April 1874.

T. W. KEITH,
Accountant.

A STATEMENT showing approximately the AMOUNTS advanced on account of GUARANTEED INTEREST to the several under-mentioned Railway Companies to the 30th June 1873, beyond the amount of Net Revenue applied thereto.

Railway Company.	Total Amount advanced to 31st December 1873.*	Aggregate of Net Revenue Balances for the several half-years to 30th June 1873, inclusive.	Net Amount advanced.
	£	£	£
East Indian, Main Line	17,162,555	12,693,015	4,469,540
" Jubbulpore Line	1,564,177	246,374	1,317,803
Great Indian Peninsula	11,292,411	5,727,702	5,564,709
Madras	5,879,012	2,691,268	3,187,744
Bombay, Baroda, and Central India	3,922,397	1,544,395	2,378,002
Scinde, Punjab, and Delhi	4,715,922	290,327	4,425,595
Great Southern of India	885,639	316,028	569,611
Eastern Bengal	1,337,078	806,538	530,540
Oude and Rohilkund	753,612	21,173	732,439
Carnatic	119,668	6,213	113,455
Total	£47,632,471	24,343,033	23,289,438

* The Interest for the half-year to 30th June 1873 not being paid until the succeeding half-year.

India Office, 8th April 1874.

T. W. KEITH,
Accountant.

TRAFFIC AND WORKING.

33. The printed statements given on pp. 29-40 present full details of the traffic and working of the railways during the year 1873. I regret, however, that the failure of the agency of the Oude and Rohilkund Company to furnish the usual statistical returns causes some of the statements to be incomplete. The deductions also cannot, necessarily, be so exact as they otherwise would have been, and strictly accurate comparisons of general results are rendered impossible.

Passenger
traffic.
Goods traffic.

34. It will be seen that 22,243,220 passengers of all classes and 14,584 season ticket holders were carried by upwards of 70,300 trains, and that the number of miles travelled by these trains was 5,627,183. The goods conveyed amounted to 3,266,062 tons of merchandize and 669,826 tons of minerals, which were placed in 111,000 trains, and the miles travelled by these trains were 9,020,705 and 200,917 respectively.

Expenses.

35. The cost of doing this work amounted to 3,491,158*l.*, being 25*3l.* per train, and 4*46s.* per train mile.

36. The gross receipts, exclusive of the Indus Flotilla, amounted to 6,671,676*l.*, being 48*34l.* per train, and 7*82s.* per train mile.

37. The receipts from passengers last year, including the Indus Flotilla, were 2,194,607*l.*, compared with 2,085,340*l.* of the year 1872. The receipts from goods were 4,292,005*l.*, compared with 3,964,614*l.* of the previous year.

38. The number of passengers carried last year was nearly 2,000,000 in excess of the previous year. The usual proportion of classes is preserved, but the absence of the Oude and Rohilkund returns prevents the exact ratio being arrived at.

39. Comparing last year's returns with those of 1869, five years ago, the results are as follows, viz. :—

NUMBERS.

Year.	1st Class.	2nd Class.	3rd and 4th Class.	Total.
1869 - - -	137,762	626,355	15,247,516	16,011,633
1873 - - -	142,086*	544,302*	20,254,433*	22,243,220†

RECEIPTS.				
	£	£	£	£
1869 - - -	92,600	133,773	1,263,481	1,496,117
1873 - - -	90,998*	100,675*	1,614,597*	2,194,607†

40. The goods traffic last year exceeded the amounts conveyed in 1872 by 336,465 tons, and that of 1869 by 230,524 tons only, the receipts in 1873 being 4,292,000*l.* compared with 3,705,364*l.* in 1869.

41. The passenger traffic has thus been increasing at the rate of about 1,231,000 in numbers, and 139,698*l.* in receipts yearly. The goods traffic fluctuates very much, and on the average has only increased in amount at the rate of 46,100 tons while the receipts have increased at the rate of 115,327*l.* per annum.

42. This cannot be regarded as satisfactory progress, especially when the increased mileage is borne in mind.

43. Very useful results are gained by comparing the working of one line with another; for after making every allowance for variety of circumstances, a great deal will be found to depend upon management, in which, of course, must be included a fair and accommodating tariff of rates and fares. It is easy to show in one case that the cost of fuel is much greater, and in another that the up and down traffic of a line is very unequal as compared with others, but if it can be shown that the train loads on one are much less than on another, that the dead weight compared with the paying load is higher, and that the average cost of maintenance per train mile is greater, there is proof that one is under more skilful or energetic

* Exclusive of the Oude and Rohilkund passengers not returned.

† Inclusive of the Oude and Rohilkund passengers, taken from half-yearly return of total numbers.

management than another. I would draw particular attention to the discrepancies and disparities in these items of expenditure on the different lines, which are similar in character, and which need not necessarily show such diversity; and I would remark generally that the careful and vigilant attention of all those concerned in the management of the railways is urgently required to improve receipts and to diminish expenditure. In some circumstances the incentive of self-interest may be advantageously employed to produce good results. As an example of what care, stimulated by the hope of reward, will effect, it may be mentioned that during the last three years, when bonuses on a regulated scale have been given to firemen and drivers on the East Indian Railway for economy in the use of fuel, the average consumption of fuel per engine mile fell from 61½ lbs. to 46½ lbs., showing a saving of 15 lbs. per mile. The whole amount saved during this period was, according to the report of the locomotive superintendent, 133,922 tons, which at 10s. per ton would represent 66,961l. The amount paid to the drivers and firemen was about 780l.

Expenditure
on different
lines.

44. In referring to the management of the East Indian Railway, the Government bear the following testimony,—“the rates for the carriage of certain staples have been reduced; local agencies have been established in some places as an experimental measure; tables of vernacular rates have been prepared for all stations and have been circulated in the districts. Overcharges and claims are promptly settled and goods are rapidly delivered.” This was written before the work in connection with the movement of grain began.

45. The most striking feature in the traffic of the years 1873 and 1874 is the very large movement of grain to those stations on the East Indian and Eastern Bengal Railways which are situated in, or which are close to, the districts where scarcity existed. This movement has had only a trifling effect upon the receipts of the year to which this report relates, but it has had a great influence over the results of the current half-year. During the year 1872, the quantity of grain conveyed on the East Indian, Eastern Bengal, and Punjab and Delhi Railways amounted to 254,213 tons. In 1873 it rose to 477,528 tons. The traffic was also stimulated by the reduction in the rate of conveyance, while the railway receipts were unaffected by the lower charge, in consequence of the Government making up the difference between that and the usual rate. During the first five months of the present year about 544,233 tons of food grains have been conveyed by railway from Calcutta and from the Punjab to the famine-stricken districts. By no other means, probably, could so large a quantity have been transported from one part of India to another. Additional proof is thus given of the great importance of railway communication. Without it the exertions of Government and the outlay incurred must have been increased tenfold. With railways and a well-conceived system of irrigation, famines may become unknown, although seasons of scarcity may occasionally occur. In other staples, such as cotton, sugar, hides, &c., the traffic has diminished, and piece-goods have been nearly stationary. Salt increased on all the lines, except the Great Southern of India, and the jute conveyed on the Eastern Bengal Railway rose from 103,691 tons in 1872 to 124,049 tons in 1873.

Traffic in
grain during
1873 and
1874.

46. We have our holidays, and royal visitors, and festive gatherings in this country to produce traffic on the railways. In India the same things occur, but there are also religious pilgrimages and festivals and certain customs peculiar to the country, which, as affecting the traffic, it may be worth while to mention. During the past year the passenger traffic on the lines in Western India has been less, in consequence of the suspension of marriages and the absence of marriage feasts, the year 1872-73 being the one out of every twelfth year in which no marriages take place amongst Hindoos living between the rivers Kistna and Godavery. Another example was a great bathing festival at the Ganges on the occasion of the eclipse of the moon, when special trains on the Oude and Rohilcund Railway brought large numbers to the river.

How traffic
is affected.

47. As experience is gained various contrivances are suggested for improving the comfort and convenience and for meeting the requirements of passengers. An apparatus for cooling carriages in the hottest weather is now fixed to a certain number in each train. Several plans have been tried, and after trial the best will be adopted. Tinted glass in the windows has also been found to give relief from the glare. The accommodation provided for sleeping during long journeys and other conveniences help to reduce the fatigue of travelling in a tropical climate.

Contrivances
for giving
comfort to
travellers.

The greatest enemy to comfort is the dust, which is to a certain extent subdued by the tatties used for cooling the sides of the carriages.

Rates and fares on State lines.

48. On the State Railways which have been opened in Rajpootana a novel principle is being tried in fixing the rates and fares. Instead of making the charge depend upon a mileage rate, a station to station rate is adopted, irrespective of actual mileage, and a low scale is taken. With regard to goods, they are divided into three classes only, a special class, however, being provided below the ordinary lowest class to which articles in any of the other classes may be transferred, if desirable.

TABLE A.—NET EARNINGS of the INDIAN RAILWAYS during 1873.

Railway.	Amount.	Per Train Mile.	Per-centage of gross Receipts.
GUARANTEED.			
	£		
East Indian, Main Line - - -	1,609,688	5·6	62
„ Jubbulpore Line - - -	76,650	3·4	43
Great Indian Peninsula - - -	620,582	3·3	36
Madras - - - - -	271,697	2·7	43
Bombay, Baroda, and Central India - -	208,895	4·3	41
Scinde, Punjab, and Delhi - - -	152,673	2·2	31
„ Indus Steam Flotilla - - -	4,551	—	6
Great Southern of India - - - -	51,304	3·2	50
Eastern Bengal - - - - -	153,907	5·4	49
Oude and Rohilkund - - - - -	30,444	—	27
Carnatic - - - - -	1,707	2·8	42
STATE.			
Calcutta and South-eastern - - -	[Loss 261]	—	—
Nulhuttee - - - - -	3,373	2·5	40
BERAR.			
Oomrawuttee - - - - -	[Loss 332]	—	—
Kamgaun - - - - -	188	2·3	11

TABLE B.—FARES and RATES in use on the INDIAN RAILWAYS.

Railway.	Passengers.					Goods.					
	Fare for travelling One Mile.					Rate for conveying One Ton One Mile.					
	First Class.	Second Class.	Intermediate Class.	Third Class.	Fourth or Coolie Class.	Of First or Lowest Class.	Of Second Class.	Of Third Class.	Of Fourth Class.	Of Fifth or Highest Class.	Special.
GUARANTEED.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.
East Indian	18	9	4½	3	—	9	14	18	23	27	Various.
Great Indian Peninsula	18	9	—	4	2½	10	14	24	34	48	{ Lower than 10
Madras	{ by Day	15	5	—	3	12	14	18	24	36	8
	{ by Night	15	8	—	4						
Bombay, Baroda, and Central India	15	7	—	{ 4 mail 3 ord. }	—	10	14	20	28	40	8
Scinde, Punjab, and Delhi:						10	14	18	23	27 41	Various.
Punjab section	18	9	4½	3	—						
Scinde section	9	5½	—	3½	—						
Great Southern of India	12	5	—	2	—	12	14	18	24	36	10 to 5
Eastern Bengal	12	6	—	4½	3	9	14	18	28	56	9
Oude and Rohilkund	9	—	—	{ Lower Class }	2	9	18.62	18.16	22.7	27.35	6
Reserved	36	—	—	Reserved	3						
Carnatic	12	6	—	4	—	12	14	18	24	36	10
STATE.											
Calcutta and South-eastern	—	{ 9 Upper }	—	—	{ 3 Lower }	No classified rates for goods.					
Nulhuttee	27½	14	7	4	—	11	17	23	35	60	8
BERAR.											
Oomrawuttee	18	9	—	4	2½	10	14	24	34	48	—
Kamgaun	18	9	—	4	2½	10	14	24	34	48	{ Less than 10

TABLE C.—STATEMENT showing the QUANTITIES in Tons of the principal Articles of MERCHANDISE, &c., carried on the INDIAN RAILWAYS in 1872 and 1873.

Articles.	East Indian.		Great Indian Peninsula.		Madras.		Bombay, Baroda, and Central India.		Scinde, Punjab, and Delhi, including Flotilla.		Great Southern of India.		Eastern Bengal.		Oude and Rohilkund.		Carnatic.	
	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.
Cloth	With piece goods.		—	—	5,466	4,661	With piece goods		With piece goods.		2,093	1,955	—	—	—	—	99	95
Coal	418,090	310,793	1,524	736	817	837	2,067	8,560	8	—	—	—	11,289	6,885	—	—	—	—
Cocoa-nuts	With dry fruit.		3,821	12,606	2,398	1,620	3,787	With dry fruit.	—	—	—	—	—	—	—	—	5	25
Coffee	—	—	—	—	5,250	3,894	25	—	85	57	—	—	—	—	—	—	—	—
Cotton	46,900	65,845	84,252	63,515	19,328	16,459	37,969	42,525	7,116	12,772	—	—	427	251	—	—	—	—
Dry Fruit	7,741	9,059	12,225	13,110	—	—	6,072	8,937	6,249	6,786	—	—	—	—	—	—	—	—
Firewood	32,301	21,000	16,601	20,761	10,446	12,885	8,412	7,172	24,938	16,256	—	—	—	—	—	—	520	810
Grain	188,261	48,892	133,851	167,947	24,785	18,076	27,284	36,159	188,596	67,424	32,312	26,404	11,611	11,045	—	—	42	26
Green Fruit and Vegetables	—	—	10,971	10,632	4,611	3,320	6,893	6,371	2,061	1,517	2,760	4,558	—	—	—	—	7	—
Hides	25,396	32,435	4,697	8,162	7,954	7,443	1,292	—	3,490	5,119	899	852	1,738	4,709	—	—	1	1
Iron	46,147	59,269	—	—	2,499	5,275	With metal.		—	—	—	—	44	75	—	—	—	—
Jagree and Sugar	76,754	66,174	21,630	20,494	12,147	12,119	21,803	24,705	29,685	20,326	—	—	7,797	6,738	—	—	1	32
Jute	966	897	—	—	—	—	—	—	343	136	—	—	124,049	103,691	—	—	—	—
Metal and Hardware	—	—	46,579	24,508	—	—	3,934	4,850	7,306	12,774	—	—	733	872	—	—	—	—
Military Stores	16,375	19,855	8,690	6,547	5,091	2,884	1,978	1,503	10,972	10,661	38	53	657	833	—	—	—	—
Oil	2,173	2,583	5,910	3,133	6,219	6,322	851	839	2,949	2,358	1,297	2,080	—	—	—	—	99	45
Opium	7,174	7,129	3,852	3,838	—	—	947	614	—	—	—	—	14	77	—	—	—	—
Piece Goods	46,241	46,520	13,115	11,819	—	—	6,762	8,179	11,236	12,236	—	—	9,913	10,221	—	—	—	—
Rice	123,314	97,770	—	—	82,672	84,450	With grain.		With grain.		With grain.		15,746	29,582	—	—	2,706	1,549
Salt	124,947	103,870	64,926	63,846	46,813	43,283	23,632	10,658	11,542	6,409	10,534	18,371	1,350	1,229	—	—	1,014	1,074
Seeds	115,246	88,851	36,565	18,011	12,285	15,545	7,790	4,568	22,570	7,873	3,826	4,326	2,425	1,423	—	—	474	236
Silk	639	658	256	238	—	—	With piece goods.		—	—	—	—	270	225	—	—	—	—
Timber	15,492	13,545	17,094	9,810	16,336	11,530	7,183	6,862	5,815	4,015	—	—	—	—	—	—	44	—
Tobacco	12,217	9,816	2,381	2,292	5,203	4,554	5,821	5,170	971	838	692	444	11,636	5,883	—	—	40	14
Twist	2,631	2,184	4,265	3,843	3,804	3,351	1,390	1,420	—	—	—	—	—	—	—	—	26	24
Wines, Spirits, &c.	17,290	19,858	4,611	5,479	1,583	1,319	603	2,232	2,327	2,778	—	—	201	229	—	—	1	1
Wool	—	—	270	158	—	—	2,238	1,441	6,767	5,789	—	—	—	—	—	—	—	—

STATEMENTS relating to the GROSS RECEIPTS and EXPENSES, the NET REVENUE,
TRAIN MILEAGE, and GUARANTEED INTEREST for the Year ended 31st
December 1873.

TABLE NO. 1.—STATEMENT OF TRAFFIC ON THE INDIAN

Railway.	Actual Number of Miles open on 31st December, and Average Number of Miles of Open Line during 1873.						Number of Miles of Sidings on 31st December 1873.	Passenger Traffic.							Number of Holders of Season and Periodical Tickets.
	Double.		Single.		Total.			Number of Passengers (exclusive of Holders of Season and Periodical Tickets).							
	Actual.	Average.	Actual.	Average.	Actual.	Average.		By First Class.	By Second Class.	By Intermediate Class.	By Third Class.	By Fourth or Coolie Class.	Total by all the Classes.		
GUARANTEED.															
East Indian, Main Line	410½	410½	869½	869½	1,280	1,280	278½	38,187	91,160	391,968	5,235,588	—	5,806,942	3,002	
East Indian, Jubbulpore Line	—	—	223½	223½	223½	223½	21½	3,745	7,227	3,525	227,217	—	241,714	—	
Great Indian Peninsula	326½	326½	953	953	1,278½	1,278½	185	24,004	112,555	—	1,081,039	2,104,973	3,323,561	620	
Madras	—	—	858	851	858	851	82	10,641	75,007	—	2,154,709	503,232	2,743,589	212	
Bombay, Baroda, and Central India	23	23	336½	360½	411½	403½	67	17,631	157,893	—	2,972,910	—	3,148,700	3,199	
Scinde, Punjab, and Delhi	44	44	659	657½	663½	662½	110	12,990	26,562	16,153	1,995,541	—	2,051,246	—	
Great Southern of India	—	—	168	168	168	168	13½	1,302	9,343	—	1,389,981	—	1,401,316	8	
Eastern Bengal	—	—	158½	157½	158½	157½	39½	29,337	50,943½	—	327,733	1,225,013	1,631,025½	2,543	
Onde and Rohilkund	—	—	—	—	455	—	—	—	—	—	—	—	1,310,975	—	
Carnatic	—	—	18½	18½	18½	18½	1½	470	5,725	—	95,891	—	102,086	—	
STATE.															
Calcutta and South-eastern	—	—	28	28	28	28	8½	—	4,035	—	—	246,788	352,823	—	
Nulhuttee	—	—	27½	27½	27½	27½	1½	870	1,347	3,622	71,626	—	77,264	—	
Rajpootana	—	—	—	—	90	—	—	—	—	—	—	—	—	—	
BEHAR.															
Comrawuttee	—	—	5½	5½	5½	5½	½	508	1,871	—	40,923	—	43,862	—	
Kamgaun	—	—	7½	7½	7½	7½	½	157	426	—	7,353	386	8,327	—	
Totals for Railways	764½	764½	4,364½	4,347½	5,129	5,111½	810	141,832	544,103½	415,108	15,650,320	4,130,892	23,243,220½	14,584	
Indus Steam Flotilla	—	—	375 miles of river.				—	254	109	—	7,823	—	8,276	—	
Totals for Railways and Flotilla	—	—	—	—	—	—	—	142,086	544,302½	415,108	15,658,143	—	23,251,496½	—	

RAILWAYS during the Year ended 31st December 1873.

Number of Live Stock.	Goods Traffic.										Number of Trains.					
	Number of Tons of Minerals.			Number of Tons of General Merchandise.							Passenger (including Special and Troop) Trains.	Goods Trains.	Mineral Trains.	Mixed Passenger and Goods Trains.	Total Number of Trains.	Number per open Mile.
	Number of Tons of Coal and Coke.	Number of Tons of all other Minerals.	Total Number of Tons of Minerals.	Of First or Lowest Class.	Of Second Class.	Of Third Class.	Of Fourth Class.	Of Fifth or Highest Class.	Special and Sundry.	Total of all Classes.						
2,077	423,398	5,023	429,521	715,531	133,567	44,007	33,411	2,487	123,640	1,051,990	5,875	16,045	{ With Goods } 10,043	36,868	30	
E	99	46	144	93,725	14,371	6,256	1,455	180	4,263	122,459	763	645	7	780	2,145	10
262,754	1,524	—	1,524	376,831	1,442,773	30,936	23,573	11,573	103,480	692,409	4,531	80,187	—	1,818	86,536	21
8,406	—	—	—	136,707	45,054	21,710	9,611	5,116	187,866	405,063	182	7,237	—	10,768	18,185	21
169,187	2,067	103,198	195,265	70,545	41,651	41,138	1,741	1,631	72,585	226,541	9,158	6,773	1,524	2,970	20,425	50
431	—	314	314	104,260	81,644	21,401	14,604	2,392	161,695	355,086	524	3,242	—	2,290	6,066	9
2,818	—	—	—	62,078	3,009	1,616	347	521	21,391	86,963	—	—	—	3,155	3,155	18
2,036	11,289	27,993	39,281	26,120	35,128	3,279	1,235	393	56,830	222,624	4,325	1,369	—	1,309	6,908	44
14	—	—	—	1,308	190	40	55	97	3,635	5,825	78	—	—	716	794	42
80	555	—	555	—	—	—	—	—	39,916	39,916	1,060	—	—	852	1,012	68
—	3,222	—	3,222	2,522	1,070	1,045	384	18	3,346	6,885	—	—	—	363	363	32
—	—	—	—	0,989	18,730	601	60	263	—	20,643	—	13	—	1,066	1,066	20
—	—	—	—	3,063	13,476	541	232	36	—	17,347	—	63	—	893	461	37
448,867	442,653	227,173	669,826							3,206,062	26,396	65,679	1,631	43,900	187,406	
—	—	—	—							30,041	—	—	—	—	—	

TABLE No. 2.—STATEMENT OF TRAFFIC ON THE INDIAN RAILWAYS

Railway.	Number of Engines and Vehicles used in conveying Traffic.													Number of Miles in shunting.		
	Engines.	Passenger Carriages.						Total Number.	Goods Trucks, &c.	Average Number of Vehicles in each Train.				By Passenger (including Special and Troop) Trains.	By Goods (including Construction Materials for other Railways) Trains.	By Mineral Trains.
		First Class.	Second Class.	Composite.	Intermediate Class.	Third Class.	Fourth Class.			Carriages in each Passenger Train.	Trucks in each Goods Train.	In each Mixed Passenger and Goods Train.				
										Carriages.	Trucks.					
GUARANTEED.																
East Indian, Main Line	460	80	66	19	47	340	—	572	5,487	16	29	14	9	1,208,364½	2,626,184	200,749½
„ Jubbulpore Line	42	8	14	4	4	80	—	60	1,007	15	23	6	19	169,080½	316,712½	107½
Great Indian Peninsula	350	131	201	—	—	353	103	787	7,155	14	28	10	22	1,235,196	1,900,709	
Madras	106	20	54	35	—	304	34	361	3,110	16	21	7	14	15,162	581,426	
Bombay, Baroda, and Central India	59	13	20	11	—	114	—	158	2,378	8	41	10	17	321,815	315,236½	
Scinde, Punjab, and Delhi	156	64	60	—	8	237	—	660	2,843	{ Not stated	{ Not stated	{ Not stated	{ Not stated	101,822	620,907	
Great Southern of India	21	—	2	7	—	34	—	45	345			7	10			
Eastern Bengal	43	20½	15½	—	—	34	65	178	768	16	33	7	26	215,385½	167,135	
Onde and Rohilkund																
Carnatic	4	3	6	4	—	20	—	68	40	12		5	4	1,432		
STATE.																
Calcutta and South-eastern	8	—	6	—	—	20	20	254	14			8	20	17,208		
Nulhattee	4	2	—	1	—	4	—	7	13			5	6			
RESERVE.																
Umrawuttee												15	6			
Kamgaun												18	6			568
Totals														3,330,305	6,537,910½	200,917

ing the Year ended 31st December 1873—continued.

Miled by Trains (except Eng. and assisting).		Number of Ton Miles (expressed in the Number of Tons moved One Mile).																
By Mixed Passenger and Goods Trains.	By Trains conveying Materials for Revenue Purposes.	Total Number of Train Miles.	Number of Train Miles per open Mile.	Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Goods Traffic.											Per-centage of Up and Down Traffic.		
					Minerals.	General Merchandise.							Total Mineral and General Merchandise.					
						First or Lowest Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Special and Sundry.	Total of all Classes.		Up.	Down.			
P.	(G.)																	
19,878	719,878	107,866	5,837,571	4,561	34,980,227	32,851,870	155,847,170	43,028,734	13,624,445	15,493,860	1,204,358	103,303,135	333,100,722	417,938,592	44	56		
21,305	81,308	8,112	461,302	2,019	3,586,836	305,619	12,006,077	2,432,645	1,470,654	285,439	67,928	2,173,319	18,500,990	18,898,572	51	49		
21,425	209,344		3,606,744	3,968	Not stated	Not stated	98,312,046	37,034,992	8,634,898	6,290,540	3,114,326	931,520	152,463,117		37	63		
20,412	737,886		2,014,876	2,348	783,753	—	20,903,162	7,251,334	3,679,630	2,010,858	002,324	38,051,682	72,304,970	72,304,970	50	50		
26,851	164,564	60,391	958,857	2,375	116,068 luggage only	1,662,700	11,470,934	8,432,378	9,714,994	200,130	426,257	9,278,780	30,529,423	41,302,123	55	45		
27,318	159,451	200,430	1,378,928	2,032	347,273	62,535	12,205,925	3,192,200	3,284,905	1,924,146	392,432	20,936,346	51,937,953	52,021,438	37	63		
27,595	157,595	3,535	394,023	1,928	62,600		2,712,304	244,703	110,162	27,591	48,342	1,446,719	5,591,181	5,591,181	33	67		
21,680	21,630		545,333	3,440	96,933	4,062,500	2,430,647	4,623,632	280,267	137,671	24,799	20,033,177	27,600,108	31,982,693	11	89		
			331,455															
7,558	6,040		15,086	794	27		35,212	3,532	989	665	1,845	04,366	106,636	106,636	52	48		
5,171	16,305		38,684	1,332		15,242						980,437	980,437	985,679	61	9		
11,836	14,340		26,305	985		83,011	63,764	23,078	26,009	10,180	1,220	68,593	210,022	302,633	83	17		
3,834	2,632		6,600	1,200			41,934	112,380	3,606	360	1,590		159,870	159,870	{ Not stated	Not stated		
1,484	1,688		3,720	462			24,406	107,808	4,323	1,830	238		133,776	133,776	{ Not stated	Not stated		
26,079	2,462,796	440,333	15,650,507															

This portion is far too incomplete for addition.

TABLE No. 3.—GROSS RECEIPTS of the INDIAN RAILWAYS

Railway.	Passenger Traffic.													Receipts from Live Stock.
	Receipts from Passengers.							Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c. conveyed in Passenger Trains.	Receipts for Mail Services.	Receipts from Special Trains.	Receipts from Troop Trains.	Total Receipts from Passenger Traffic—(P.)	Passenger Receipts per Train Mile.	
	First Class.	Second Class.	Intermediate Class.	Third Class.	Fourth or Coole Class.	Holdings of Season or Periodical Tickets.	Total Receipts from Passengers.							
GUJARAT.														
East Indian, Main Line	26,936	20,452	20,928	565,299	—	3,278	664,806	50,401	3,378	11,478	16,574	749,048	6.9	779
„ Jubbulpore Line	5,284	4,038	1,465	41,286	—	—	52,046	6,870	1,684	452	5,490	66,046	5.9	6
Great Indian Peninsula	27,892	28,868	—	117,101	192,445	840	367,186	51,879	2,578	1,480	75,454	498,277	6.7	6,761
Mdras	11,660	11,963	—	161,566	18,461	477	204,167	19,631	—	1,096	6,965	221,249	6.8	2,037
Bombay, Baroda, and Central India	5,109	10,720	—	170,990	—	2,568	189,355	13,247	165	1,966	4,037	208,899	6.9	2,344
Scinde, Punjab, and Delhi	9,004	9,631	2,773	155,387	—	—	174,764	17,523	184	—	4,480	198,790	10.2	61
Great Southern of India	617	1,000	—	45,372	—	42	47,031	1,964	8	—	762	49,763	3.9	28
Eastern Bengal	3,499	2,900	—	19,146	67,081	1,512	94,136	13,165	70	22	—	107,298	7.2	29
Oude and Rohilkund	—	—	—	—	—	—	—	—	—	—	—	63,240	—	—
Carnatic	44	306	—	2,979	—	—	3,329	40	—	64	—	3,433	7.6	1
STATE.														
Calcutta and South-eastern	—	275	—	—	4,940	—	5,224	177	—	16	—	5,416	4.8	9
Nalkutee	489	228	428	3,996	—	—	5,074	480	90	40	—	5,684	6.5	—
BEHAR.														
Omravuttee	26	36	—	434	—	—	492	61	—	—	40	560	5	—
Kamgaun	10	14	—	115	9	—	148	23	—	—	—	181	2.4	—
Totals for Railways	89,480	100,424	34,527	1,283,666	292,975	8,717	1,800,794	188,810	8,125	10,307	113,302	2,198,022	—	19,085
Indus Steam Flotilla	1,518	251	—	3,429	—	—	5,198	467	—	—	—	5,665	—	208
Totals for Railways and Flotilla	90,998	100,675	34,527	1,287,095	292,975	8,717	1,814,992	189,277	8,125	10,307	113,302	2,194,007	—	19,273

ing Year ended 31st December 1873.

Goods Traffic.																	
Receipts from Minerals.		Receipts from General Merchandise (exclusive of Live Stock and Minerals).								Total Receipts from Goods Traffic—(G.)		Total Receipts from Passenger and Goods Traffic—(P.)+(G.)		Total Miscellaneous Receipts—(M.)		Total Receipts from Passengers, Goods, and Miscellaneous—(P.)+(G.)+(M.)	
From Other Minerals.	Total Receipts from Minerals.	From First or Lowest Class.	From Second Class.	From Third Class.	From Fourth Class.	From Fifth or Highest Class.	From Special and Sunday.	*	Total.	Total Receipts from Goods Traffic—(G.)	Goods Receipts per Train Mile.	Total Receipts from Passenger and Goods Traffic—(P.)+(G.)	Passenger and Goods Receipts per Train Mile.	Total Miscellaneous Receipts—(M.)	Miscellaneous Receipts per Train Mile.	Total Receipts from Passengers, Goods, and Miscellaneous—(P.)+(G.)+(M.)	Total Receipts per Train Mile.
1,303	189,222	712,411	340,078	129,958	127,071	12,083	221,874	1,344,075	1,735,555	9'9	2,434,506	8'7	94,516	3	2,579,114	9'1	
83	98	52,706	18,520	10,103	3,036	373	4,580	59,107	89,779	8'	150,734	0'9	21,812	9	178,086	7'9	
—	1,006	480,634	400,582	126,397	108,948	75,735	4,389	1,186,646	1,303,413	10'9	1,701,090	9'2	36,820	1	1,728,019	9'4	
—	—	105,318	47,374	29,908	21,739	14,910	157,507	377,266	379,293	5'6	610,342	5'	20,481	2	630,973	5'2	
8,733	7,643	66,175	60,263	93,568	3,090	8,023	40,493	271,226	288,918	12'	497,112	11'	15,366	3	512,398	11'4	
210	210	54,200	60,710	30,753	23,133	4,933	95,053	269,789	270,040	6'8	403,850	7'9	18,453	3	487,303	8'2	
—	—	31,197	1,683	993	255	815	24,132	49,035	40,073	2'3	98,836	6'2	3,178	2	102,014	6'4	
8,167	118,035	10,964	30,904	3,577	2,108	663	93,301	142,017	154,131	13'3	281,524	9'5	33,343	1'0	314,867	11'5	
—	—	—	—	—	—	—	—	—	47,192	—	110,441	—	—	—	112,390	—	
—	—	169	34	11	11	40	337	522	523	1'7	3,956	5'2	78	1	4,034	5'3	
—	64	—	—	—	—	—	3,390	3,399	3,072	4'5	9,038	4'7	1,119	5	10,207	5'2	
—	635	434	387	443	354	21	414	1,922	2,607	3'0	8,291	6'3	154	1	3,445	6'4	
—	—	246	1,013	48	5	39	244	1,593	1,593	11'7	2,193	6'6	18	0	2,211	6'7	
—	—	133	1,023	57	53	7	219	1,471	1,471	13'1	1,652	8'8	11	0	1,663	8'9	
16,940	211,013	1,507,295	968,206	435,484	237,619	118,247	647,463	3,947,353	4,226,375	—	6,415,496	—	250,178	—	6,671,676	—	
—	—	—	—	—	—	—	—	65,232	65,430	—	71,125	—	—	—	71,115	—	
—	—	—	—	—	—	—	—	4,012,400	4,292,005	—	6,486,613	—	250,178	—	6,742,791	—	

The totals do not tally, owing to some of the East Indian figures being supplied unaudited.

Number of LOCOMOTIVES and VEHICLES owned by the Guaranteed Railway Companies.

Railway Company.	Locomotives.			Passenger Carriages.		Goods Trucks and Waggons.		Total Number of Vehicles on 31st December 1873.
	Former Number.	Added in 1873.	Total Number, 31st Dec. 1873.	Former Number.	Added in 1873.	Former Number.	Added in 1873.	
East Indian - - -	535	[less 10]	525	923	1	6,844	[less 50]	7,718
Great Indian Peninsula - -	329	1	330	1,282	14	6,569	77	7,942
Madras - - - - -	126	—	126	345	23	3,272	[less 5]	3,635
Bombay, Baroda and Central India } - - - - -	72	13	85	217	18	2,851	[less 7]	3,079
Scinde, Punjab and Delhi - -	132	3	135	444	—	1,841	100	2,385
Great Southern of India - -	21	—	21	43	—	347	—	390
Eastern Bengal - - - - -	43	—	43	157	1	725	—	833
Oude and Rohilkund - - - -	60	—	60	194	1	421	135	756
Carnatic - - - - -	4	2	6	33	—	43	—	76
Totals - - - - -	1,322	9	1,331	3,638	58	22,913	250	26,859

SUMMARY.

49. There are now open in India 5,872 miles of railway, which have cost about 97,000,000*l.*, giving an average expenditure of 16,536*l.* a mile. Of this length, 727 miles are laid with a double line, and 5,725 miles on the 5 ft. 6 in. gauge. A further extent of 1,850 miles is now in course of execution, of which 817 miles will be on the 5 ft. 6 in. and 1,033 on the metre gauge. It has lately been decided that the Indus Valley line shall be constructed on the 5 ft. 6 in. instead of on the narrow gauge. During last year 312 miles of additional line were opened.

50. The quantity of materials sent out from this country last year amounted to 118,670 tons, exclusive of 10 locomotives and 85,499 tons of fuel. The Government were the chief consignors, having shipped nearly 60,000 tons for the State railways. Since the commencement of railway operations in India about 4,700,000 tons of materials have been despatched to that country, of the value of 31,150,000*l.*

51. The proprietors of Indian railway securities numbered 62,318 on the 1st January, being only 378 in addition to the previous year. Of these, 56,597 were shareholders registered in England, and 4,821 were holders of debenture bonds or stock. Only 900 shareholders reside in India, of whom 421, or 67 per cent. of the whole, are natives.

52. Upwards of 4,000,000*l.* was expended in the construction of railways during the year 1873, the expenditure being nearly equally divided between the Government and the companies. The whole amount of guaranteed capital which had been raised to the 31st March last was 94,725,000*l.*, of which 92,417,000*l.* had been expended. The sum expended direct by the Government amounted to 5,398,000*l.*, making a total expenditure of upwards of 100,000,000*l.*

53. The net revenue derived from the railways amounted to 3,185,000*l.*, being upwards of 315,000*l.* in excess of the previous year. The gross receipts were 6,742,000*l.* compared with 6,351,000*l.*, and the expenses 3,557,000*l.* compared with 3,482,394*l.* The guaranteed interest advanced by the Government was 1,428,442*l.* in excess of the revenue.

54. The passenger traffic increased from 20,332,823 in 1872 to 22,243,220, and produced 2,194,515*l.* instead of 2,085,942*l.* The goods amounted to 3,266,062 and the minerals to 669,826 tons, and the receipts were 4,294,160*l.* compared with 3,964,614*l.* The miscellaneous traffic was 254,114*l.* as against 301,061*l.*

55. The expenses of maintenance amounted to 786,453*l.* and of working to 2,771,268*l.*, being at the rate of 53 per cent. of the gross receipts as compared with 55 per cent. in the previous year. On the East Indian the rate was 38. On the Scinde, Punjab, and Delhi it was 69. The number of trains run was 137,406 compared with 155,594 of the previous year. The train mileage was 15,650,597 compared with 14,543,862. The train mileage receipts averaged 8·52*s.*; the expenses 4·46*s.*

56. The conclusions to be drawn from the results of last year's operations are, that the normal condition of the railways is, under existing circumstances, one of slow progress; that the railways are capable of doing more work; that with branches and good roads judiciously laid out traffic will increase; that in most cases a reduction in expenditure is feasible; that with proper care and economy and an enlightened management the majority of the lines would become more profitable and probably remunerative.

I have the honour to be,
My Lord Marquis,
Your Lordship's very obedient humble servant,
JULAND DANVERS.

APPENDIX BY MR. A. M. RENDEL.

The following tables are prepared on the basis of those published as an appendix to the Annual Reports for 1871 and 1872.

Actual expenditure only during the half year is included in working expenses, no notice being taken of sums put apart out of the revenue of the half for renewals or repairs to be done in future half. In the case of the Madras the sum charged to the half year for the renewal of the Cheyair Bridge is excluded.

The Government returns do not yet give passenger and goods mileage separately. They have been obtained separately from the Companies' Reports, or on application.

Sundry receipts, demurrage, electric telegraph and ferry profits are treated as a credit to working expenses; that is, they are deducted from them, leaving on the receipt side only receipts for the actual transport of passengers and goods by railway.

PASSENGER TRAFFIC.

	East Indian.				Great Indian Peninsula.		Madras.		Bombay, Baroda and Central India.	
	Main Line.		Jubbulpore Line.		Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1873.
	Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1873.						
Miles open	No. 1,281	No. 1,281	No. 223½	No. 223½	No. 1,266	No. 1,278½	No. 833	No. 851	No. 389	No. 411½
(1.) Average receipts from each passenger train per mile.	s. d. 6 3½	s. d. 6 9½	s. d. 5 8½	s. d. 5 8½	s. d. 6 4	s. d. 5 11	s. d. 5 2	s. d. 5 1½	s. d. 9	s. d. 9 11½
(2.) Average sum received for carrying a passenger (taking all classes together) one mile.	d. 371	d. 373	d. 4	d. 398	d. 43	d. 407	d. 348	d. 345	d. 38	d. 33
(3.) Average number in any passenger train at any one time.	No. 203	No. 218	No. 171	No. 174	No. 177	No. 197	No. 180	No. 179	No. 233	No. 314
(4.) Average cost of running a train one mile.	s. d. 3 4	s. d. 3 0½	s. d. 3 10½	s. d. 4 3½	s. d. 5 3½	s. d. 5 11	s. d. 2 10½	s. d. 3 4	s. d. 7 7½	s. d. 6 11
(5.) Average cost of carrying a passenger one mile.	d. 197	d. 1687	d. 273	d. 296	d. 36	d. 36	d. 19	d. 224	d. 323	d. 294
(6.) Average profit on each passenger per mile.	d. 174	d. 2043	d. 128	d. 1	d. 97	d. 0467	d. 158	d. 121	d. 057	d. 116
(7.) Average number of passenger trains running over each mile of line in each direction per diem (supposing all trains to run over the whole line in operation).	No. 2'33	No. 2'33	No. 1'51	No. 1'37	No. 1'73	No. 1'87	No. 1'38	No. 1'4	No. 1'39	No. 1'4
(8.) Average number of passengers passing over each mile of line, both directions taken together, per diem.	No. 848	No. 1,015	No. 513	No. 478	No. 612	No. 621	No. 497	No. 501	No. 785	No. 98

GOODS TRAFFIC.

	East Indian.				Great Indian Peninsula.		Madras.		Bombay, Baroda and Central India.	
	Main Line.		Jubbulpore Line.		Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1873.
	Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1873.						
Miles open	No. 1,281	No. 1,281	No. 223½	No. 223½	No. 1,266	No. 1,278½	No. 832	No. 851	No. 389	No. 411½
(1.) Average receipts from each goods train per mile.	s. d. 10 1½	s. d. 9 8½	s. d. 6 10	s. d. 8 11	s. d. 9 0½	s. d. 9 9	s. d. 6 8	s. d. 6 0½	s. d. 9 0	s. d. 11 1½
(2.) Average sum received for carrying one ton of goods (taking all classes together) one mile.	d. 1'15	d. '93	d. 1'19	d. 1'144	d. 1'75	d. 1'612	d. 1'22	d. 1'233	d. 1'62	d. 1'533
(3.) Average load in tons in any goods train at any one time.	Tons. 103½	Tons. 121'8	Tons. 69	Tons. 43'5	Tons. 62	Tons. 72'8	Tons. 59	Tons. 59	Tons. 70	Tons. 87
(4.) Average cost of running a train one mile.	s. d. 3 4	s. d. 3 0'	s. d. 3 10½	s. d. 4 3½	s. d. 5 3½	s. d. 5 11	s. d. 2 10½	s. d. 3 4	s. d. 7 7½	s. d. 6 11
(5.) Average cost of carrying a ton of goods one mile.	d. 33	d. 205	d. 674	d. 551	d. 1'02	d. 978	d. 58	d. 678	d. 1'51	d. 954
(6.) Average profit on each ton per mile.	d. 77	d. 658	d. 516	d. 593	d. 73	d. 634	d. 7	d. 555	d. 81	d. 579
(7.) Average number of goods trains running over each mile of line in each direction per diem (supposing all trains to run over the whole line in operation).	No. 2'32	No. 2'73	No. 1'09	No. 1'014	No. 1'84	No. 1'77	No. 1'07	No. 1'74	No. 1'03	No. 1'03
(8.) Average number of tons passing over each mile of line both directions taken together, per diem.	Tons. 616	Tons. 900	Tons. 150	Tons. 189	Tons. 228	Tons. 258	Tons. 199	Tons. 204	Tons. 1444	Tons. 180

REPORT

TO

THE SECRETARY OF STATE FOR INDIA IN COUNCIL

ON

RAILWAYS IN INDIA,

7

FOR THE YEAR

1874-75.

BY JULAND DANVERS, ESQ.,

GOVERNMENT DIRECTOR OF THE INDIAN RAILWAY COMPANIES.

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



LONDON:

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