

ADMINISTRATION REPORT
ON
THE RAILWAYS IN INDIA
FOR
1896-97.

BY
COLONEL T. GRACEY, R.E.,
DIRECTOR GENERAL OF RAILWAYS.

Presented to both Houses of Parliament by Command of



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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1896-97.

CHAPTER I.

General.

The total length of railways open and sanctioned on the 31st March 1897, after allowing for minor corrections of mileage, was 24,528½ miles, being a net increase of 1,062½ miles during the year. The total length of railways open for traffic on the same date was 20,390¼ miles; being a net increase of 713¼ miles, leaving 4,138¼ miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 19,783 miles, being an increase of 623 miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1896 to Rs. 253·16 crores, being an increase of Rs. 8·78 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1896 amounted to Rs. 25,36,60,425, or Rs. 87,08,635 less than in the previous year; the working expenses amounted to Rs. 12,19,76,875, and absorbed 48·09 per cent. of the gross earnings against 46·19 per cent. in 1895. The net earnings amounted to Rs. 13,16,83,550, being a decrease of Rs. 94,86,650.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·20 per cent. against 5·78 per cent. in the previous year.

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

While the procedure followed in the previous report in regard to lines classed under special gauges remains unaltered, certain statistics regarding their working have been added, *vide* statements Nos. 37-A and 37-B on pages 162 to 165.

3. The total mileage of railways opened and sanctioned at the close of the previous year, *viz.*, on the 31st March 1896, was as follows :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	13,372¼	9,775	318¼	23,466

The additional mileage sanctioned for construction between the 1st April 1896 and the 31st March 1897 was as follows :

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	56 $\frac{3}{4}$	56 $\frac{3}{4}$
State lines worked by the State	70 $\frac{1}{2}$	...	...	70 $\frac{1}{2}$
Lines worked by guaranteed companies	38	...	...	38
Assisted companies	192 $\frac{1}{2}$	141	...	333 $\frac{1}{2}$
Lines owned by native states and worked by companies	54	429	...	483
Lines owned and worked by native states	73	73
Total length sanctioned during 1896-97	355	570	129 $\frac{3}{4}$	1,054 $\frac{1}{4}$

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

BRITISH INDIA—

	Miles.
<i>Standard gauge—</i>	
North Western State (Toba Tek Singh to Khanewal) ...	56
Eastern Bengal State (Panchooria to Faridpur) ...	14 $\frac{1}{2}$
Great Indian Peninsula (Amalner to Jalgaon) ...	38
Hardwar-Dehra ...	30
Tapti Valley (Surat to Amalner) ...	162 $\frac{1}{2}$
<i>Metre gauge—</i>	301
Sultanpur-Bogra-Kaliganj ...	60
Mymensingh-Jamalpur-Subhankhali ...	63
Segowlie-Raksaul ...	18
<i>Special gauge—</i>	141
Bengal-Nagpur (Raipur to Dhamtari and branch to Rajim) ...	56 $\frac{3}{4}$

NATIVE STATES—

<i>Standard gauge—</i>	
Bina-Goonna-Bara (Parbati river to Bara) ...	54 $\frac{1}{2}$
<i>Metre gauge—</i>	
Mysore-Nanjangúd (Nanjangúd station to a point half a mile nearer the town of Nanjangúd) ...	$\frac{1}{2}$
Birur Shimoga ...	38 $\frac{1}{2}$
Hyderabad-Gódávári Valley (Hyderabad to Manmád) ...	389 $\frac{3}{4}$
<i>Special gauge—</i>	428 $\frac{1}{4}$
Gwalior-Sipri ...	73
TOTAL ...	1,054$\frac{1}{4}$

Further details of the mileage sanctioned during 1896-97 will be found in the table given in Appendix B, pages xi and xii.

After allowing for minor corrections of mileage, etc., the total mileage open and sanctioned on the 31st March 1897 was :

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	4,343 $\frac{1}{2}$	7,623 $\frac{3}{4}$	56 $\frac{3}{4}$	12,024
State lines worked by the State	5,050	644	28	5,722
Lines worked by guaranteed companies	2,626	...	...	2,626
Assisted companies	854 $\frac{1}{4}$	385	72 $\frac{1}{2}$	1,312 $\frac{1}{4}$
Lines owned by native states and worked by companies	709	617	98 $\frac{1}{2}$	1,424 $\frac{1}{2}$
Lines owned by native states and worked by state railway agency	124	...	24 $\frac{1}{2}$	148 $\frac{1}{2}$
Lines owned and worked by native states	1,031	167 $\frac{1}{4}$	1,198 $\frac{1}{4}$
Foreign lines	73 $\frac{1}{4}$	...	73 $\frac{1}{4}$
Total to the end of March 1897	13,707 $\frac{1}{4}$	10,374	447 $\frac{1}{4}$	24,528 $\frac{1}{2}$

Details of the total sanctioned mileage on the 31st March 1897 will be found in Appendix A, pages ii to x.

4. The total length of railways open for traffic at the close of the previous year, *viz.*, on the 31st March 1896 was as follows :

Open mileage.	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
	...	11,344½	8,065½	267½	19,677

The additional length opened for traffic between the 1st April 1896 and the 31st March 1897 was as follows :

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	30½	265½	...	295½
State lines worked by the State	326½	34½	...	360½
Lines worked by guaranteed companies	1	...	...	1
Assisted companies	21½	21½
Lines owned by native states and worked by companies	34½	...	...	34½
Total length opened during 1896-97	...	392½	299½	21½	713½

Details of the mileage opened during 1896-97 will be found in the table given in Appendix C, pages xiii and xiv, and the principal railways opened during the year are referred to in paragraph 7.

- After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1897 was :

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	3,740½	6,543	...	10,283½
State lines worked by the State	4,468½	599	23	5,095½
Lines worked by guaranteed companies	2,588	...	...	2,588
Assisted companies	182½	172½	72½	427½
Lines owned by native states and worked by companies	633	188½	71½	892½
Lines owned by native states and worked by state railway agency	124	...	22	146
Lines owned and worked by native states	80½	94½	898½
Foreign lines	59	...	59
Total to the end of March 1897	...	11,736½	8,365½	288½	20,390½

Details of the open mileage on the 31st March 1897 will be found in Appendix A, pages ii to x.

In addition to the above there were 119½ miles of steam tramways working outside municipal limits.

Appendix D on pages xv to xix shows the length of railways open at the end of the official years 1891-92 and 1896-97, also the progress made in opening railways during the years 1892-93 to 1896-97. Similar information for the corresponding calendar years will be found in Appendix E, pages xx to xxiv.

5. The mileage remaining under construction or sanctioned on the 31st March 1897 was as follows :

Total mileage under construction or sanctioned at the end of the year.	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	603½	1,080½	56½	1,740½
State lines worked by the State	581½	45	...	626½
Lines worked by guaranteed companies	38	...	...	38
Assisted companies	672	212½	...	884½
Lines owned by native states and worked by companies	76	428½	27	531½
Lines owned by native states and worked by state railway agency	2½	2½
Lines owned and worked by native states	227	73	300
Foreign lines	14½	...	14½
Total mileage under construction on the 31st March 1897	...	1,971	2,008½	159	4,138½

Details of the mileage under construction or sanctioned on the 31st March 1897 will be found in the table given in Appendix F, pages xxv to xxviii, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7.

6. Subsequent to the close of the year 1896-97, *viz.*, from the 1st April 1897 up to date (12th May), the following railways have been opened for public traffic, *viz.*, the Rájkot-Jámnnagar railway on the 8th April 1897 and the Ahmedabad-Talod section of the Ahmedabad-Parintij railway on the 1st May 1897. The Aishbagh-Cawnpore section of the Cawnpore-Burhwal railway (metre gauge link) was opened for goods traffic on the 25th April 1897.

7. The following gives a brief abstract of the important works completed by the 31st March 1897, and the progress made and in progress according to the latest reports received.

East Indian railway.—A commencement has been made with the earthwork and bridges on the extension from Moghal Sarai to Gya.

Bengal-Nágpur railway.—Work was in progress throughout the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions, and rails have been laid on 115 miles.

Plans in connection with the entrance of the railway into Cuttack and its extension to join the East Coast State railway at Barang, have been completed. Proposals are under consideration for the entry of the railway into Howrah and for the working of the passenger traffic at that station; as also for the construction of a goods station at Shalimar and for the establishment of a wagon ferry connecting Shalimar with the Kidderpore Docks.

Work has been started on the 2' 6" gauge railway from Raipur to Dhamtari.

Indian Midland railway.—The first section of the Saugor-Katni extension, from Saugor to Damoh, is expected to be opened for traffic by the beginning of November 1897, and the remaining length to Katni in 1898.

Godhra-Rutlam-Nágdá, and Nágdá-Ujjain railways.—The length from Rutlam to Ujjain was completed and opened for traffic during the year. This opening has connected the Bombay, Baroda and Central India and the Indian Midland railway systems.

North Western State railway.—The work of improving the grades between Jhelum and Ráwalpindi was completed.

The Lyallpur-Toba Tek Singh extension of the Wazirabad-Lyallpur branch has been commenced, and sanction accorded to a further extension to Khanewal.

The Kotri-Rohri chord line from Rahuki, on the Hyderabad-Shadipalli railway, to Rohri was practically completed and opened for traffic at the close of 1896. Four wells of the Indus bridge at Kotri have been sunk and the piers half-built.

Work on the Mári-Attock railway was vigorously pushed forward throughout the year, and it is expected that the line will be opened for traffic about October 1898.

Oudh and Rohilkhand State railway.—Good progress has been made with the Rae Bareli-Benares section, and it is expected that the line will be opened for traffic by the end of 1897.

Eastern Bengal State railway.—The work of doubling the line between Ránaghat and Porádaha junctions is in progress, and 26 miles of the double line were opened for goods traffic.

East Coast State railway.—The last length of this railway, from Khurda Road to Barang (Cuttack Road), was opened for traffic during the year; as also the Puri branch.

A bridge over the Gódávari river at Rajahmundry, consisting of 56 spans of 150 feet, was sanctioned during the year, and work has been started upon it.

Bezwada-Madras railway.—The earthwork was practically completed, the large bridges, with one or two exceptions, are well in hand, and platelaying is in progress. This railway will probably be ready to open for traffic about April 1898.

Great Indian Peninsula railway.—The restoration of the bridges on the South-East line which were washed away in the monsoon of 1895, was completed.

Bombay, Baroda and Central India railway.—The new terminal station at Colába was completed in April 1896. Thirty-seven per cent. of the work of renewing the 60-foot Warren girders with steel-plate girders, has been carried out.

The earthwork in connection with the doubling of the line between Virár and Dáhanu is finished, and ballasting and platelaying are in hand. The earthwork on the Amroli-Itola section is almost complete, as well as the ballasting and platelaying between Miyágám and Itola.

Madras railway.—The alterations and additions consequent on the junction of the Kolar Gold-fields railway with the Madras railway at Bowringpet were completed; and the junction arrangements at Méttupálayam in connection with the Nilgiri railway are nearly ready. The strengthening of 50-foot girders is in hand.

South Behar (Luckeeserai-Gya) railway.—This line is under construction by the East Indian Railway Company on behalf of the South Behar Railway Company. A commencement has been made with the earthwork and bridges.

Southern Punjab (Delhi-Samásata) railway.—The platelaying is finished, and it is expected that the line will be opened for traffic about October 1897.

Tapti Valley railway.—Work on this line was commenced in November 1896, and is progressing.

Bina-Gooná-Bara railway.—The estimates for the extension of this railway from Goona to Bara were sanctioned during the year. The earthwork is well advanced, many minor bridges are ready, and the large bridge over the Parbati river is well forward.

Bengal and North-Western railway.—It is expected that portions of the branches on the Company's section, *viz.*, the extension of the Turtipur branch from Salimpur to Barhaj, and the sections from Bulrampur to Tulsipur and from Jangal-Motipur to Katarnian Ghat, will be ready for opening by November 1897. The Ganges-Gogra Doab lines of the Company's section, and the Hajeepore-Katihár extension of the Tirhoot section, are in progress.

Assam-Bengal railway.—The lengths from Akhaura to Badarpur and from Gauháti to Jamuna Mukh were opened for traffic, and work is in hand on the unopen portions, *viz.*, from Badarpur to Makum, from Badarpur to Silchar and from Jamuna Mukh to Lunding junction. The length from Jamuna Mukh to Lanka is expected to be opened for traffic in July 1897 and to Lunding in January 1898.

Burma railways.—The earthwork and platelaying on the Mogaung-Myitkyina extension are nearly complete.

On the Mandalay-Kunlon railway, work is in progress on the first 152 miles, and good progress has been made between Myohaung and Thibaw. It has been decided to reconsider the grading of the Gokteik Gorge, and work has been stopped in this neighbourhood until a further survey is carried out.

Cawnpore-Lucknow-Gogra (metre gauge line).—This line, sanctioned in connection with the scheme for the linking up of the metre gauge railways in Northern India, is practically complete, with the exception of the permanent bridge over the Gogra river at Bahramghat.

Of the section between Cawnpore and Burhwal, which is under construction by the State, the length between Burhwal and Daliganj was opened for traffic on the 24th November 1896, and the remaining length between Aishbagh and Cawnpore on the 25th April 1897 for goods traffic only. It is proposed to open this length for passenger traffic on the 15th May 1897.

Of the section beyond Burhwal to Jarwal Road, which is under construction by the Bengal and North-Western Railway Company as part of their system, the length between Burhwal and the west bank of the Gogra river was opened for traffic on the 24th November 1896, and the Bengal and North-Western railway trains have been running through to and from Lucknow since the temporary pile bridges over the Gogra and Chowka rivers were opened for traffic on the 18th December 1896. It is expected that the permanent bridge over the Gogra river at Bahramghat will be opened for traffic in the spring of 1898.

Ahmedabad-Parántij railway.—The first section from Ahmedabad to Talod was opened for traffic on the 1st May 1897, and the work on the remaining portion is well advanced.

Sultanpur-Bogra-Kaliganj and Mymensingh-Jamalpur-Subhankhali railways.—The construction of these lines has been commenced by State agency on behalf of branch line companies. The railways when completed will be worked by the Eastern Bengal State railway.

Segowlie-Raksaul railway.—The work on this railway was commenced in May 1896, and is about half finished. It is expected that the line will be opened for traffic by the end of 1897.

Nilgiri railway.—Work was re-started by a new company in April 1896, and good progress has been made.

Hyderabad-Godavari Valley railway.—Work has been started on the portion of the line between the British frontier and the 128th mile, and on both sides of Nandair.

Rajkot-Jamnagar railway.—This railway was opened for traffic on the 8th April 1897.

8. The following were the principal events during the official year 1896-97 :

In order to provide for the development of the railway system in India in a more systematic manner than heretofore on the basis of a comprehensive and well considered programme, a conference of representatives of the various departments of the Government of India interested in the construction of railways, assembled in Simla in September 1896, His Excellency the Viceroy being President.

The Conference considered the recommendations of the several Local Governments and Administrations and Chambers of Commerce regarding the railways needed for the development of the country, and recorded its judgment upon the merits of the various projects as a guide to the order in which they should receive consideration by the Public Works Department, subject to the ordinary rules of business.

With the approval of the Secretary of State, a second Conference will be held in July 1897, when the various projects, the execution of which was postponed on the advice of the previous Conference, and any new proposals submitted, will be dealt with in the same way. Similar Conferences will be held annually in future.

The following railways were sanctioned under the branch line terms resolutions of 1893, 1895 and 1896, and work started :

	Miles.
Tapti Valley railway, standard gauge	162½
Segowlie-Raksaul railway, metre gauge	18
Mymensingh-Jamalpur-Subhankhali railway, metre gauge	63
Hardwar-Dehra railway, standard gauge	30
Sultanpur-Bogra-Kaliganj railway, metre gauge	60

The Bengal Central railway company took over the working of their own line from the Eastern Bengal State railway on the 1st January 1897.

The railways in Burma were transferred to the Burma Railways Company from the 1st September 1896, the working and construction continuing in the hands of the State up to the 22nd February 1897.

The Mushkaf-Bolan railway was absorbed in the North Western State railway system, with effect from the 1st July 1896 ; and the Kotri-Rohri chord line from the 15th December 1896.

In August 1896, an agreement was made with the Jammu and Kashmir State Council by which the North Western State railway undertook the working of the Jammu-Kashmir state railway for five years, commencing from the 1st January 1895, at a fixed percentage of 55·5 of the gross earnings, including the hire of rolling-stock.

On the 1st April 1896, intimation was received that a new company had been floated in London to take over the Nilgiri railway from the old company then in liquidation.

The revised general rules for working open lines of railway were brought into force during 1896 on all lines in British India, except the Assam-Bengal and Indian Midland railways. They were introduced on the former from the 1st January 1897, and will be adopted by the latter from the 1st July 1897. Special rules were also sanctioned for the Darjeeling-Himalayan railway and will be brought into force from the 1st April 1897.

A Conference of Railway and Postal officials assembled at Nagpur in February 1897 and arranged for accelerated mail services in Upper India by which the journey between Calcutta and Bombay was shortened by 11 hours.

Bubonic plague having broken out in Bombay, the Contagious Diseases Act, III of 1897, was passed by the Government of India, under which inspection stations with the necessary staff and segregation camps were established at suitable places on railways. Special instructions were issued for the examination of passengers travelling from infected areas to other parts of India and for the disinfection of their luggage and of the railway carriages occupied by them.

9. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1896 amounted to Rs. 264·17* crores, thus :

Capital outlay and cost per mile.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	Unclassified Expenditure. Rs.	TOTAL. Rs.
Crores	196·91	65·30	1·08	0·88	264·17

In addition to this, Rs. 0·81 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 264·98 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Crores	191·19	61·05	0·92	253·16

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

Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
1,58,973§	71,125§	33,514

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

Rs.	Rs.	Rs.
1,23,220	63,023	31,688

10. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1896.

Graphic diagram.

11. The map published with this report shows the railways constructed or sanctioned for commencement up to the 31st March 1897 and the gauge of each line.

Map showing railways constructed or sanctioned.

12. The gross earnings during the calendar year were Rs. 25,36,60,425, against Rs. 26,23,69,060 during 1895, as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895	19,45,77,549	6,63,09,577	14,81,934	26,23,69,060
1896	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425
Difference	-75,02,257	-13,11,832	+1,05,454	-87,08,635

Of the total gross earnings during 1896, 73·75 per cent. was earned by the standard gauge lines, 25·62 per cent. by the metre gauge, and the balance,

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

† As per details in Chapter VII, paragraph I Rs. 273·07 crores.

Deduct—

Total difference as per foot-note § in statement No. 17, pages 84 and 85, due to premia on lines purchased

8·09

Total 264·98 „

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

§ The mileages on which these are calculated include 1,146½ miles of standard, and 10½ miles of metre gauge line laid with two or more tracks. For details see statement No. 32.

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

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching	6,39,34,690	2,73,50,704	7,37,498	9,20,22,892
Goods	11,82,08,245	3,51,23,521	8,19,739	15,41,51,505
Miscellaneous, including steam-boat	49,32,357	25,23,520	30,151	74,86,028
TOTAL	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425

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

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1895	97,277,012	54,887,547	916,918	153,081,477
1896	103,326,920	56,482,215	1,008,132	160,817,267
Increase	6,049,908	1,594,668	91,214	7,735,790

And the passenger-miles :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1895 Miles	4,083,131,730	2,065,063,846	24,770,696	6,172,966,272
1896 „	4,301,967,166	2,099,289,764	26,351,210	6,427,608,140
Increase „	218,835,436	34,225,918	1,580,514	254,641,868

The passenger earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895	5,49,59,952	2,46,66,908	5,94,067	8,02,20,927
1896	5,63,60,080	2,52,03,717	*6,40,930	8,22,04,727
Increase	14,00,128	5,36,809	46,863	19,83,800

The earnings from other coaching traffic were as follows :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1895	87,44,414	23,44,071	85,524	1,11,74,009
1896	75,74,610	21,46,987	96,568	98,18,165
Difference	-11,69,804	-1,97,084	+11,044	-13,55,844

14. The aggregate tonnage of goods, material and live-stock carried was 32,471,335 tons against 33,628,030 tons in 1895 as follows :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1895 Tons	25,340,872	8,157,927	129,231	33,628,030
1896 „	24,316,903	7,999,668	154,764	32,471,335
Difference „	-1,023,969	-158,259	+25,533	-1,156,695

The goods ton-mileage being :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1895 Miles	3,967,675,567	†972,712,449	4,408,665	4,944,796,681†
1896 „	3,661,861,796	921,844,138	5,010,090	4,488,716,024
Difference „	-305,813,771	-50,868,311	+601,425	-356,080,657

The goods earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895	12,59,56,565	3,69,67,213	7,69,818	16,36,93,596
1896	11,82,08,245	3,51,23,521	8,19,739	15,41,51,505
Difference	-77,48,320	-18,43,692	+49,921	-95,42,091

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

† Excluding the Assam-Bengal and the Dibru-Sadiya railways.

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 19,669,099 tons, or 0·18 per cent. less than in 1895, and the freight received aggregated Rs. 12,89,65,472, being 6·42 per cent. less.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed a decrease of 1,182,228 tons, or 3·53 per cent., and the earnings of Rs. 95,92,012, or 5·89 per cent.

Approximate earnings, first quarter 1897.

15. The earnings for the first quarter of 1897 were lower than in the first quarters of 1895 and 1896 :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1895	5,44,51,428	1,64,42,068	3,27,073	7,12,20,569
" " " 1896	*5,38,59,865	*1,64,83,475	*3,79,650	*7,07,22,990
" " " 1897	4,91,18,447	1,54,84,922	3,44,007	6,49,47,376

The figures relating to each railway separately will be found in Appendix G, pages xxix and xxx.

16. The total working expenses amounted in 1896 to Rs. 12,19,76,875 against Rs. 12,11,98,860 in the previous year, as follows :

Working expenses.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895	8,78,39,252	3,25,71,855	7,87,753	12,11,98,860
1896	8,82,45,511	3,28,61,493	8,69,871	12,19,76,875
Increase	4,06,259	2,89,638	82,118	7,78,015

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

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
Maintenance	12·82	11·52	11·81	12·48
Locomotive	15·70	16·50	17·02	15·91
Carriage and wagon	4·22	4·47	6·61	4·30
Traffic	7·72	8·64	9·37	7·97
General	4·35	7·01	8·48	5·06
Steam-boat, special and miscellaneous, and rent of leased lines	1·86	2·03	1·01	1·90
Contribution to Provident Fund	0·50	0·39	0·50	0·47
TOTAL	47·17	50·56	54·80	48·09

17. The net earnings realised were Rs. 13,16,83,550 against Rs. 14,11,70,200 in 1895 as under :

Net earnings.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1895	10,67,38,297	3,37,37,722	6,94,181	14,11,70,200
1896	9,88,29,781	3,21,36,252	7,17,517	13,16,83,550
Difference	-79,08,516	-16,01,470	+23,336	-94,86,650

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

Return on capital.	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
1895	5·78	5·73	7·67	5·78
1896	5·17	5·27	7·76	5·20

19. The financial results to the State of working the Indian railways for the financial year 1896-97 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1896-97 as compared with the actual figures for the preceding

* Revised figures.

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

year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter :

Losses—

	1895-96. Rs.	1896-97. Rs.
Guaranteed railways	1,03,29,440	1,43,26,000
State railways, military, open	54,62,950	47,06,000
State railways, military, unopen	11,20,830	5,61,000
State railways, commercial, open	16,03,460	78,63,000
State railways, commercial, unopen	4,01,550	8,82,000
TOTAL LOSSES	1,89,21,230	2,83,38,000

Gain—

State lines leased to companies	—83,12,430	—87,06,000
State lines worked by companies	1,22,18,060	1,09,11,000
GAIN	39,05,630	22,05,000

Apparent net loss 1,50,15,600 2,61,33,000

Add—Charges debited to—

39—Guaranteed companies—Land and supervision	2,88,080	3,31,000
40—Subsidised companies—Land, interest, and subsidies	1,82,510	10,21,000
41—Miscellaneous railway expenditure	7,16,490	6,17,000

TOTAL APPARENT CHARGE 1,62,02,680 2,81,02,000

The interest charges for the East Indian, Eastern Bengal, and North-Western railways for 1895-96 include annuities paid in England, which comprise a contribution of about 44* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1895-96 in connection with the entire Indian railway system will stand at about 118 lakhs of rupees. The contribution on account of sinking funds in 1896-97, amounted to about 43† lakhs, and

deducting this amount in the same way, the net charge to the State will amount to about 238 lakhs of rupees.

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1895-96 would be about 102¼ lakhs, and in 1896-97, about 223¼ lakhs of rupees. The difference is principally due to the decrease in net earnings owing to the general failure of the crops, and partially to the increase in interest charges.

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

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country : that is to say, where the State could now raise money at a little over 2½ per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about 4¾ per cent. on the capital raised by the guaranteed companies ; and, owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1895-96, gives a percentage of about 7¾ on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a profit of Rs. 41,28,400 in the year 1895-96 instead of a charge of Rs. 1,03,29,440 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1896-97 will be found in statement No. 5, on pages 16 and 17.

STATEMENT NO. 1.

Guaranteed Railways.

Results to the State of working for the official year 1895-96.

Classification No.	RAILWAY.	Capital raised to the end of 1895-96.	Capital withdrawn to the end of 1895-96.	INTEREST CHARGES FOR 1895-96.				Net receipts for 1895-96, less share of surplus profits paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND.)		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XVIII	GREAT INDIAN PENINSULA	25,736,533	25,571,219	1,201,871	2,11,50,170	18,120	2,11,68,290	1,38,38,960	-73,29,330
XIX	BOMBAY, BARODA AND CENTRAL INDIA	9,107,219	9,259,535	426,655	75,08,140	7,410	75,15,550	80,86,430	+5,70,880
XX	MADRAS	11,069,669	11,081,756	533,037	93,80,220	2,690	93,82,910	68,11,920	-35,70,990
	TOTAL	45,913,421	45,912,510	2,161,563	3,80,38,530	28,220	3,80,66,750	2,77,37,310	-1,03,29,440

(a) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 2,88,080) met by Government in 1895-96.

STATEMENT No. 2.

State lines leased to companies.

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

Results to the State of working for the official year 1895-96.

Classification No.	RAILWAY.	Subscribed capital including advances by the Secretary of State under Act 51 Vic., cap. 5, to the end of 1895-96.	Capital outlay to the 31st March 1896.	INTEREST CHARGES FOR 1895-96.				Net receipts for 1895-96, less share paid to companies.	Gain or loss (+ or -)
				STERLING (PAID IN ENGLAND.)		Charged in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
II	BENGAL CENTRAL	£ 1,000,000	Rs. 1,02,21,610	£ 33,750	Rs. 5,93,920	Rs. ...	Rs. 5,93,920	Rs. 3,24,610	Rs. -2,69,660
III	BENGAL-NÁGPUR	7,265,781	10,04,04,570	254,700	44,82,130	1,97,300	46,79,430	32,83,940	-13,95,490
IV	INDIAN MIDLAND	7,851,827	8,83,48,080	251,970	44,34,090	1,820	44,35,910	16,96,250	-27,39,660
XXXIX	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) ...	160,837	(a) 37,14,100	...	...	1,45,260	1,45,260	2,77,190	-72,200
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-SERAMAU RAILWAYS PRIOR TO TRANSFER ...	...	151,21,140	...	...	2,04,850	2,04,850		
XLII	SOUTHERN MAHRATTA	(b) 6,603,957	(b) 7,97,32,440	221,735	39,02,030	...	39,02,030	21,95,920	(c) -23,600
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION ...	...	1,65,78,410	...	...	6,63,120	6,63,120		
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,224,000	1,45,77,740	48,000	8,44,690	...	8,44,690	5,13,360	-78,330
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY ...	...	...	...	...	-2,52,520	-2,52,520	...	...
XLVII	ASSAM-BENGAL—PART I ... ..	...	26,90,390	...	...	95,120	95,120	98,500	-13,86,910
	ASSAM-BENGAL—PART II	2,007,355	3,14,38,860	58,773	10,34,270	...	10,34,270		
	ASSAM-BENGAL—PART II—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "48" ... ..	...	1,05,02,620	...	...	3,56,020	3,56,020		
	TOTAL	25,613,757	36,33,29,960	868,928	1,52,91,130	14,10,970	1,67,02,100	83,89,670	-33,12,430

(a) Including outlay from advances made in India.

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

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

STATEMENT No. 3.
State railways (Commercial).

Results to the State of working for the official year 1895-96.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1896.	INTEREST CHARGES FOR 1895-96.				Net receipts for 1895-96.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	
	Commercial lines and collieries.							
	<i>(1) Open for traffic or working.</i>							
XI	NORTH-WESTERN—							
	COMMERCIAL SECTION	33,39,14,580	571,821	1,00,62,730	76,83,180	1,77,45,910	1,66,54,580	-10,91,330
XII	HYDERABAD-SHADIPALLI... ..	17,79,160	...	...	70,900	70,900	48,580	-22,320
XIII	ODDH AND ROHILKHAND	11,56,96,730	327,062	57,55,540	4,68,970	62,24,510	47,36,610	-14,87,900
XIV & XLIX	EASTERN BENGAL... ..	11,68,61,360	155,310	27,33,100	32,05,990	59,39,090	87,06,000	+27,66,910
IX & XVI	EAST COAST (b)	5,48,51,440	...	...	20,54,720	20,54,720	4,72,320	-15,82,400
XLVIII	BURMA	5,38,59,720	...	...	21,55,680	21,55,680	30,79,190	+9,23,510
	MU VALLEY	2,20,91,780	...	...	8,60,820	8,60,820	-2,16,920	-10,77,740
	CHERRA-COMPANYGANJ	7,81,740	...	...	31,260	31,260	2,540	-28,720
LXXV	JORHÁT	8,29,300	...	...	32,970	32,970	6,410	-26,560
	UMARIA COLLIERY	10,94,790	...	...	42,660	42,660	3,270	-39,390
	WARORA COLLIERY	19,93,280	...	...	81,370	81,370	1,43,850	+62,480
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL)	70,37,53,880	1,054,193	1,85,51,370	1,66,88,520	3,52,39,890	3,36,36,430	-16,03,460
	<i>(2) Unopen lines and Miscellaneous charges.</i>							
XVII	BEZWADA-MADRAS (ENNÚR-BEZWADA SECTION)	15,24,080	...	...	33,070	33,070	...	-33,070
	MANDALAY-KUNLON	9,20,760	...	...	24,950	24,950	...	-24,950
L	CAWNPORE-BURHWAL	19,57,550	...	...	58,060	58,060	...	-58,060
	RAE BARELI-BENARES	6,45,280	...	...	13,960	13,960	...	-13,960
	KOTRI-ROHRI CHORD LINE	76,02,250	...	...	1,71,020	1,71,020	...	-1,71,020
	STORES SUSPENSE BALANCES	78,960	...	...	26,370	26,370	...	-26,370
	PETROLEUM OPERATIONS, BALUCHISTAN	1,19,190	...	...	4,870	4,870	...	-4,870
	NÁGPUR-CHHATISGARH DEPRECIATION ACCOUNT	6,57,030	...	...	26,280	26,280	...	-26,280
	VIZAGAPATAM-RAIPUR*	2,45,040	...	...	9,800	9,800	...	-9,800
	BILÁSPUR-ETÁWAH SURVEY*	75,140	...	...	3,000	3,000	...	-3,000
	RÁNAGHAT-BHAGWANGOLA*	3,02,440	...	...	12,090	12,090	...	-12,090
	SOUTHERN MAHRATTA (DEPRECIATION ON WORKS, ETC.)	5,27,070	...	...	21,080	21,080	...	-21,080
	TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL), ETC.	1,46,54,790	...	...	4,04,550	4,04,550	...	-4,04,550
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL)	71,84,08,670	1,054,193	1,85,51,370	1,70,93,070	3,56,44,440	3,36,36,430	-20,08,010

	Rs.	North Western railway. Rs.	Eastern Bengal railway. Rs.
(a) Capital outlay—			
Commercial section as above	33,39,14,580		
Military section as in statement No. 3—A	12,27,02,100		
Deduct premium		45,00,16,680	11,68,61,360
Amount shown as capital in the published finance accounts of the Government of India		2,93,38,040	1,13,64,370
		42,72,78,040	10,54,96,990

(b) Includes the Bezwada Extension of the East Coast State railway, which is worked by His Highness the Nizam's Guaranteed State Railway Company.
Abandoned or in abeyance.

STATEMENT No. 3-A.

State railways (Military).

Classification No.	RAILWAY.	Capital outlay to the 31st March 1896.	INTEREST CHARGES FOR 1895-96.				Net receipts for 1895-96.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	
	Military lines.							
	<i>(1) Open for traffic.</i>							
XI	NORTH-WESTERN—							
	MILITARY SECTION*	12,27,02,100	...	...	48,96,650	48,96,650	-5,66,300	-54,62,950
	TOTAL OPEN STATE RAILWAYS (MILITARY)	12,27,02,100	...	...	48,96,650	48,96,650	-5,66,300	-54,62,950
	<i>(2) Unopen lines, etc.</i>							
	MUSHKAF-BOLÁN	1,82,00,790	...	...	6,88,140	6,88,140	...	-6,88,140
	MÁRI-ATTOCK	74,08,520	...	...	2,43,010	2,43,010	...	-2,43,010
	FRONTIER RAILWAY RESERVE MATERIAL	43,79,310	...	...	1,74,970	1,74,970	...	-1,74,970
	PESHÁWAR RAILWAY RESERVE MATERIAL	3,67,760	...	...	14,710	14,710	...	-14,710
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	3,03,56,380	...	...	11,20,830	11,20,830	...	-11,20,830
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY)	15,30,58,480	...	...	60,17,480	60,17,480	-5,66,300	-65,83,780
	GRAND TOTAL STATE RAILWAYS (COMMERCIAL AND MILITARY)...	87,14,67,150	1,054,193	1,85,51,370	2,31,10,550	4,16,61,920	3,30,70,130	-85,91,790

(a) ...
(b) ...
(c) ...

* Line from Ruk to Chaman and the Quetta loop, Sibi to Bostan and Bolán and Quetta; the Sind-Sagar line from Lala Músa to ... and the lines from Goira to Khushalgarh and Muzaffarabad junction to Sher Shah, the late Salt branch, metre gauge railway.

11/10/97

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1895-96.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1896.	INTEREST AND ANNUITY CHARGES FOR 1895-96.				Net receipts (less surplus profits paid to shareholders for 1895-96.	Gain or loss (+ or -)
			STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
I	EAST INDIAN	Rs. (a) 41,68,91,090	£ 1,483,891	Rs. 2,61,13,050	Rs. 30,50,180	Rs. 2,91,63,230	Rs. 3,60,92,470	Rs. +69,29,240
V	BHOPAL - ITÁRSI (BRITISH SECTION)	(b) 23,17,170	...	...	Rs. 91,740	Rs. 91,740	Rs. 46,120	Rs. -45,620
VII	WARDHA COAL	49,90,800	...	...	Rs. 1,99,570	Rs. 1,99,570	Rs. 76,360	Rs. -1,23,210
VIII	DHOND-MANMÁD	1,13,69,110	...	...	Rs. 4,51,960	Rs. 4,51,960	Rs. 4,08,240	Rs. -43,720
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	5,72,450	...	...	Rs. 14,860	Rs. 14,860	...	Rs. -14,860
XXXVIII	BENGAL AND NORTH-WESTERN —TIRHOOT SECTION	2,57,49,970	...	...	Rs. 10,19,840	Rs. 10,19,840	Rs. 12,92,980	Rs. +2,73,140
VI & XL	RAJPUTANA-MÁLWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ, OPEN SECTION	14,88,39,500	...	...	Rs. 59,78,150	Rs. 59,78,150	Rs. 1,18,93,220	Rs. +59,15,070
VI	GODHRA - RUTLAM - NÁGDÁ (RUTLAM-NÁGDÁ SECTION)	16,65,590	...	...	Rs. 34,890	Rs. 34,890	...	Rs. -34,890
XLI	PÁLANPUR-DEESA	2,22,310	...	...	Rs. 8,750	Rs. 8,750	Rs. 10,680	Rs. +1,930
XLIII	GUNTAKAL-MYSORE FRONTIER	58,83,620	...	...	Rs. 2,34,990	Rs. 2,34,990	Rs. 1,93,240	Rs. -41,750
XLV.	SOUTH INDIAN	(c) 8,34,21,010	Rs. 179,207	Rs. 31,53,630	Rs. 10,52,170	Rs. 42,05,800	Rs. 36,11,800	Rs. -5,94,000
XLVI	MÁYAVARAM-MUTUPET	24,51,000	...	...	Rs. 96,990	Rs. 96,990	Rs. 93,720	Rs. -3,270
	TOTAL	70,43,73,620	1,663,098	2,92,66,680	1,22,34,090	4,15,00,770	5,37,18,830	+1,22,18,060

(a) Capital as above Rs. 41,68,91,090
Deduct premium 6,55,00,000
Amount shown as capital in the published finance accounts of the Government of India 35,13,91,090

(b) Including Rs. 60,570 expended by the State on the survey of this line, but not included in the capital account of the railway.

(c) Capital as above Rs. 8,34,21,010
Deduct premium 98,92,770
Amount shown as capital in the published finance accounts of the Government of India 7,35,28,240

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).				STATE LINES WORKED BY THE STATE.				STATE LINES COMPANIES.
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies.	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity (d)	Loss to the State.	Capital expended.
1858-59 to 1876-77 ...	£ 40,679,454	Rx. 28,548,752	Rx. 50,111,055	Rx. 21,562,303	Rx. 28,538,284	Rx. 2,296,760	Rx. 6,160,899	Rx. 3,864,139	Rx. 9,734,320
1877-78 ...	41,301,759	2,327,998	2,331,834	3,841	31,429,069	931,597	1,539,457	607,860	11,502,783
1878-79 ...	41,682,705	1,619,109	2,473,255	854,146	33,178,146	805,422	1,693,395	887,963	13,462,694
1879-80 ...	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,260	808,647	15,499,419
1880-81 ...	41,742,884	1,722,573	2,488,599	766,026	39,794,470	1,370,332	1,899,329	528,997	17,282,260
1881-82 ...	42,075,110	2,343,565	2,496,263	152,698	41,033,885	1,120,266	2,000,945	880,679	19,238,660
1882-83 ...	42,168,326	2,132,401	2,533,920	401,519	42,615,781	1,256,415	2,133,951	877,536	20,521,702
1883-84 ...	42,629,697	2,137,094	2,539,530	402,436	45,068,279	1,360,863	2,155,659	794,796	22,807,853
1884-85 ...	43,096,508	2,293,615	2,588,135	294,520	(a)49,315,639	1,538,771	2,244,336	705,565	27,262,817
1885-86 ...	43,682,117	2,503,229	2,761,684	258,455	(b)57,441,360	1,928,223	2,568,277	640,034	30,053,692
1886-87 ...	43,529,450	2,662,601	2,908,441	245,840	62,123,459	1,797,584	2,873,116	1,075,532	34,252,218
1887-88 ...	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,518,897	38,865,035
1888-89 ...	44,343,227	2,742,916	3,105,916	363,000	(c)68,551,352	1,829,123	3,243,347	1,414,224	42,998,060
1889-90 ...	44,628,363	2,521,976	3,084,675	562,699	70,419,934	2,322,253	3,203,214	880,961	46,493,037
1890-91 ...	45,091,263	2,841,185	2,844,547	3,362	72,346,190	2,319,183	3,150,571	831,388	(c)54,991,610
1891-92 ...	45,137,155	2,770,064	3,069,430	299,366	75,273,278	2,677,615	3,355,444	677,829	56,746,832
1892-93 ...	45,207,409	2,662,489	3,438,635	776,146	78,508,182	2,177,320	3,681,650	1,504,330	59,014,659
1893-94 ...	45,276,701	2,812,558	3,557,492	744,934	81,307,226	2,621,612	3,885,506	1,263,894	60,809,874
1894-95 ...	45,594,262	2,449,616	3,953,754	1,504,138	84,237,291	3,114,014	4,127,756	1,013,742	62,910,168
1895-96 ...	45,912,510	2,773,731	3,806,675	1,032,944	87,146,715	3,307,013	4,166,192	859,179	65,081,249
1896-97 (Revised estimate)	46,217,710	2,162,600	3,595,200	1,432,600	90,772,815	2,501,000	3,877,600	1,376,600	69,547,449
Total ...	...	75,971,367	109,177,668	33,206,301	...	39,789,053	62,801,865	23,012,812	...

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

Share capital at time of purchase	£ 2,255,480
Premium on share capital at time of purchase	1,136,437
Debentures and debenture stock	1,023,658
TOTAL	4,415,575

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

Share capital at time of purchase	£ 11,075,320
Premium on share capital at time of purchase	2,933,804
TOTAL	14,009,124

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

(d) Interest on capital outlay calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway, on which 1½ per cent. is paid by the State.

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

Debt created for redemption of share capital	£ 4,197,537
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	5,692,537

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

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

No. 5.

from railway outlay since 1858-59.

LEASED TO AND WORKED BY EXCLUDING THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (from 1872-73),				Loss to the State on working the railway system of India.	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to companies.	Interest and annuity.	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity.	Gain to the State.		39. Guaranteed companies. Land and supervision.	40. Subsidised companies. Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
543,229	1,629,210	1,085,981	30,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,910,495	...	120,951	28,491,178
299,083	489,365	190,282	30,759,994	2,455,714	1,715,335	740,379	61,604	66,420	...	22,126	150,150
241,118	578,218	337,100	31,331,420	1,928,410	1,818,712	109,698	1,969,611	57,758	...	48,423	2,075,692
269,817	658,518	388,701	(g) 37,779,596	2,563,667	1,821,323	742,344	1,487,508	63,284	...	19,683	1,570,475
334,639	735,991	401,352	38,242,989	2,421,288	1,653,794	767,494	928,881	57,614	...	57,708	1,044,203
635,334	811,165	176,131	38,738,469	3,085,081	2,021,697	1,063,384	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	38,883,838	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,306,194
967,911	1,042,126	74,215	39,110,477	3,030,972	2,072,270	958,702	312,745	67,326	54,573	-129,405	305,239
915,207	1,170,640	255,433	39,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,228,267	621,038	508,761	79,553	44,125	99,274	731,713
1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	982,791	66,235	45,243	94,399	1,188,668
1,237,599	1,764,332	526,733	39,884,454	2,974,710	2,391,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,831	2,062,993	598,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,792	39,955,263	2,821,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	378,993	39,942,431	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,376,332	977,497	171,417	19,257	23,130	92,060	315,864
2,394,503	2,580,982	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	29,423	29,026	-10,860	1,847,052
2,434,981	2,648,399	213,418	40,779,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,757,549	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
2,601,603	2,903,964	302,361	41,689,109	3,609,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
2,618,700	3,225,400	606,700	42,369,109	3,580,300	2,777,700	802,600	2,613,300	33,100	102,100	61,700	2,810,200
28,404,180	35,765,991	7,361,811	...	68,127,994	54,002,727	14,125,267	49,455,657	3,922,862	620,027	1,575,718	55,574,264

(f) Includes the following amount for advances and repayments of advances of interest :

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97. Revised.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances ..	5,188	16,807	34,145	45,239	..	..	..	..	..	..	..	..	..	..	..	..
Repayments	2,782	4,524	3,249	618	119	1,816	24,704	42,768	49,103	31,480	32,994	17,883	34,054	41,694	25,252	24,900
Net ..	2,426	12,283	30,204	44,521	-119	-1,816	-24,704	-42,768	-49,103	-31,480	-32,994	-17,883	-34,054	-41,694	-25,252	-24,900

(g) This sum is arrived at thus :

Capital of the East Indian railway at time of purchase	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	£26,200,000
25 per cent premium thereon	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,550,000
Debentures and debenture stock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,450,000
Outlay subsequent to purchase	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Rx. 154,248
Outlay on the Dildarnagar-Ghazipur, Nalhati, and Patna-Gya railways	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	425,348
TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Rx. 37,779,596

* Of these amounts, £27,023,386 will be redeemed by the annuity terminable in 1953, which annuity is included in the column "Interest and annuity." and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways in India during the official year ending on the 31st March 1897 :

East Indian Railway (standard gauge).

2. The most important works in progress on the open line are the relaying of the main line with 85 lb. rails, and the reconstruction or strengthening of some of the other bridges to conform to modern loads and standards.

In addition to these, the Chanch branch has been extended by a mile, and the Damoodur branch by 1.77 miles, and construction has been again commenced on the unfinished portion of the Salanpur branch of about one mile.

The construction of the extension from Moghal Sarai to Gya, 126.26 miles, which forms part of the Grand Chord scheme, has been commenced, and some little progress has been made on earthwork and bridges. The principal works to be undertaken are the Karamnása bridge (3 spans of 100 feet), Poonpoon bridge (10 spans of 60 feet), Budh Nadi bridge (11 spans of 60 feet), Mohar bridge (14 spans of 60 feet), and the bridge over the Soane river at Dehree (93 spans of 100 feet).

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

3. The construction of a line from Luckeeserai station on the East Indian railway, *viâ* Sheikhpura and Nawadah to Gya, a total length of 78.81 miles, is under construction by the East Indian Railway Company (on behalf of the Secretary of State) for the South Behar Railway Company.

Considerable progress has been made on the earthwork on about half the length, and work is commencing on the large bridges, the most important of which are the Soma bridge (30 spans of 30 feet and 3 spans of 60 feet), Sakri bridge (18 spans of 60 feet), Khuri bridge (13 spans of 60 feet), and the bridge over the Phalgu river, near Gya (18 spans of 100 feet).

Bengal Central Railway (standard gauge).

4. The ballasting of the Ránaghat branch and of the worst places of the main line continued, and is expected to be completed throughout by the end of 1897.

Bengal-Nágpur Railway (standard and special gauges).

5. On the open section, the new station at Rádhanagar has been completed, and an additional goods siding, dead end and platform provided at Raigarh station. Quarters have been constructed for sub-inspectors of permanent-way at several stations, and huts have been provided for the gangmen on the Katni branch and on the Biláspur district of the main line. The work of adding two timber sleepers at each rail joint on the main line continued.

The construction of the new extensions from Sini *viâ* Midnapore to Sini-Midnapore-Howrah and Howrah and from Midnapore to Cuttack, a total length of about 360 miles, has been started throughout. The location has been virtually completed, and nearly all the land has been acquired except at the Mahánadi river crossing, the plans and estimates for which have been completed.

On seven out of the ten construction divisions, half the earthwork has been completed, and on the remainder fair progress has been made. On the Sini and Gidni districts, $\frac{3}{4}$ of the minor bridgework has been finished.

Designs for the large bridges requiring girders of 100 and 150-foot span, of which there are a large number, including those over the Damoodur, Cossye, Brähmani, and Byturni rivers, have been prepared and approved by Government, and work is in hand, part of the girder work having already arrived.

Platelaying is in progress from Midnapore towards Sini and Cuttack, and also from Sini towards Midnapore, and a total length of 115 miles has been laid. The platelaying of the section from Sini to Midnapore is expected to be completed by the end of May.

Proposals for the works and working arrangements necessary at Howrah are under consideration.

Sanction was received in July 1896 to the construction of a feeder line, on a gauge of 2' 6", from Raipur to Dhamtari, with a branch to Rajim, a total length of 56·67 miles. Raipur-Dhamtari branch. The line has been surveyed and set out, and earthwork commenced on a portion of the length.

Indian Midland Railway (standard gauge).

6. On the open line, about 11 miles of track of timber sleepers on the Agra-Gwalior section (old Sindia railway) have been renewed with Indian Midland railway cast-iron pot sleepers, and the following works completed: new additional staff quarters and a corrugated iron shed for third class passengers at Bina station; siding to the cotton press at Morena station; and goods platform and additional sidings at Cawnpore transfer depôt.

On the extension under construction from Saugor to Katni, about 75 per cent. of the earthwork has been completed, most of the large bridges are well advanced, and a number of minor bridges and culverts have been practically completed. Plate-laying has been started from Saugor and rail-head has reached the 24th mile.

The first section from Saugor to Damoh, a distance of 59·75 miles, is expected to be opened on the 1st November 1897, and the remaining length of 56·25 miles, from Damoh to Katni, in 1898.

Bina-Goonna Railway (standard gauge).

7. All the construction works on the open section have been practically completed. The rebuilding of the revetment walls, and certain other additional works subsequently proposed in view to strengthen the Sindh bridge, are in progress.

The project for an extension of the Bina-Goonna railway from Goona to Bara was finally sanctioned in January. The total length is 76·20 miles, of which 22 lie in Gwalior, the same length in Tonk, and the remaining 32·20 miles in the Kotah state; and by arrangement the cost of the section in each state is being borne by the respective Darbars.

Sanction had been previously accorded to the commencement of earthwork and bridging on the Gwalior section as a famine work to help the people in the district of Goona, and on this section the earthwork has been nearly finished, many minor bridges have been completed and work on the largest bridge on the extension of eleven 100-foot spans, over the Párbati river, is well advanced. Earthwork has also been commenced on the remaining sections and is well forward.

Bhopal-Ujjain Railway (standard gauge).

8. The new railway from Bhopal to Ujjain was opened to public traffic on the 11th April 1896, and was formerly transferred to the Indian Midland railway for work on the 1st August. Arrangements were subsequently made with the Company to complete all unfinished construction works, the most important of which are: the arrangements for supply of water to engines

at watering stations ; the engine shed, turntable, and a high service tank at Ujjain ; the gate lodges at principal crossings ; and the completion of the ballasting of the line. These works are in progress.

Bhopal-Itarsi Railway (standard gauge).

9. The whole of the original wooden sleeper portion of the road, *viz.*, 17½ miles, has now been relaid with Indian Midland railway pot sleepers. The water service for Mid-Ghat station has been completed.

North-Western State Railway system (standard gauge).

10. With the exception of the 81 and 110-foot girder bridges on the Lahore-Ghāziabad section, designs for which are under consideration, the work of strengthening the weak girders of the large bridges on the North-Western State Railway has been finished. The rebuilding of the Beas Valley viaducts Nos. 1, 2, 3 and the renewal with stronger girders of minor bridges between Kurrachee and Kotri, is in hand. The cantilever foot-way on one side of the Haroo bridge has been completed.

The yard at Umballa Cantonment station is being entirely re-arranged and improved to facilitate the interchange of traffic between the Delhi-Umballa-Kalka and North-Western State railways, and large additional accommodation is being provided at Sahāranpur to deal with the increased traffic at that junction, and also at Kurrachee Cantonment, and at Rāwalpindi.

New loops have been provided at Mooltan City, Naundero and Sāngi stations, a new shunting siding has been added at Ghāziabad, and additions and alterations have been made to the station yards at Phagwāra, Phillour, Rājpora, Kāna-Kācha, Chānga Mānga, Okāra, Kācha Khūh, Chaudhri, Firoza, Sukkur, and Bhān.

The works required at Samāsata station to form a junction with the Southern Punjab railway have been put in hand, and the arrangements for working the traffic through Bhātinda are under consideration.

The new iron foundry in the locomotive shops at Lahore has been completed and the locomotive yard remodelled, and the new station building at Quetta has been finished and brought into use.

The 2' 6" gauge mountain railway connecting the Bhaghanwala rope incline with the coal mines has been completed.

All works in connection with the project for reducing the gradients between Jhelum and Rāwalpindi, which have been in progress for several years, have been finally completed.

Work on the doubling of the line between Kiamāri and Kotri continued, and the section from Kiamāri to Pipri has been completed and passed for traffic, though not brought immediately into use, and the remaining portion from Pipri to Kotri, 82 miles, is nearly ready.

The Mushkaf-Bolān railway was amalgamated with the North-Western State railway with effect from the 1st July 1896. The single through line was passed for public traffic in March 1896, but the opening of the line was deferred until the 15th April 1897, pending the completion of a double line between Āb-i-Gum and Kolpur, which is now practically ready.

The section of the Kotri-Rohri railway from Rahuki to Rohri, 178 miles, has been completed with the exception of ballasting and of some works and conveniences at stations, and was opened for goods traffic on the 16th November and for coaching traffic on the 15th December 1896, on which date it was made over to the North Western State railway.

Work is in progress on the Indus bridge section, which extends from Kotri, on the North Western State railway, to Hyderabad on the Hyderabad-Shadipalli railway, a distance of 5.30 miles, and includes the Indus bridge and approaches.

The bridge will have one span of 100 feet and five spans of 350 feet, the girders being carried on brick piers 35 feet high which rest on wells about 60 feet deep founded on rock. Four wells have been sunk to full depth and completed, and the piers on them have been partially built.

Work was commenced on the Lyallpur-Toba Tek Singh section of the Lyallpur-Khánawal extension in February 1897. The land has been all acquired, and the earthwork, which will be very light, is in progress. The line will be laid across the numerous irrigation channels on sleeper stacks in the first instance; and bricks for culverts will then be led out by train and culverts taken in hand. The line will be straight and practically a surface line almost throughout this section.

On the section of the Mária-Attock railway between Roumia and Basál (mile 0.25), the earthwork and bridgework have been practically completed as reported last year.

Some portions of the first six miles from Roumia have to be regraded, as this length will eventually form part of the North-Western State railway main line from Ráwalpindi to Pesháwar on the opening of the proposed diversion of that railway to the new junction station at Campbellpur Cantonment.

All work has been completed on the six tunnels which occur on this section, with the exception of 300 lineal feet of opening out and 1,500 lineal feet of brickwork lining, the aggregate length of the tunnels being 8,221 feet.

The permanent-way has been laid from Basál (mile 25) to mile 16 close to the first tunnel, which temporarily blocks further progress.

On the section from Langar station to Mária (mile 41 to 96), the earthwork has been completed, except in a few isolated high banks and deep cuttings.

The headings of the three tunnels on this length, of which the aggregate length is 1,758 lineal feet, are through, and in addition 400 lineal feet of opening out and 300 lineal feet of brickwork lining have been completed.

With the exception of the large high bridges over the Resi, Uchri, Kohad, and Sohan rivers, all the bridgework has been so far completed as to enable construction trains to be passed. Work on the Uchri and Resi bridges is well advanced, and preparations for getting in the difficult foundations of the Sohan and Kohad bridges are in progress.

The permanent-way has been laid from Mária (mile 96) to the Kohad river at mile 81.

The line is expected to be open for traffic about October 1898.

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

11. Rapid progress has been made on the construction of this line, and with the exception of the bridge over the Ghaggar river and the works in connection with the entrance into Delhi, which latter will be undertaken by the Bombay, Baroda and Central India Railway Company, there are no works of importance remaining.

The earthwork and all the minor bridges are practically complete. At the bridge over the Ghaggar river, consisting of 22 spans of 40 feet, the 17 overflow spans have been practically completed, and the wells for foundations for the piers of the 5 spans in the main channel have been sunk nearly to their full depth.

Platelaying on the Samásata-Bhátinda section, 218.71 miles, was completed in October 1896, and on the Bhátinda-Delhi section, 182 miles, in May 1897. The ballasting cannot be finished for some months, but it is proposed to open the line for public traffic after the monsoon.

Oudh and Rohilkhand State Railway (standard gauge).

12. About 33 miles of the main line have been relaid with 75lb. steel rails, 97,095 broken or damaged light cast-iron pot sleepers have been replaced by cast-iron pots of the new pattern, and 140.64 miles of line (45.45 miles of the Cawnpore branch, 4.50 of the Hardwar branch, and 90.69 of the main line) have been fully ballasted with kunkur, stone or shingle. Arrangements for the collection

of shingle ballast on the Kotdwára branch for re-ballasting the main line have been carried out, and the necessary sidings have been laid into the ballast depôt.

The renewal or strengthening of girders which are too weak for modern engine loads continued, and the total progress included the renewal of 113 spans of 9 feet, 338 of 10 feet, 170 of 15 feet, 61 of 20 feet, 98 of 30 feet, and 27 of 40 feet, and the duplication of 4 spans of 10 feet, 43 of 15 feet, and 66 of 30 feet.

The branch from Najibabad to Kotdwára, 15.19 miles, which was commenced in November 1895, was completed and opened for traffic on the 24th December 1896.

Good progress has been made on the construction of the extension of the Lucknow-Rae Bareli-Benares chord which was commenced towards the end of 1895.

The earthwork and almost the whole of the ballast collection have been completed, and all the major bridges are ready for the erection of girders, which are in transit to site. Sál sleepers are in course of supply and permanent-way material has begun to arrive from England. The works and buildings at stations are all well advanced.

It is expected that the works will be completed by the 31st December 1897.

Cawnpore-Burhwal Railway (metre gauge link).

13. All works on this link, which has been constructed alongside the existing standard gauge line from Cawnpore *viâ* Lucknow to a junction with the Bengal and North-Western railway at Burhwal, in order to connect, without break of gauge, the metre gauge railways north of the Ganges with the Rajputana-Malwa railway system, have been practically completed, with the exception of the two over-bridges at Cawnpore and the interlocking arrangements at stations and at the Ganges bridge at Cawnpore. The section from Burhwal to Daliganj on the Lucknow-Bareilly railway was opened to public traffic on the 24th November 1896, and the remaining portion from Lucknow (Aishbagh) to Cawnpore to goods traffic on the 25th April 1897. It is proposed to open the latter section to passenger traffic on the 15th May 1897.

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

14. An unusually large number of new works have been carried out or are in progress on the Eastern Bengal State railway for the improvement or extension of the system.

On the open line, about 10½ miles on the northern section have been relaid with 50 lb. steel rails and about 3 miles in addition with 41½ lb. steel rails. The middle platform at the Sealdah terminus has been dismantled, the lines have been re-arranged, and two new platforms have been built, considerably increasing the accommodation for passenger trains. A house has also been constructed for the Pintsch's oil gas installation. A permanent station building with platform over-bridge, etc., has been constructed at Hálisahar, and three new goods sheds at Shám Nagar.

A new loop siding and two through sidings have been laid in at Bracebridge Hall (Calcutta), and a new siding has been made to the river at Bálipará on the Dacca section.

The following important works are in progress: strengthening bridges from Kidderpore to Dámukdia; ballasting the bowl-sleeper road between Belgáchhi and Rajbári, and the first 8 miles of the Porádaha branch; a new line from Panchooria junction to the Ganges, a ghát station at Belgáchhi; raising the Daulatdia line and bridging the Panchooria Khal; two new crossing stations at miles 125½ and 132½ on the eastern sections; large additional shed accommodation and pontoon at Chitpore; the replacement of the bamboo jetties at Shám Nagar by a pontoon; and the construction of a permanent station building with staff quarters at Netra.

The doubling of the main line from Ránaghat to Porádaha has been sanctioned, and work commenced. Most of the earthwork and bridging has been completed and ballasting and platelaying are in progress. Twenty-six miles of double line have been opened for goods traffic.

Doubling the main line between Ránaghat and Porádaha.

The construction of a new branch from Rajbári to Faridpur, 14·59 miles, has been started.
Rajbari-Faridpur branch.

The construction of a bridge over the Teesta river at Kaunia of 13 spans of 150 feet was sanctioned by Government, and arrangements are being made for starting work.
Teesta bridge at Kaunia.

Sultanpur-Bogra-Kaliganj Railway (metre gauge).

15. The construction of a branch from Sultanpur station, on the Northern section of the Eastern Bengal State railway, *viâ* Bogra to Kaliganj, or other suitable terminus on the Brahmaputra river, is being carried out by the Eastern Bengal State railway, for a branch line company; operations were started during the year and work is in progress.

Mymensingh-Jamalpur-Subhankhali Railway (metre gauge).

16. The construction of an extension of the Dacca-Mymensingh section of the Eastern Bengal State railway from Mymensingh *viâ* Jamalpur to Subhankhali or Jagannathganj, or other suitable point on the Jamuna river, is being carried out by the Eastern Bengal State railway on behalf of the India General Steam Navigation Company, under the usual terms granted by the Government of India for the construction of branch feeder lines, and work is in progress on the first section from Mymensingh to Jamalpur.

A new survey is being carried out for the alignment beyond Jamalpur, with a view to obtain the most suitable site for the terminus on the Jamuna river.

Cooch Behar Railway (2' 6" gauge).

17. The extension of the Cooch Behar railway from the right bank of the Torsá river to the town of Cooch Behar, a distance of 2·25 miles, including a bridge of 9 spans of 60 feet over the Torsá was sanctioned. Half the earthwork has been completed, the collection of bricks and materials was in hand and the girders and screw piles for the Torsá bridge had been brought to site.

Calcutta Port Commissioners' Railway (standard gauge).

18. The improvement works on both the Calcutta and Howrah banks of the Hooghly have been completed. The siding at Ramkristopur has been doubled, and sidings provided for the Howrah Flour mills, the Bengal Flour mills and for Messrs. Burn & Co.

East Coast State Railway (standard gauge).

19. The reconstruction of the portions of the open line between Bezwada and Ellore, which were breached in several places, and seriously damaged by the floods of September 1895, has been completed, including the provision of the following additional flood openings: 30 spans of 10-foot arches at mile 6, 30 spans of 10-foot arches at mile 9, 10 spans of 20-foot girders at mile 20, 5 spans of 20-foot girders at mile 24, 5 spans of 40-foot girders increased to 9 spans of 40-foot girders at mile 27, 10 spans of 20-foot girders at mile 28, 5 spans of 20-foot girders increased to 10 spans of 20-foot girders at mile 31, 5 spans of 12-foot girders at mile 32, 5 spans of 20-foot girders at mile 34, 12 spans of 40-foot girders at mile 39, 3 spans of 20-foot girders at mile 44, 2 spans of 10-foot arches at mile 20, 2 spans of 20-foot girders at mile 20, and a causeway at Kalaparú 2,000 feet in length at mile 28.

In addition, drop walls and flooring have been added to most of the bridges up to mile 91.

The Vizagapatam station improvements are nearly finished and the Vizagapatam goods terminus is in hand.

All unfinished works on the section Vizianagram to Chattipur have been completed.

The sections from Khurda Road to Barang (Cuttack Road) and the branch to Puri, which were under construction at the beginning of the year, have been completed and opened for traffic, and the plans for extending the Puri branch about 2 miles, so as to obtain a better station site and enable pilgrims to alight nearer to the temples in the town, are under preparation.

The project for a link connecting the two sections of the East Coast State railway by a bridge over the Gódávári river of 56 spans of 150 feet, has been prepared and submitted.

Godavari bridge.

The total length of the line will be 4.53 miles, and the length of the bridge over the Gódávári, as estimated, will be 8,950 feet between abutments. The total cost, including the bridge, will be about Rs. 59,69,718.

The final location of the line and bridge is in progress, and borings have been made for about two-thirds of the distance across the river. Quarters, store-sheds, workshops, offices, etc., are in course of erection, and materials and plant are being collected for the construction of the bridge.

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

20. The construction of this railway of 254.49 miles, including the conversion of the existing metre gauge line from Gudur to Nellore to standard gauge, was commenced in 1895, and work is in progress.

On the new portion of the line from Ennúr to Gudur and Nellore to Bezwada, the earthwork is practically complete. The large bridges, which are numerous, are all in hand, and will, it is expected, with perhaps the exception of that over the Ramperu near Chinna Ganjám, be completed before the wet season, which commences about November. The minor bridges are well advanced throughout and approaching completion.

On the Gudur-Nellore section, the widening of the banks, and the arrangements for replacing the metre gauge with standard gauge girders and for strengthening the other bridges, are in hand.

Platelaying is in progress both from the northern terminus and from Nellore, and about 40 miles of track have been laid.

The railway will probably be opened for traffic in April 1898.

Great Indian Peninsula Railway system (standard gauge).

21. The principal works completed were: the provision of interlocking apparatus at Mazagaon; the extension of the yard and running shed accommodation for engines at Byculla; large and important additions and alterations at Akola and Nágpúr; and the restoration of the bridges which were washed away on the South-East line in the monsoon of 1895. The work of renewing and strengthening weak girders continued, and the introduction of the new system of signalling throughout the line is nearly completed. The work of strengthening the girders and rebuilding the tops of the piers, etc., of the Mund viaduct is well in hand, as also the restoration of the Dhudhi bridge.

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

22. The new terminal station and alterations in the yard at Colába were opened for traffic on the 6th April 1896, and are almost complete. One of the two cotton sheds at Colába has been rebuilt, and the other considerably extended. At Carnac bridge, an additional shed has been put up and the goods platforms have been covered in.

The new Administrative offices, opposite the Church Gate station, have been partly roofed in, and it is expected that they will be nearly completed by the end of 1897.

The alterations at Grant Road station, including the foot over-bridge over the platforms, and the shunting sidings between Dádar junction and Parel, on land obtained from the Great Indian Peninsula railway, have been completed.

The earthwork for doubling the section between Virár and Dáhanu has been completed, and ballasting and platelaying are in progress. On the section between Amroli and Itola, the earthwork has been finished throughout and the ballasting and platelaying between Miyágám and Itola, a distance of 7 miles, have been practically completed.

The renewing of Warren girder bridges with plate girders is in progress in connection with the works for doubling the line, and about 37 per cent. of the work had been completed by February 1897.

Tapti Valley Railway (standard gauge).

23. The construction of a branch line from a point about 3 miles from Surat, on the Bombay, Baroda and Central India railway, along the Tapti Valley to Amalner, a total distance of 162·47 miles, is being carried out by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company, to whom it will belong, and work was commenced on the first section from Surat in November.

Rajputana-Malwa Railway system (metre gauge).

24. The principal works carried out and completed on the open system of the Rajputana-Malwa railway are as follows: the alteration of signals throughout the system to comply with new regulations; the relaying of 35 miles of line with 50lb. steel rails; the erection of 52·75 miles of fencing; the re-construction of the bridge at mile 114 near Rudáin station; additions and alterations to the Pálanpur-Deesa railway to bring it up to the main line standard; an additional span of one 40-foot girder to the bridge at mile 487·8, main line; and two additional 20-foot girders to the culvert at mile 11 on the Agra branch.

The following important works are in progress: a 20-foot span girder bridge over a new canal at mile 77 on the Rewári-Ferozepore section; additions and alterations at Ujjain junction station for the joint use of the Rajputana-Malwa, Rutlam-Ujjain, and Ujjain-Bhopal railways; the dismantling and re-construction of the bridges over the Sanwar and Mauli nullahs, Oodeypore-Chitor railway; and the new transfer station at Cawnpore for dealing with the interchanged traffic with the Oudh and Rohilkhand metre gauge railway.

Ahmedabad-Parántij Railway (metre gauge).

25. The construction of a branch from Ahmedabad *viâ* Parántij to Ahmednagar is being undertaken by the Bombay, Baroda and Central India Railway Company for a branch line company. The total length is 54·59 miles. The first section from Ahmedabad to Talod, 33 miles, was practically completed, and opened to traffic on the 1st May 1897, and on the remaining portion, the works are all in an advanced state, little more remaining to be done except platelaying.

The Gaekwar's Dabhoi Railway (2' 6" gauge).

26. The earthwork and masonry bridges on the extension of the Chándod-Vishvámitri section to Padra, 7·18 miles, have been completed, and also the station and staff quarters at Padra.

Anklesvar-Párdi section (Raipipla) (2' 6" gauge).

27. Work on this short line was delayed, but is now making good progress.

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

28. The alterations and additions to Bowringpet station and sidings consequent on the junction with the Kolar Gold-fields railway have been completed, and the works estimated to cost Rs. 4,30,430 for a new station and additional works at Bangalore City, the junction with the Southern Mahratta railway, have been put in hand. The junction arrangements at Méttupálayam in connection with the Nílgeri railway, are nearly finished.

Eleven spans of 50-foot girders have been strengthened, making a total of 13 spans out of 17 completed. The strengthening of the 4 remaining spans is in hand. The addition of masonry piers in the centre of each span of the five 50-foot girder bridge at mile 179, on the North-West line, has also been completed.

The work of covering sand ballast with broken stone continued on various portions of the line, and over 461 miles have now been so covered.

The Nizam's Guaranteed state Railway (standard gauge).

29. The renewal of the mineral branch, 16.50 miles, with 66½ lb. flat-footed steel rails has been carried out, and good progress has been made on the Iyala bridges, Nos. I and II, of four 60-foot and thirteen 60-foot spans, respectively.

Hyderabad-Godavari Valley Railway (metre gauge).

30. This project is for a metre gauge line starting from Manmád junction, on the Great Indian Peninsula railway, passing through Aurungabad, Jalna, Purbhani, Nandair, and Indore in the Nizam's Dominions, to join the existing standard gauge Nizam's Guaranteed state railway at Secunderabad. The line has been located throughout, subject to some minor re-alignments and the orders of the Government of India on the junction arrangements at Manmád. The total length, as located, is 389.81 miles.

It is intended that the line shall be constructed by the Nizam's Guaranteed State Railway Company, but owing to the necessity for providing employment in the Nizam's Dominions during the prevailing scarcity, the earthwork has been started in anticipation of the completion of the negotiations. Funds have been provided by His Highness' Government, and work started on the portion of the line between the British Frontier and the 128th mile, on the northern portion, and wherever in British territory it was possible to obtain possession of the land. Work has also been started on the central portion, on both sides of Nandair. Between 30 and 40 miles of earthwork has been completed, and arrangements for housing the staff are well advanced.

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

31. On the open line, the relaying of the main line with 50 lb. rails in lieu of 41½ lb. rails continued from mile 78 to mile 110, and materials for relaying up to mile 135 have been delivered along the line. The construction of a new crossing station at Kushmi is in hand, and materials have been received for fencing 15 miles of the main line.

On the Gogra bridge at Bahramghat, six wells for pier foundations have been sunk to the full depth of 95 feet below water level and the superstructure is nearly finished. Of the remaining wells, some have been sunk to full depth and others to about 60 feet. The erection of the girders is about to be commenced. The west protective spur is well advanced and only requires to be extended 200 feet further on the down stream side, and the further extension of the east spur, for about 1,600 feet on the permanent alignment, is in progress.

The line from Jarwal Road to Burhwal, with temporary pile bridges over the Gogra and Chowka rivers, has been completed and opened for traffic from the 24th November 1896.

The first section of the new branch from Gonda to Balrámpur, a distance of 22 miles, was opened for traffic on the 15th December 1896. On the remaining length, from Balrámpur to Tulsipur, work throughout is well forward; a temporary bridge has been erected over the Rapti, and the platelaying to Tulsipur is progressing rapidly. At the Rapti bridge of eight spans of 80-foot girders, eight wells have been sunk to the full depth and the masonry in the superstructure is nearly finished. The 9th well is in progress. Work is also in progress on the building and rivetting of the girders, and it is hoped that they will be

erected and in place before the end of June next. It is expected that the branch will be opened throughout to Tulsipur in November 1897.

The first section of the new branch from Nánpara to Jangal Motipur, a distance of 15 miles, was opened for traffic on the 15th December 1896, and the remaining length is expected to be opened in November 1897. Work is well advanced throughout, and the bridge over the Babai nullah of 10 spans 80-foot girders which was commenced in December 1896, is well in hand.

The new branch from Bhatni to Bhogalpur Ghaghra (Turtipur) was completed and opened for traffic on the 15th December 1896, and a new junction station has been built at Bhatni. Work is in progress on the branch from Salimpur to Barhaj, 12·77 miles, which it is expected will be opened for traffic in November 1897.

Construction has been sanctioned and work has been commenced on the extensions of the Company's system in the districts between the Ganges and Gogra rivers, which include lines from Turtipur to Benares with branches from Mau to Azamgarh, Mau to Ballia and Revelganj, and from Aonrihar (Saiyedpur Bhitri) to Gházipur, a total length of 210·52 miles, with a permanent bridge over the Gogra river at Turtipur.

On the Mau division, 65 miles, formation is ready for the rails, and brick and lime manufacture, ballast collection and bridge-work are in progress. The laying of the permanent-way has been delayed for want of materials.

On the Ballia division, the earthwork is nearly finished between Mau and Ballia and is in progress between Ballia and Revelganj. On the Benares division, a good beginning has been made and it is expected that the earthwork will be all thrown up before the rains. The alignment near Benares City and the site of the city station have not yet been definitely settled.

The survey of the Gogra river at Turtipur with borings of the bed of the river was completed during the year, and the detailed plans of the bridge will now be prepared. The manufacture of bricks has been put in hand.

Work has been commenced on the extensions of the Tirhoot State railway from Hajeepore to Begamsarai and from Garhara *via* Khagaria to Katihár, a total length of 161 miles, with a permanent bridge over the Kosi of 15 spans of 200-foot girders.

There has been some delay in obtaining possession of land, but earthwork has been started wherever possible, and brick-making is being arranged for everywhere. Some alterations in the original alignment near Khagaria and at the Kosi were found necessary and have been carried out.

Arrangements have been made for forwarding permanent-way materials to Katihár to connect the Kosi bridge works with the Eastern Bengal State railway, and also for the collection of kunkur and other building materials at the bridge site.

Segowlic-Raksaul Railway (metre gauge).

32. This branch, 18 miles in length, is being constructed by the Segowlic-Raksaul Branch Railway Company, and was commenced in May 1896. Work is about half completed, and it is expected that the branch will be ready for opening by the end of 1897.

Lucknow-Bareilly section, Rohilkund and Kumaon Railway (metre gauge).

33. The new stations at Aishbagh and Daliganj, on the Lucknow-Bareilly section, have been opened for traffic, and the works in connection with the level crossing project at Lucknow have been completed, with the exception of some of the bridges, for which girders are awaited from England.

The restoration of the 20-foot girder bridge at mile 4 has also been completed.

Southern Mahratta Railway system (metre gauge).

34. The alteration of all the distant signals on the system to show red and green lights has been practically completed, and the renewals of sleepers on sections of the main line west of Dhárwár and on the Mysore section

continued. The alterations and additions to the workshops at Hubli have been started and are well in hand, and the works in connection with the re-modelling of Bangalore yard have been nearly completed.

Additional waiting accommodation for 1st and 2nd class passengers has been provided at Wathar, and the permanent station and junction arrangements at Yesvantpur have been completed and brought into use.

Mysore-Nanjangúd Railway (metre gauge).

35. An extension from Nanjangúd railway station to a point half a mile nearer the town of Nanjangúd has been sanctioned and will be constructed by the agency of the Southern Mahratta railway at the cost of the Mysore Darbar.

Birur-Shimoga Railway (metre gauge).

36. The construction of a branch from Birur, on the Mysore section of the Southern Mahratta railway, to Shimoga, 38·53 miles in length, has been undertaken by the Mysore Darbar and work has been commenced.

South Indian Railway (metre gauge).

37. The principal works carried out were: the relaying of 11 miles of line with 50lb. bull-headed steel rails, making the total length so relaid 438½ miles; the provision of overhead bracings for the girder bridges at Tondayar, Pooniar, Gadilam, old Coleroon, and Madugu; lowering the line and pitching the bank between mileages 251/36 and 252/69; the strengthening of all 10 and 12-foot spans and the renewal of 7—30-foot spans of the Davanadi bridge at mileage 266/5; the construction of a 30-foot girder bridge in place of the 10-foot girder bridge at mileage 156/13, washed out by the floods of August 1896; additional staff quarters and locomotive accommodation at Villupuram junction station; the interlocking of the points and signals at the junction of the Pondicherry branch; and the additional offices and staff quarters at Pákala junction station.

Máyavzram-Mutupet Railway (metre gauge).

38. All works in connection with the completion estimate for the construction of this branch have been finished. Additional accommodation will, however, be required at Peralam station in connection with the Karikal-Peralam railway, and the work is in hand.

Karikal-Peralam Railway (metre gauge).

39. A branch railway from Peralam to Karikal, 14·45 miles in length, is being constructed by the South Indian railway on behalf of the French Government. Work was started in the summer of 1896, and about half the earthwork was thrown up before all progress was practically stopped by the rains. It is expected that the branch will be opened through for traffic by October 1897.

Assam-Bengal Railway (metre gauge).

40. The sections from Chittagong to Karimganj, about 12 miles from Badarpur, and the branch to Chandpur have been opened for all kinds of traffic, and the remaining length to Badarpur has been opened to goods traffic. A little more work on earthwork and bridging has yet to be done on the length from Karimganj to Badarpur, and on the Silchar branch, to finally complete them.

Permanent staff quarters have been nearly completed at all stations, and good progress has been made with quarters for the superior staff at Chittagong. Arrangements are also in progress for the erection of the head office buildings and station buildings at Chittagong.

On section II, from Badarpur through the Khasia Hills to Lumding, 112 miles, earthwork and bridging on divisions 8, 9, and 11 are well in hand, and arrangements have been made to start work on the 10th division. The foundations of the Barak bridge (8th division) have been completed, the 2 abutments have been built nearly to girder bed level and both the piers are above level of high flood.

The heading of tunnel No. 1 in the 8th division (720 feet long) is through, and about 217 feet of lining have been completed. Tunnels 2 (b) and 2 (c) are well in hand, but little work has been done on the other tunnels of the section, owing to labour and transport difficulties. The rails have been laid to tunnel No. 1.

It is hoped that some platelaying will be done on the 11th division during the coming rains, so as to expedite the approach of the northern rail-head up to the Mahur Saddle tunnel, which is 1,400 feet long and is regarded as the most formidable work on the whole line.

On section III, which comprises the portion of the main line from Lumding to Makum and the branch from Lumding to Gauhati, the section of the line from Gauhati to Jamuna Mukh, 74.73 miles, was opened on the 1st January 1897. The length from Jamuna Mukh to Lanka is expected to be opened in July 1897 and to Lumding in January 1898.

Section III from Lumding to Makum with branch from Lumding to Gauhati, 328 miles.

Land acquisition has been completed throughout, except in parts of divisions 16 and 17 towards Makum.

On the 12th and 13th divisions, on the Gauhati-Lumding branch, the earthwork and bridging have been completed, station buildings have been erected and staff quarters are in hand. Some fencing has also been done. On the 14th division the earthwork and bridging are well in hand, and railhead at the end of March 1897 had reached mile 98.66 from Gauhati.

On the 15th division, on the main line section Lumding to Makum, but little work except jungle clearing has been done, as this portion of the line passes through the densest part of the Nambor forest, and there is practically no local labour procurable. On the 16th and 17th divisions, fair progress has been made in the earthwork and bridging is well started.

Burma Railways (metre gauge).

41. On the open line, two miles of track on the Prome section, and 22 miles on the Sittang section, have been relaid with 50lb. steel rails. The suburban line which used to run parallel to the Monkey Point road, Rangoon, has been shifted on to this road as part of the municipal improvement scheme.

Open line.

Owing to the closing of the channel of the Irrawaddy at the railway crossing near Amarapura Shore, steamers and barges could not approach the landing stage. A new line has, therefore, been constructed to a point $1\frac{1}{2}$ miles lower down stream, and a pontoon and girder has been erected, by which wagons can be transferred to barges.

Iron wire fencing in place of wooden posts and rail fence has been completed to Rangoon on the Irrawaddy section.

The doubling of the line at Nahakaung junction has been commenced, and includes : the extension of a double 40-foot girder bridge and one 10-foot girder bridge to take two tracks ; the widening of the earthwork ; and the laying of a second track from the signal box to Nahakaung platform, to allow Katha trains to come direct into the station. At the Bobin Chaung bridge, one span of 40 feet is being changed into 3 spans of 40 feet.

Work is in progress on the Mu Valley railway construction and Myitkyina extension. The line from Mohnyin to Mogaung has been kept open for goods traffic, except for about a month during the rains, and a large proportion of the embankment has been raised and several bridges have been enlarged. On the Mogaung-Myitkyina extension the earthwork is nearly complete, and wooden trestle bridging is in progress. The large bridge over the Mogaung has been commenced, and the rails are within a few miles of Myitkyina. The section from Mohnyin to Mogaung, a distance of 52.34 miles, is expected to be opened for passenger traffic in May 1897, and the section from Mogaung to Myitkyina will probably be opened in April 1898.

Mu Valley railway.

On the Mandalay-Kunlon railway, work is in progress on the first 152 miles, and in February 1897 a new division was started extending to mile 200.

Mandalay-Kunlon railway.

Between Myohaung and Thibaw (134 miles), the earthwork has been completed, with the exception of 19 miles, chiefly rock cutting. The bridging has been completed on 45 miles, and most of the material collected for another 60 miles.

Great difficulty has been experienced in obtaining labour for the heavy rock cutting work on the Maymyo ghat, and progress has been retarded also by the great amount of sickness prevalent there. It is doubtful now if the rails can be laid to Maymyo (mile 45) and Nammaw (mile 72) before June 1898.

It has been decided to reconsider the grading of the Gokteik Gorge length, miles 76—82, and works have been stopped there until the completion of a further survey which is in hand.

Bengal Dooars Railway (metre gauge).

42. The work of fully ballasting the line continued and is expected to be completed throughout by the end of 1897.

Dibru-Sadiya Railway (metre gauge).

43. During the year, six miles of line have been relaid with 50lb. rails, and the construction of an engine shed at the workshops and of the Digboi bridge No. 1 are in hand.

Nilgiri Railway (metre gauge).

44. After being suspended for nearly three years, work was re-started on the Nilgiri railway by the new company early in April 1896, and considerable progress has been made. Six out of the nine tunnels are complete; four of the major bridges are complete with girders, and on several others, the masonry is complete; two miles of rack platelaying have been finished. All work has been, however, much retarded for want of the rack engines which will not arrive till July 1897. All girders and rolling-stock have been ordered and are expected to arrive during 1897-98.

Jodhpore-Bickaneer Railway system (metre gauge).

45. The new approach to Kucháman Road station, the construction of which was commenced in 1895-96, was completed and opened on the 13th August 1896.

Earthwork has been commenced, by the Jodhpore Darbar, on the Balotra-Balotra-Shadipalli railway. Jodhpore frontier section of the proposed Balotra-Shadipalli railway, for famine relief purposes, and the banks on the first 100 miles are nearly ready.

Work has also been started on an extension from Bickaneer to Khari (41.62 miles) by the Bickaneer Darbar, for famine relief purposes, and the earthwork is practically complete and the rails have been laid for 32 miles. The work is of the lightest possible description with little or no bridging.

Bhávnaagar-Gondal-Jundágarh-Porbandar, including the Jetalsar-Rájkot Railway (metre gauge).

46. The following works have been carried out and completed on this system: improving the water-way at the Keri bridge; raising the bank at mile 79 on the Bhávnaagar-Wadhván section; opening out water-way at Raidhra; Ujet bridge restoration works; extending platforms Nos. 1 to 4 at Jetalsar; ballasting the Jetalsar-Rájkot railway and the construction of a road over-bridge at mile 20, near Gondal.

The construction of a goods depôt and sidings at Rájkot Pará is in progress.

Rájkot-Jámnagar Railway (metre gauge).

47. This line, 50.29 miles in length, was opened for public traffic in April 1897, with the exception of the Und bridge (16 spans of 50-foot arches), which is still incomplete and at which a temporary diversion has been laid for passing trains.

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

48. The passenger platform at Darjeeling has been extended and the enlargement of the goods shed completed. Sidings have been laid to Darjeeling Bazar and Batesia. The construction of the new station buildings and godowns at Kurseong and of a new over-bridge at Siliguri are in progress.

Bársi Light Railway (2' 6" gauge).

49. This railway commences at Bársi Road station on the Great Indian Peninsula railway, and terminates at the town of Bársi, 21.40 miles distant.

The track has been laid on the north side of the Provincial road for nearly the whole distance, and it was proposed to utilize the existing bridges for the railway as far as possible. As, however, none of the bridges or culverts were found to be strong enough to carry the rolling-stock proposed for use, steel girders have been put in in the case of bridges over 10-foot span, and all the culverts strengthened. There are two major bridges, one over the Sina river, 11 spans of 40 feet, the other over the Urdah river, 7 spans of 30 feet.

The railway was opened for goods traffic on the 1st March 1897 and for passenger traffic on the 19th of the same month. The construction has been carried out by the Bársi Light Railway Company.

CHAPTER III.

Lines under survey or projected.

The following paragraphs furnish brief particulars of surveys carried out during the official year ending with March 1897, and various other projects put forward :

East Indian Railway (standard gauge).

2. Surveys have been carried out by the East Indian Railway Company for the following proposed extensions of the undertaking :

(i) A branch from Shikohabad station, 805 miles from Calcutta, *viâ* Mainpuri to Farukhabad, a total length of about 66 miles. The line passes through easy country throughout.

(ii) A link from Bhágalpur station, on the loop line of the East Indian railway, 265 miles from Calcutta, past Bausi and Deoghur to Baidyanáth, or some other suitable junction with the main line south of Baidyanáth, a total length of about 71 miles. The country is easy for the first 31 miles, from Bhágalpur to Bausi, but somewhat rough for the last 40 miles from Bausi onwards.

(iii) A branch from Burdwan station, 67 miles from Calcutta, to Cutwa, a length of about 34 miles. The country is easy throughout.

(iv) A branch from Hooghly station, 24 miles from Calcutta, to Cutwa, a length of about 65 miles. The country is flat, but as the alignment for most of the distance is near the Hooghly river, a good deal of flooded or swampy ground is passed over.

Plans and estimates for these projects have been prepared and submitted, but in all cases further investigation has been considered desirable, and the alignments are being reconsidered and the estimates revised.

Agra-Delhi Chord Line Survey (standard gauge).

3. A line from Agra to Delhi was first projected and earthwork commenced in 1856-57, and the Delhi-Muttra road is laid on the bank then thrown up for a length of about 18 miles, and a navigable canal has since been constructed along 3 miles of the former alignment near Delhi.

The present survey was commenced in December 1896 in order that the line might, if necessary, be utilized as a famine relief work. The field-work is nearly complete, and the project will be submitted shortly.

The total length on the alignment now located from the centre of the Agra Cantonment station, on the Indian Midland railway, to the centre of the Delhi station, on the East Indian railway, is about 121 miles. At Muttra, about 32 miles from Agra Cantonment, it will form a junction both with the existing metre gauge line, and with the proposed Nágdá-Bara-Muttra line, which will probably necessitate the construction of a new station.

The country is flat except near Muttra, where it is broken up by ravines draining into the Jumna, and for the last 16 miles near Delhi, where there are some low rocky hills. Except in the immediate vicinity of Delhi, the work will be light, the principal works being the crossings over the Rajputana-Malwa railway and the navigable canals.

Singia-Madaripur-Chandpur Railway Survey (standard gauge).

4. This survey was undertaken to investigate the feasibility of effecting a connection between the Bengal Central railway and the Assam-Bengal railway at Chandpur, by means of a railway to Behdarganj and a ferry across the Megna river.

The country traversed is the Gangetic Delta between Singia on the Bengal Central railway, 85 miles from Calcutta, and Behdarganj, a point on a

channel called the Baerha river, which is parallel to the Megna and connected with it. The total distance from Singia to Behdarganj is 82 miles, and the length of the ferry connecting Behdarganj and Chandpur is 18 miles more or less, depending on the variations of the Megna channel.

The whole route lies through country which, during the rains, is submerged, and involves a great deal of heavy bridging and high embankment, the large bridges being as follows :

	Mileage.	Width.
The Afra	2·00	450 feet.
" Mulia	7·00	300 "
" Chitra	10·00	600 "
" Nobaganga	17·00	300 "
" Madhumuti... ..	22·00	2,000 "
" Areal Khan	64·00	2,000 "
" Gobindpur	66·90	600 "
" Binodpur	69·75	600 "
" Old Pudda or Ganges	71·00	1,000 "
Total		7,850

In addition to these, numerous bridges will be required over creeks and streams which, when the estimates are compiled, will show a formidable amount under "Bridging." From end to end the whole country is practically level, and, beyond the bridging and the enormous area of flood water to be dealt with, offers no special difficulty.

Leaving Singia, the line crosses the Afra river at the 2nd mile, and then crosses a long reach of low country subject to flood up to Narail, an important town. After crossing the Chitra, about mile 10, the line passes over flat country till it crosses the Nobaganga near Lokipassa, and at mile 22 reaches the Madhumuti, a large river 2,000 feet wide and 45 feet deep. From this point, the line tends to the north-east to avoid the great beel or marshy tract which lies in the direct line, and reaching Muxoodpur on the Kumar river, tends again to the south-east till it reaches Madaripur, an important jute mart on the Kumar river at its junction with the Areal Khan. The Areal Khan is a wide river, 1,510 feet from bank to bank, with a through depth of 45 to 50 feet. Beyond the Areal Khan, for 18 miles, the line crosses a low flat country dominated by the Ganges (which has changed its course in the past 30 years some four miles towards the south) and then passes over the sounder portion of the Angeria Chur (or land thrown up by the river) to Behdarganj, where a suitable site for a ferry has been selected from which the distance by water to Chandpur, the terminal station of the branch line of the Assam-Bengal railway from Laksám, is 18 miles.

The field-work was completed on the 12th March 1897, and the plans and estimates are expected to be ready by the beginning of June 1897.

Bengal-Nágpur Railway (standard gauge).

5. A reconnaissance has been made for a projected line from Midnapore, on the extension of the Bengal-Nágpur railway now under construction, *viâ* Bankura to Múrília, near Damoodur on the present main line, with a further proposed extension from thence to the Jherriah coal-fields.

The reconnaissance for the section Midnapore to Múrília has been completed and a report is in course of preparation; but the investigation of the section beyond Múrília to Jherriah has been postponed pending the collection of further information from the Coal Companies interested, on receipt of which an alignment best suited to serve the various coal properties will be selected.

Indian Midland Railway (standard gauge).

The survey of a tramway proposed from Harpálpur station, on the Harpálpur-Rath and Harpálpur-Nowgong surveys. Jhánsi-Mánikpur section, to Rath on the north, a distance of 27 miles, and to Nowgong on the south, a distance of 19 miles, has been sanctioned and carried out, its cost being, for the present, met from funds supplied by Government. The preparation of the plans and estimates is in progress.

North-Western State Railway system (standard gauge).

7. The survey for a branch railway from Hoshiárpur *viá* Jullundur to Kapurthala, a distance of $37\frac{1}{4}$ miles, has been carried out, with a view to work on the construction being started for famine relief purposes if found to be required. Plans and estimates are under preparation.

A survey for a proposed diversion of the main line from Sukkur *viá* Shikárpur to a point near Naundero, a distance of 45 miles, in order to place the line on safer ground free from floods, was ordered by Government and is in progress.

A survey is also in progress for a line of railway from Ludhiána *viá* Dhuri, on the Rájputra-Bhátinda railway, to Tohána, a total distance of 84 miles. The proposed line lies partly within the Malerkotla and Patiala states, and the survey is being carried out at the request, and partly at the cost, of the respective Darbars, as they desire to commence the earthwork for purposes of famine relief, should necessity arise.

Gházíabad-Moradabad Railway Survey (standard gauge).

8. The survey for the revision of the former alignment, which was in progress at the close of the previous year, has been completed and the results submitted. Several improvements in the alignment have been effected, and the estimated cost has been reduced to Rs. 82,30,000 for 87 miles or Rs. 94,600 per mile, including the cost of a bridge over the Ganges at Garmúktesar. The traffic prospects are reported to be favourable.

Surveys have also been made for alternative branches from Hapur to Meerut, 20 miles, and from Garmúktesar to Meerut, 29 miles. The former is estimated to cost Rs. 10,97,000 or Rs. 54,850 per mile, and appears to be the more favourable in all respects. The latter is estimated to cost Rs. 17,62,000 equal to Rs. 60,760 per mile.

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

9. The surveys for the following branches and extensions of the Northern section (metre gauge) of the Eastern Bengal State railway system, which were in progress at the close of the preceding year, have been completed, and plans and estimates prepared for the several projects and submitted :

	Miles.
Lálmonirhát to Deomonihát	69
Saidpur to Titalya	66
Nattore to Rampore Beaulia	24 $\frac{1}{2}$
Phulbari to Samjhia	13 $\frac{1}{2}$

The alignment selected for the first of these proposed extensions starts from Lálmonirhát, on the Kaunia-Dharlla branch of the Eastern Bengal State railway, and follows the higher ground about the centre of the Doab between the Teesta and the Jaldaca rivers to a junction with the Bengal Dooars system at Decmonihát. The route taken is somewhat circuitous which slightly increases the length, but thus passes through the best cultivated and most populous tracts and avoids a large amount of bridging. Further investigations in regard to the alignment will be made when the construction is carried out, but as the country is easy and the works will be light throughout, it is estimated that the line can be constructed for about Rs. 35,000 per mile, or for a total sum of about Rs. 24,00,000. The traffic prospects are considered to be very favourable. It is understood that the Bengal Dooars Railway Company are prepared to submit proposals for the construction of this line as part of their own system.

The alignment for the proposed extension from Saidpur to Titalya starts from the former station, on the Eastern Bengal State railway, and follows a circuitous route *viá* Khansamarhát to the crossing of the Atrai at Joygunj ; from thence it proceeds *viá* Gurreahhát to Farrabaree, touching the district road at mile 34 and following it closely for the remainder of the distance to Titalya.

The estimated cost, as located, is about Rs. 24,55,000 or Rs. 37,197 per mile, exclusive of rolling-stock. It is understood, however, that by starting from Nelphamári instead of Saidpur, and by other improvements in the alignment, the length can be reduced by about 12 miles, with a proportionate reduction in cost. The traffic prospects are favourable.

The alignment surveyed for the proposed branch from Nattore to Rampore
Nattore-Rampore Beaulia branch. Beaulia closely follows the district road, along which it is actually located for the greater portion of the length.

The investigation of a more direct alignment avoiding the district road, which would be nearly 2 miles shorter, will probably be required before construction is finally sanctioned or carried out. The cost would be about Rs. 37,000 per mile.

The survey for the short branch from Phulbari to Samjhia, on the
Phulbari-Samjhia branch. Atrai river, about $13\frac{1}{2}$ miles, showed that the cost would be about Rs. 4,42,000 or Rs. 32,741 per mile, excluding rolling-stock. The country is perfectly flat and easy throughout.

A survey is in progress for a proposed branch, on the metre gauge, from
Mogalhat-Dhubri branch. Mogalhat, on the Kaunia-Dharlla branch, to Dhubri on the Brahmaputra, which would form part of the main route from the North-Western Provinces and Behar to Assam. This would also involve the conversion of the 2' 6" gauge line from the Teesta river to Mogalhat to metre gauge.

A survey of the Ganges river from Godagari to Surdah is also being
Rampore Beaulia-Katihar branch. made with a view to investigating all possible sites between those points for a bridge. Surveys have been partially completed for the proposed extensions from Rampore Beaulia *viâ* Maldah to Rayganj and Katihar, but further work is postponed pending completion of the survey of the river above-mentioned and a decision on the bridge site.

A survey is about to be started for a projected branch from Kissen-
Kissengunge-Kotchandpur-Magura branch. gunge *viâ* Kotchandpur to Magura.

Great Indian Peninsula Railway (standard gauge).

10. The question of the alignment of the proposed line from Jalgaon
Jalgaon-Amalner section. to Amalner is still under consideration, and a survey for an alternative alignment from Mhasavad to Dharangaon (19 miles) with a view to secure a more favourable crossing of the river Girna, has been carried out.

A survey is in progress for a proposed branch
Chalisgaon-Dhulia survey. from Chalisgaon to Dhulia (40 miles).

Baroda-Godhra Chord Line Survey (standard gauge).

11. A reconnaissance for a chord line from Baroda to Godhra was made first in 1891, and the alignment then examined crossed the Vishvámitri river and proceeded *viâ* Jharod to the crossing of the Karad river at Bacha.

A further survey for this chord has been made by the Bombay, Baroda and Central India Railway Company on an alignment which avoids the Vishvámitri, and follows a more westerly course *viâ* Pilol and Gangaria to the Karad river crossing at Bacha, from whence to Godhra the route taken is practically the same as in the former reconnaissance. The total length, as located on this alignment, is 44 miles, and the country passed through is fairly easy; the ruling gradient obtained being 1 in 300. The estimated cost, as corrected, is about Rs. 34,12,000 or Rs. 77,545 per mile, including provision for rolling-stock. Some alteration of the alignment and grading in detail will probably be required, but it is not considered that the cost will be materially affected.

Sábarmati-Dholka Railway Survey (metre gauge).

12. A survey for a projected branch from Sábarmati to Dholka has been started by the Bombay, Baroda and Central India Railway Company, and is in progress.

Madras Railway (standard gauge).

13. Two alternative routes for this short branch have been surveyed, the length being 4 miles in each case. The estimates have been modified and will be submitted shortly.

Hardwar-Dehra Railway Survey (standard gauge).

14. The project for the extension of the Hardwar branch of the Oudh and Rohilkhand State Railway to Dehra Dun and Rajpur has been before Government for many years, and two surveys have previously been made for this project.

In 1884-85, the Dehra Dun Railway Association carried out a survey for a standard gauge line to Rajpur, a total distance of $37\frac{1}{2}$ miles. The proposed line would have entailed heavy tunnelling at Hardwar, but after crossing the combined Suswá and Song rivers it made for Dehra Dun by a direct route in open, but in some places low country. Near Rajpur, the work was very heavy indeed, and the grades steep.

In 1887, a further examination of the routes already surveyed, and of an alternative alignment *viâ* the Motichur Valley in order to avoid the heavy bridging over the Suswá and Song rivers, was made under the orders of the Government of the North-Western Provinces and Oudh, and the result proved that the Motichur Valley route was out of the question, owing to the steep and reverse grades required, and that the general alignment of the Dehra Dun Railway Association was the best and most practicable; at the same time it was shown that the tunnelling at Hardwar could be reduced to a length of about 2,200 feet.

A survey for finally locating the line was commenced in January 1897 on behalf of the Hardwar-Dehra Railway Company, who have undertaken to construct it.

At Hardwar, an alignment has since been located involving only about 1,600 feet of tunnelling, and from thence to Dehra, an alignment approximating to that of the Dehra Dun Railway Association line, has been staked out to within 5 miles of the terminus.

Alternative routes, with the object of avoiding the lower crossing of the Suswá river, are under investigation, but owing to the dense jungle and forest, progress is necessarily slow. The length of the proposed railway will be about 34 miles.

Bina-Gooná Railway (standard gauge).

15. A further extension to their capital at Kotah, of the Goona-Bara railway already under construction, is projected by the Kotah Darbar, and surveys and estimates have been made accordingly and submitted.

The length is about 42 miles, and estimates have been prepared for both standard and metre gauge, and work out, respectively, to Rs. 35,96,000 and Rs. 29,04,000, or including the cost of rolling-stock in the latter case, to Rs. 34,88,000.

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

16. A survey for a proposed branch from Bháptiáhi station to Mansi, on the north bank of the Ganges opposite Monghyr, with a subsidiary branch from Silursa to Murliganj, a total length of 85 miles, has been undertaken on behalf of a branch line company, and the field-work is nearly complete.

Surveys for branches from Sakri to Jainagar, 29 miles, and from Bettiah *viâ* Singarpur to Bagha, 50 miles, have been undertaken by Government, with a view to work being commenced on them if required for purposes of famine relief. The field-work has been completed in each case and the demarcation of the land is in progress.

Surveys are also about to be commenced for branches from Bairagnia to Sin-Bairagnia-Singarpur and garpur *viâ* Raksaul (58 miles) and from Azamgarh Azamgarh-Shahganj branches. to Shahganj, on the Oudh and Rohilkhand State railway, a length of 33 miles, in extension of the Mau-Azamgarh section of the Ganges-Gogra Doab lines already under construction. These projects will also be utilized as famine relief works, if further works are found to be required in the districts concerned.

Arsikere-Hassan-Mangalore Railway (metre gauge).

17. The survey of the extension of the Arsikere-Hassan line to Manjarabad and thence to the Western Coast which, owing to the difficult and unhealthy nature of the country on the western ghat had been in progress for nearly two years, has been completed.

The result shows that while the alignment as far as Suklaspur would be fairly easy, the works on the ghat section beyond would be so difficult and costly, as to render the project for a through line to Mangalore almost impracticable.

The cost by sections is estimated as follows :

No. I, Arsikere to Hassan, 27 miles, Rs. 19,25,000 or Rs. 71,296 per mile,

No. II, Hassan to Suklaspur, 27 miles, Rs. 22,40,000 or Rs. 82,963 per mile,

No. III, Suklaspur to the Mysore frontier, 25 miles, Rs. 79,15,000 or Rs. 3,16,600 per mile,

No. IV, Mysore frontier to Mangalore, 58 miles, Rs. 65,84,000 or Rs. 1,13,517 per mile,

and the total estimated cost is Rs. 1,86,64,000 for 137 miles, being at the average rate over the whole length of Rs. 1,36,234 per mile.

Though this represents a considerable increase on the first rough estimate mentioned in last year's report, it is understood that the cost of the ghat section is still rather under-estimated than otherwise, and that the rates would probably have to be much enhanced.

South Indian Railway (metre gauge).

18. A preliminary survey has been completed for a proposed extension of the Negapatam-Nagore extension. the Negapatam branch of the South Indian railway to Nagore.

The proposed line starts at the eastern side of the Negapatam station, passes along the wharf, and at the north-east corner of the town bends slightly towards the north-west till it reaches the village of Vellipalliam, $1\frac{1}{4}$ miles, where a station is to be located. From thence it turns to the north-east and runs direct to Nagore ($4\frac{1}{2}$ miles).

Assam-Burma Connection Surveys (metre gauge).

19. The results of former surveys for connecting Assam and Burma (i) by a railway from Chittagong *viâ* Akyab and the Aeng Pass to Minhla, and (ii) from Langsoliet (which will be a station on the Assam-Bengal railway) *viâ* the Manipur Valley and Tammu to Wuntho or thereabouts were mentioned in the previous report.

The report of a survey for a third possible route from Ledo (the terminus of the Dibru-Sadiya railway) *viâ* the Patkoi Pass and Hukong Valley to Mogaung, which was completed at the close of the previous year and also referred to, has been submitted, and proves, as was expected, that this is the most feasible route of the three examined.

The lengths on which very heavy and moderately heavy works would be required were found to be much less than in the former cases, and the dividing range would be passed in a tunnel 5,000 feet long, at a level of about 2,850 feet. The total length by this route would be 284 miles, and the estimated cost is Rs. 3,83,00,000 or an average of Rs. 1,35,000 per mile.

The country passed through is wild and unproductive throughout, but for a considerable portion of the length along the Hukong Valley is capable of being opened up and cultivated.

Burma Railways (metre gauge).

20. A survey for a proposed branch from Sagaing to Môngywa and Alôn, on the Chindwin river, has been carried out, and it is expected that the plans and estimates will shortly be ready for submission. The object of the line is to catch the traffic of the Chindwin at some point above the dangerous and difficult navigation of the lower reaches below Môngywa. As the result of a previous reconnaissance carried out earlier in the year, it is understood that the alignment will be through rich and well populated country, and can, for the most part, follow the surface with grades of 1 in 100, and that the bridging of the Mu river, which will have to be crossed, presents no special difficulties.

A survey is in progress for a proposed extension from Thibaw, on the Mandalay-Kunlon line now under construction, southwards towards Moné. A good alignment has been obtained up to the Salween watershed (55 miles), the staking out of which will be completed this season, and a "paper" line has been obtained for the descent from thence to the Southern Shan Plateau. A reconnaissance made as far as Kehsi-Mansam (85 miles) shows that there are no serious difficulties to be faced, once the ascent to the watershed and the descent on the further side have been overcome.

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

21. A survey for an extension from Kichha, on the Company's section, to Kashipur, a total length of about 40 miles, is in progress, and about 13 miles have been located.

Bengal Dooars Railway (metre gauge).

22. Surveys have been completed, and plans and estimates prepared and submitted by the Bengal Dooars Railway Company for a branch from Dam Dim to Bagrakote, 6½ miles, and an extension from thence, of 3¼ miles, up the Lish river gorge to a point within about one mile of the Daling coal-fields, with which it is proposed to connect by a wire rope-way. The works on the first section from Dam Dim to Bagrakote are comparatively light, and, including rolling-stock, are estimated to cost about Rs. 5,78,000 or Rs. 85,630 per mile. On the second section, from Bagrakote to the Daling coal-fields, which is more in the nature of a siding for the purposes of the colliery, the works will be somewhat heavier, and the estimated cost for 3¼ miles is Rs. 3,20,000 or Rs. 98,462 per mile. The rope-way is expected to cost about Rs. 20,000 in addition.

A project has also been submitted for a line from Mal Bazar towards Hantupara, 46 miles, in order to serve and open up some important tea districts, with a possible further extension to the Torsá river if subsequently found desirable. The alignment generally is over undulating country and has to cross some considerable rivers, such as the Murti, Jaldaca, and Daina. Plans and estimates have been completed by the Company, which show that the probable cost would be about Rs. 31,38,000, including cost of rolling-stock, or Rs. 68,217 per mile.

Bhánagar-Gondal-Junágarh-Porbándar Railway (metre gauge).

23. A project for a branch line from Botad to Barwalla, a distance of about 14 miles, has been submitted to the Bhánagar Darbar for consideration.

A trial survey for a line from Wadhwan Junction to Drangadhra, a distance of about 21 miles, is being undertaken at the request of His Highness the Raja of Drangadhra, who is desirous of constructing this railway in order to open up his territory.

A preliminary survey for a line from Verával to Sasan, in the Junágarh State Gir forests, chiefly for wood-fuel and other forest produce, has been made at the request of the Junágarh Darbar, and an estimate has been submitted to them with a report on the country and the route traversed.

Bársi-Pandharpur Railway Survey (2' 6" gauge).

24. A survey has been carried out by Government for a proposed railway from Bársi to Pandharpur, which would be an extension of the line lately constructed by the Bársi Light Railway Company from Bársi Road to the town of Bársi. The field-work has been completed, and earthwork is now being thrown up as a famine relief work.

The line is an easy one, and no important rivers are crossed.

Cooch Behar Railway (2' 6" gauge).

25. A survey for the extension of the Cooch Behar Railway from Cooch Behar *via* Alipore to Sántrabari, a distance of about 31 miles, has been carried out by the Cooch Behar state Engineer, and plans and estimates prepared and submitted. The alignment selected lies for the most part on or alongside the existing road, and for the first section of 11 miles to Alipore is through easy country, fairly populous and well cultivated. On the remaining portion, the country is rougher and there is less cultivation. The terminus will be on the right bank of the Jhainti river, beyond which is a considerable area of tea plantations.

It is considered that an alignment avoiding the road and distinct from it would be more favourable, and this will be investigated if construction is sanctioned. The proposals are now under consideration by the Cooch Behar Darbar. The estimated cost on the more favourable alignment is about Rs. 7,60,000, or Rs. 24,516 per mile.

Railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction.

26. Statement No. 6 on pages 40 to 44 gives the lengths and estimated cost of the railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction. The estimated cost of each project has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT NO. 6.

Railways which have been surveyed, reconnoitred or proposed, but have not been finally sanctioned for construction.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
A				
Agra-Delhi Chord	Standard	121	96,00,000	Under survey.
Ait-Karch	2' 0"	9	77,000	Reconnoitred in 1895-96.
Akola-Hingoli	Metre	56	22,25,000	Reconnoitred.
Allahabad-Fyzabad	Standard	99	1,15,00,000	Not surveyed.
Ammayanayakanúr-Kuruvanuth	Metre	70	45,00,000	Ditto.
Amritsar-Tarn Taran-Sarhali	Standard	25	15,00,000	Reconnoitred.
Arcot-Ranipet	"	7	5,75,000	Surveyed in 1895-96. Further survey in hand.
Arsikere-Hassan-Mangalore	Metre	137	2,05,70,000	Surveyed in 1895-96.
Assam-Burma Connection (Hukong Valley)	"	284	3,83,00,000	Ditto.
Azinganj-Bhagwangola-Berhampur	Standard	25	48,00,000	Not surveyed. Alternative to the Ránaghat-Bhagwangola line.
B				
Baidyanáth-Nawada	Standard	75	60,00,000	Surveyed in connection with the Western Bengal project.
Bairagnia-Singarpur	Metre	58	23,20,000	Under survey.
Bara-Kotah	{ Standard Metre }	{ 42 42 }	{ 35,96,000 34,88,000 }	{ Surveyed in 1895-96.
Bareilly-Soron	Metre	63	53,50,000	Surveyed.
Baroda-Godhra Chord	Standard	44	34,12,000	Surveyed in 1895-96.
Bársi-Pandharpur	2' 6"	32	16,00,000	Under survey.
Bassein-Henzada	Metre	86	53,00,000	Partially surveyed.
Bansi-Ahmadpur	Standard	78	77,15,000	Surveyed.
Begamsarai-Rowsara	Metre	14	5,50,000	Not surveyed.
Bettiah-Bagha ría Singarpur	"	50	20,00,000	Under survey.
Bezwada-Jaggiapett	Standard	54	43,50,000	Not surveyed.
Bezwada-Masulipatam	"	44	53,25,000	Surveyed.
Bhágapur-Bausi-Baidyanáth	"	71	73,97,000	Under survey.
Bhagwangola-Katihár	Metre	120	1,60,00,000	Ditto.
Bháptiáhi-Mansi	"	85	40,00,000	Ditto.
Bickaneer-Bhátinda	"	201	50,00,000	Under survey. A commencement has been made by the Darbar on the Bickaneer-Khari section as a famine relief measure.
Botad-Barwalla	"	14	9,00,000	Reconnoitred.
Burdwan-Cutwa	Standard	34	38,56,000	Surveyed in 1896-97.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred, or proposed, but have not been finally sanctioned for construction—contd.

NAME OF RAILWAY.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
C				
Chakardharpore-Ranchi-Lohardaga	2' 6"	110	31,00,000	Not surveyed.
Cháliggaon-Dhulia	Standard	40	30,00,000	Under survey.
Calicut-Cannanore	"	59	90,75,000	Surveyed in 1894-95.
Chandausi-Gajrala	"	44	22,50,000	Surveyed.
Chánga Mánaga-Chunian-Pakpatan	"	80	40,00,000	Not surveyed.
Cooch Behar-Sántrabari	Metre	31	7,60,000	Surveyed in 1895-96.
Cutwa-Ahmadpore	Standard	32	32,00,000	Surveyed in connection with the Western Bengal project.
D				
Daling Coal-fields-Dam Dim	Metre	11	9,18,000	Surveyed in 1895-96.
Daltonganj-Chandil	Standard	190	1,90,00,000	Surveyed.
Deesa-Umarkot	"	284	3,55,00,000	Alternative to the Petlad Wadhwan - Jungshahi line.
Dehree-Daltonganj	"	70	66,00,000	Surveyed.
Dhubri-Gauháti	Metre	158	2,50,00,000	Reconnoitred in 1894-95.
Dudhwa-Rámnagar Ghat	"	25	10,00,000	Not surveyed.
E				
East Indian Railway Grand Chord	Standard	276	3,63,00,000	Surveyed. The Moghal Sarai-Gya section is now under construction.
F				
Feni-Noakhali	2' 6"	27	5,50,000	Not surveyed.
G				
Gháziabad-Moradabad	Standard	87	82,30,000	Surveyed in 1895-96.
Gogra Ghát-Sitapur	Metre	58	25,00,000	Not surveyed.
Gorakhpur-Bagha	"	47	19,00,000	Ditto
H				
Harpálpur-Nowgong	2' or 2' 6"	19	4,00,000	Under survey.
Harpálpur-Rath	"	27	5,50,000	Ditto.
Hooghly-Cutwa	Standard	65	68,11,000	Surveyed in 1896-97.
Hyderabad-Kurnool	Metre	168	1,40,00,000	Not surveyed.
I				
Itársi-Betul-Chindwara	Standard	150	1,20,00,000	Not surveyed.
J				
Jeypore-Sewai Madhupore	Metre	100	52,00,000	Surveyed.
Jubbulpore-Gondia	Standard	135	1,90,00,000	Reconnoitred.
Jullundur-Hoshiárpur	"	25	20,00,000	Reconnoitred. Under survey.

STATEMENT No. 6—contd.

Railways which have been surveyed, reconnoitred, or proposed, but have not been finally sanctioned for construction—contd.

NAME OF RAILWAY.	Gauge.	Length.	Estimated or approximate cost.		REMARKS.
			Miles.	Rs.	
K					
Kala-ki-Serai-Sultanpur-Srinagar (Kashmir) ...	Metre	202		2,45,00,000	Surveyed.
Kalka-Simla	"	69		1,05,00,000	Surveyed in 1894-95.
Katania-Rámnagar Ghat	"	7		8,00,000	Not surveyed.
Khúrja-Garmuktesar	Standard	44		20,00,000	Reconnoitred.
Kichha-Kashipur-Rámnagar	Metre	45		20,00,000	Under survey.
Kinu-Kahbwet	"	25		10,00,000	Not surveyed.
Kissengunge-Kotchandpur-Magura	2' 6"	50		10,00,000	Ditto.
Kissengunge-Titalya-Siliguri	Metre	55		25,00,000	Ditto. Alternative to the Saidpur-Titalya line.
Kola-Chandrakona	2' 6"	38		8,00,000	Not surveyed.
Kotah-Ajmere... ..	Standard	100		80,00,000	Ditto.
Kurjet-Uran Salt-fields	"	15		12,00,000	Ditto.
Kurnool Road Branch	Metre	32		11,32,000	Surveyed.
L					
Lálmanirbát-Deononihát	Metre	69		24,00,000	Surveyed in 1895-96.
Ludhiána-Ferozepore	Standard	76		44,00,000	Ditto in 1893-94.
Ludhiána-Tohána	"	84		29,40,000	Under survey.
M					
Madura-Pámban	Metre	100		42,00,000	Surveyed in 1894-95.
Mal Bazar-Hantupura	"	46		31,38,000	Ditto in 1895-96.
Mári-Bannu	Standard	100		1,09,00,000	Surveyed.
Máyavaram-Tranquebar	Metre	15		6,75,000	Reconnoitred.
Meerut-Garmuktesar	Standard	29		17,62,000	Surveyed in 1895-96.
Meerut-Hapur	"	20		10,97,000	Ditto. Alternative to above.
Meiktila-Myingyan	Metre	56		26,75,000	Surveyed.
Midnapore-Jherriah Coal-fields	Standard	142		1,20,00,000	Under reconnaissance.
Mogalhát-Dhubri	Metre	40		60,00,000	Under survey. Alternative to the Rungpore-Dhubri line.
Moradabad-Rámnagar	Standard	47		25,00,000	Surveyed.
Magra-Bhagwangola... ..	"	102		1,27,00,000	Alternative to the Rána-ghat-Bhagwangola line
Mysore-Fraserpet	Metre	52		25,00,000	Not surveyed.
N					
Nágdá-Bara-Madhupore-Muttra	Standard	356		3,50,69,000	Surveyed in 1895-96.
Naini Tál-Káthgodám	2' 0"	13		12,00,000	Examined.
Nanjangúd-Calicut	Metre	155		1,00,00,000	Partially surveyed.
Nanjangúd-Erode	"	109		62,00,000	Ditto.
Nattore-Rampore Beaulia	"	22		8,14,000	Surveyed in 1895-96.

STATEMENT NO. 6—*contd.*

Railways which have been surveyed, reconnoitred, or proposed, but have not been finally sanctioned for construction—contd.

NAME OF RAILWAY.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
<i>N—concl'd.</i>				
Negapatam-Nagore	Metre	4½	3,00,000	Reconnoitred.
Nelphamári-Joygunge	"	8	2,50,000	Surveyed. Alternative to part of Saidpur-Titalya line.
Nílgi Extension to Ootacamund... ..	"	12	15,00,000	Under survey.
Nowshera-Mardan	Standard	25	20,00,000	Not surveyed.
Nusseerabad-Kekri	Metre	35	9,00,000	Surveyed.
<i>P</i>				
Pakour-Dhoolian	Standard	8	6,50,000	Not surveyed.
Pundooah-Kulna	Metre	26	16,00,000	Alternative to the Hooghly-Cutwa project.
Petlád-Wadhwan-Jungshahi	Standard	380	4,75,00,000	Not surveyed.
Phulbári-Samjhia	Metre	13	4,42,000	Surveyed in 1895-96.
Pilibhit-Barm Deo	"	40	16,00,000	Not surveyed.
Pódanúr (or Palghat)-Dindigul	Standard	107	85,00,000	Ditto.
Porto Novo-Salem	"	116	86,00,000	Ditto.
Prome-Magwe-Meiktila	Metre	176	1,13,00,000	Ditto.
Purulia-Ranchi	Standard	75	1,50,00,000	Ditto.
<i>R</i>				
Raeganj-Lahirihat-A twari	Metre	53	28,00,000	Not surveyed. Alternative to the Kissengunge-Siliguri line.
Raipur-Vizianagrám... ..	Standard	300	3,60,00,000	Partially surveyed.
Rampore Beaulia-Katihái	Metre	130	80,00,000	Under survey. Alternative to the Bhagwan gola-Katihár line.
Ránaghat-Bhagwangola	Standard	85	1,07,00,000	Under survey.
Rewári-Phulera, with Kuchaman Road Branch	Metre	130	52,00,000	Reconnoitred.
Rungpore-Dhubri	"	50	75,00,000	Under survey.
<i>S</i>				
Sábarmati-Dholka	Metre	32	11,71,000	Surveyed.
Sábarmati-Ahmedabad-Dholka		33	11,97,000	Surveyed. Alternative to above.
Sagaing-Mónywa-Alón	"	72	37,50,000	Reconnoitred. Under survey.
Saidpur-Titalya	"	66	29,84,000	Surveyed in 1895-96.
Sakri-Jainagar	"	29	10,00,000	Under survey.
Salem-Dindigul	Standard	60	60,00,000	Not surveyed.
Sambalpur-Khurda, with Branch to Raipur ...	"	350	3,65,00,000	Surveyed.
Shahdara-Saháranpur	"	98	75,00,000	Not surveyed.

STATEMENT No. 6—concl'd.

Railways which have been surveyed, reconnoitred, or proposed, but have not been finally sanctioned for construction—concl'd.

NAME OF RAILWAY.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
<i>S—concl'd.</i>				
Shadipalli-Bálotra	Metre	206	77,52,000	Surveyed in 1895-96.
Sihor-Palitana	"	15	5,20,000	Surveyed.
Shikhabad-Farukhabad	Standard	66	31,50,000	Surveyed in 1896-97.
Shoranur-Cochin	"	64	91,76,000	Surveyed in 1894-95.
Siliguri-Daling Coal-fields	Metre	20	13,00,000	Not surveyed. Alternative to the Daling coal-fields-Dam Dim line.
Siliguri-Naxalbari	2' 0"	15	13,46,000	Reconnoitred.
Singia-Madaripur-Chandpur	Standard	82*	1,03,00,000	Under survey.
<i>T</i>				
Thibaw-Monè	Metre	160	1,50,00,000	Under Survey.
Thónzá-Henzada	"	26	25,00,000	Not surveyed.
Tilágáon (or Hingajea)-Sylhet	"	35	35,00,000	Ditto.
Tinnevelly-Quilon	"	103	1,01,62,000	Surveyed in 1894-95.
<i>U</i>				
Uska Bazar-Tulsipur-Jhanva	Metre	66	26,00,000	Not surveyed.
<i>V</i>				
Verával-Sasan	Metre	30	15,00,000	Reconnoitred.
Vizianagram-Párbatipur	Standard	60	46,00,000	Surveyed in 1895-96.
<i>W</i>				
Wadhwán-Drangadhra	Metre	21	6,62,000	Surveyed in 1895-96.
Warora-Chanda-Warangal	Standard	187	1,71,00,000	Partially surveyed.

* Singia to Behdarganj. The length of the proposed ferry to connect Behdarganj and Chandpur will be 18 miles.

CHAPTER IV.

Collieries and Oil Wells.

Kurhurbaree and Serampore Collieries.

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

The pits and inclines of which the collieries consist, and the general depths reached at the end of the year 1896, are given below :

Kurhurbaree.

	Feet.		Feet.
2 "Jubilee" pit. Winding coal ...	650	Bitagarha. Up cast, winding coal ...	252
23 D. Down cast, pumping and drawing coal ...	429	Sariabad. Down cast, winding coal ...	231
17 B. Down cast, drawing coal ...	295	23 E Sunk to lower seam ...	200
40 worked out ...	204	17 A Incline. Down cast, hauling coal ...	60
23 Up cast ...	106	17 Incline worked out ...	200
2 C Up cast, winding coal ...	156	23 B Shaft. Up cast, hauling coal ..	320
2 D. Down cast ...	132	23 D Incline. Down cast, hauling coal ...	80
7 Jogitand. Up cast, pumping and winding coal ...	275	Bhalmoritand. Down cast, winding coal ...	244
1 Jogitand. Up cast, winding coal ...	178	Joktiabad. In course of sinking ...	150
5 Jogitand. Down cast ...	125		

Serampore.

	Feet.		Feet.
16 A. Down cast, pumping and drawing coal ...	344	42 D. Down cast, drawing coal ...	83
21 A. Up cast, drawing coal ...	279	42 A, worked out ...	155
18 Up cast ...	100	Helta pit. Auxiliary to 1 Kamaljore	168
25 Down cast, pumping and drawing coal ...	199	1 Kamaljore. Down cast, drawing coal	176
		2 Kamaljore. Up cast, drawing coal	176
		Central pit commenced to drive out ...	486

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	5,291†	344,172	45,120	53,056	442,348	84†
1896 ...	5,853	393,964	34,570	45,290	473,824	81

From the slack, 18,945 tons of coke were manufactured.

The capital outlay on the collieries to the 31st December 1895 amounted to Rs. 10,78,250, and the expenditure during the year to Rs. 36,876, making a total outlay to the 31st December 1896 of Rs. 11,15,126.‡

The total receipts at the sanctioned issue rates were Rs. 7,39,693, and the charges, including sinking fund, Rs. 8,13,944, thus showing a net loss of Rs. 74,251.

Eight thousand six hundred and forty-four tons of surplus coal and coke were sold to the public, the amount realized being Rs. 32,582. The cost on the net output was Rs. 1-13-1 per ton.

At the "Jubilee" pit, a boiler chimney, a pair of direct acting winding engines and a 50 feet pit head framing have been erected, and are now at work, shaft has been unwatered and 280 feet of gallery driven, 3,000 feet remaining to be driven to connect with the Sariabad mines.

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

† Revised figures.

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

Galleries have been commenced at the "Central" pit at Serampore. The seam at this mine is 23½ feet in thickness and of good quality throughout.

At the "Bhalmoritand" pit at Kurhurbaree, coal was struck at 235 feet. The thickness of the coal (lower seam) is 9 feet.

The connection line between Serampore and Kurhurbaree has been completed and is a great convenience in every respect.

There are twenty-two ponies working under ground.

The fire at Serampore has been kept under control.

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year	3	9	3	9	1,764*	1,764*	Tons. 147,116*	Tons. 147,116*	Tons. 114,724	Tons. 114,724
1896 ...	4	23	4	23	1,464	1,464	118,456	118,456	98,491	98,491

Makum Collieries.

2. The Assam Railways and Trading Company now work three collieries, viz., Ledo Valley (with 2 miles), Upper Ledo and Tikak, and arrangements are being made to open out another colliery with 2 mines at Namdang. The output of coal during 1896 was 176,436 tons against 172,661 tons in the previous year. It is largely used by ocean and inland steamers, railways, mills and factories, the demand being far in excess of the present outturn.

The capital outlay on the collieries to the 31st December 1895 amounted to Rs. 26,81,649, and the expenditure during the year to Rs. 2,07,117, making a total outlay to the 31st December 1896 of Rs. 28,88,766.

Petroleum in Assam.

3. The drilling operations at Makum have not made much progress during the year, oil not having been found in any workable quantity. The total amount of oil extracted during the year was 1,340 gallons. Some 9 wells in all have been drilled, and operations are still being carried out.

At the Digboi field, there are in all 15 bore holes of depths varying from 662 to 1,346 feet. Of these, one was abandoned, while of the others, 10 are now yielding oil. The total amount of crude oil extracted during the year was 235,230 gallons. The new refinery which has been erected at Margherita commenced its experimental operations with very satisfactory results, a good quality of kerosine oil and first class paraffine wax having been put on the market or utilized by the Company.

The capital outlay on the Company's petroleum works to the 31st December 1895 amounted to Rs. 8,87,349, and the expenditure during the year to Rs. 2,53,411, making a total outlay to the 31st December 1896 of Rs. 11,40,760.

Warora Colliery.

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

	Feet.								
Pit No. 1	245	...	...	...	...	...	Pumping.
Pit No. 2	215	...	...	...	...	...	Winding.
Pit No. 3	239	...	...	...	...	...	Pumping.
Pit No. 4	181	...	...	...	...	...	Winding.
Pit No. 5	174	...	...	...	...	...	Winding.
Pit No. 6	102	...	...	...	...	...	Ventilating.
Pit No. 9 (new)	170	...	...	...	...	...	Ventilating.

* Revised figures.

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	883	84,643	16,740	101,383	115
1896	779	99,462	22,181	121,643	156

The increase of 20,260 tons in the total output is, it is explained, due to larger demands of mills and other customers, as well as of the Great Indian Peninsula railway during the year.

The capital outlay on the colliery up to the 31st December 1895 amounted to Rs. 20,17,369, and as the capital transactions of the year resulted in a credit of Rs. 1,01,046, the outlay on the 31st December 1896 was reduced to Rs. 19,16,323.

The receipts during the year amounted to Rs. 5,43,191 and the expenditure to Rs. 3,74,785, thus showing a net profit of Rs. 1,68,406, equivalent to a return of 8.69 per cent. on the capital outlay.

The Great Indian Peninsula railway was supplied with 58,093 tons of Warora coal during 1896 against 50,007 tons in the previous year.

The other sales during the year are briefly detailed below :

Empress mills, Nágpur	Tons.	17,007
Hinganghat Mill Company	5,185	
Berar Manufacturing Company	4,972	
Other customers	24,888	

The price of coal sold to the Great Indian Peninsula railway was as in the previous year Rs. 4-8-0 a ton at pit's mouth, and the average selling price for all customers and to the colliery was Rs. 4-9-8 per ton.

During the year 2,497½ tons of fire-clay were raised for manufacture of bricks and tiles.

The receipts during the year from bricks and tiles amounted to Rs. 52,077 and the expenditure to Rs. 40,113.

No boring work was done during the year.

There was no very serious outbreak of fire in the mines.

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	1	6†	1	6	883	883	101,383	101,383	84,643	84,643
1896	3	5†	3	5	260	260	40,548	40,548	33,154	33,154

The fatal accidents during the year were caused by falls of roof and side coal and by the breaking off of the iron rope from the bucket worked in the pump and consequent falling of the iron wires.

* All coal which will not pass through a ¼" mesh is classed as large coal.

† Excluding slight accidents.

Mohpáni Colliery.

5. This colliery is worked by the Nerbudda Coal and Iron Company, Limited.

The several shafts and other entrances in use are as under :

	Depth. Feet.
Helen pit.—Main pumping shaft	400
No. 1 staple.—South river workings, fan shaft	170
No. 2 drift.—South river workings, hauling incline slope	275
No. 3 drift.—South river workings, hauling incline slope	150
No. 3 drift.—Old fire workings, hauling incline slope, self-acting	165
Gothic drift and staple.—Furnace shaft	30
No. 24 sinking.—New field	123
No. 34 trial staple.—New field, coal is at 80 feet	34
No. 38 trial staple.—New field, coal is at 72 feet	53½

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.	Average number of persons employed daily.	Output.	Number of tons raised per person employed.
		Tons.	Tons.
Previous year	719	21,393	30
1896	653	19,542	30

The capital outlay on the colliery up to the 31st December 1895 amounted to £127,769, and the expenditure during the year to £6,329,* making a total outlay to the 31st December 1896 of £134,098*.

The No. 24 shaft sinking was deepened from 81 feet to 123 feet and 12 feet into No. 2 seam. Some further proving of No. 1 seam was effected.

A deep fault was met with in the No. 24 shaft, No. 1 seam winnings, and borings were put down to prove it.

No new borings were put down at the new coal fields, but two or three were prosecuted at the old mines without success.

The working out of the old mines, which lie mostly under the river, has now for three years been suspended during the rainy season. The strata have been kept strong enough by working on the packing up system to prevent all inrushes of water, but the conditions are not good enough to allow risking active working during the rains.

The Mohpáni branch of the Great Indian Peninsula railway was extended during the year to the new coal fields.

The output of the year was disposed of as shown below :

	Tons.
Sold to railways	11,787
Sold to mills, presses, etc.	5,139
Colliery consumption	2,773
Stock	—157
TOTAL	19,542

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year	...	23	...	23	...	...	Tons.	Tons.	Tons.	Tons.
1896	1	15	2	15	653	326	19,542	9,771	19,542	9,771

* These figures are approximate and subject to modification.

Umaria Colliery.

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

						Feet.
Pit No. 1	...	...	Shaft for water supply to the station (steam power)	...	...	123
Pit No. 2	...	...	Up cast, ventilating shaft, also pumping shaft	...	...	131
Pit No. 3	...	...	Down cast, drawing coal	...	...	117
Pit No. 4	...	...	Down cast, pumping shaft	...	...	236
Pit No. 5	...	...	Up cast, pumping shaft	...	...	192
Pit No. 6	...	...	Down cast, drawing coal	...	...	93
Pit No. 7	...	...	Up cast, in course of sinking	...	...	145
Pit No. 8	...	...	Down cast, in course of sinking	...	...	60
Incline No. 1	...	...	Travelling road for workmen	...	...	181
Incline No. 2	...	...	Haulage road for coal	...	...	216
Incline No. 3	...	...	Travelling road for workmen and for ventilation	...	...	216
Incline No. 4	...	...	Haulage road for coal	...	...	281
Incline No. 5	...	...	Haulage road for coal	...	...	143
Incline No. 6	...	...	Travelling road for workmen and for ventilation (in course of driving)	...	...	90

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.		Average number of persons employed daily.	Large coal.*	Small coal.	Total.	Number of tons raised per person employed.
			Tons.	Tons.	Tons.	Tons.
Previous year	...	1,208	86,951	31,554	118,506	98
1896	...	1,707	77,792	37,594	115,386	68

The decrease of 3,120 tons in the total output was due to the abandonment of broken work reserved for final operation.

The capital outlay on the colliery to the 31st December 1895 amounted to Rs. 10,78,863, and the expenditure during the year to Rs. 88,911, making a total to the 31st December 1896 of Rs. 11,67,774.

The receipts during the year amounted to Rs. 3,79,429 and the expenditure to Rs. 3,80,865, thus showing a net loss of Rs. 1,436.

The sales during the year are briefly detailed below :

	Large coal.	Screened nut coal.	Slack coal.	Smithy or screened dust.	Unscreened dust.	Dust.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway	43,482	634	...	...	...	...	44,116
Great Indian Peninsula railway	20,680	7,386	...	...	...	...	28,066
Bengal-Nagpur railway	3,863	...	...	...	...	...	3,863
Other customers	9,800	12,791	479	590	3,905	148	27,713
Coal used in boiler	...	2,796	7,299	45	56	...	10,196
Total	77,825	23,607	7,778	635	3,961	148	113,954

There was an outbreak of cholera in the month of February 1896 which disorganised labour and interfered with the successful raising of coal.

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year	3	19	3	19	403	403	39,502	39,502	28,983	28,983
1896	1	9	1	9	1,707	1,707	115,386	115,386	77,792	77,792

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

Coal fields at Telanpali near the Eeb river.

7. In the last report it was stated that work on the trial shaft in connection with the Bengal-Nágpur railway at Kadobahal near the Eeb river was stopped at 65 feet. No further experiments were made. An estimate amounting to Rs. 6,600 for coal boring was sanctioned by Government against which no expenditure has as yet been incurred. A diamond drill boring is to be made.

The total amount sanctioned for expenditure on block account is Rs. 20,400. The capital outlay to the 31st December 1895 amounted to Rs. 8,983, and as the capital transactions of the year resulted in a credit of Rs. 2,198, the outlay on the 31st December 1896 was reduced to Rs. 6,785.

Singareni Colliery.

8. This colliery is worked by the Hyderabad (Deccan) Company, Limited. The colliery consists of—

	Depth. Feet.
No. 1 Incline	400
No. 6 Pit	400
No. 13 Pit	187
No. 14 Pit	181
No. 15 Pit	150
"Batten" Pit	395

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Slack and dust.	Total.	
Previous year	4,434	Tons. 210,898	Tons. 55,654	Tons. 26,362	Tons. 292,914	Tons. 66
1896	5,832	...	...	...	262,681	45

The sales during the year are briefly detailed below :

Great Indian Peninsula railway	Tons. 50,000
East Coast State railway	27,000
Madras railway	30,000
Southern Mahratta railway	33,990
South Indian railway	10,000
Bombay, Baroda and Central India railway	24,075
The Nizam's Guaranteed state railway	18,785
Other customers	51,350
Total	245,200

The output in 1896 was 30,233 tons less than in 1895, owing to breaches on the Nizam's Guaranteed state railway which prevented coal being despatched, and on account of commercial restrictions; but the slight retrogression has had no relationship to the producing capabilities of the collieries, which have been considerably increased.

Arrangements have now been made with the Great Indian Peninsula and Nizam's Guaranteed State Railway Companies which enable Singareni coal to compete in the Bombay market, and 84,650 tons have already been sold there; this ensures a ready market for a very much larger output than has hitherto been obtained.

The underground workings of the collieries which are entirely prosecuted in the "King" seam of coal, have been largely extended during the year, and exploration headings have been pushed well in advance of the general

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

body of faces. In all the special headings, coal of the very best quality has been proved, and this has been especially patent in those driven towards the "deep" of the coal-field.

During the year, provision has been made for considerably increasing the output of the collieries, and to this end the "Batten" pit has been located and sunk further to the deep of the coal-field. This shaft is 15 feet diameter in the clear and is 395 feet in depth to the foot of the "King" seam, which at this point has proved of good thickness and excellent quality. The mine has been equipped to raise 1,200 tons daily, and from its position commands large areas of coal. It is anticipated that this pit will shortly be contributing a large proportion of the general output of the collieries.

To the north-west of the present group of mines, the No. 6 pit has also been sunk to the "King" seam at a depth of 400 feet from the surface. The coal is of good quality and winning out headings are being driven as rapidly as possible to open out and develop the workings.

The ventilation of the colliery is established by the employment of a 12 feet diameter Schiele fan, which is driven by one of a duplicate pair of high-pressure engines. This fan is capable of ventilating more than double the present working area.

Much has been effected in the way of improvements for the welfare of the workpeople: houses of an improved type are being erected, and arrangements have been made to secure an abundance of good water and good wholesome food, so that it is probable there will be little difficulty in settling ample labour on the field for all requirements.

The demand for Singareni coal has of late so much increased that further development of the colliery is necessary, and it has been decided to commence sinking one if not more additional pits at once.

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year ...	5	6	5	6	887	887	Tons. 58,583	Tons. 58,583	Tons. 42,180	Tons. 42,180
1896 ...	8	9	8	9	729	729	32,835	32,835	...	...

Dandot Colliery.

9. This colliery is worked in connection with the North Western State railway.

The following table shows the output and number of persons employed during 1896 as compared with the previous year:

YEAR.	Average number of persons employed daily.	OUTPUT				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack.	Total.	
Previous year ...	1,906	Tons. 46,171	Tons. 3,389	Tons. 16,795	Tons. 66,355	Tons. 35
1896 ...	2,063	49,896	2,508	22,617	75,021	36

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1895 amounted to Rs. 4,84,479, and the expenditure during the year to Rs. 1,120, making a total outlay to the 31st December 1896 of Rs. 4,85,599.

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

The receipts during the year amounted to Rs. 6,28,746, and the expenditure to Rs. 5,49,888, thus showing a net profit of Rs. 78,858, equivalent to a return of Rs. 16.24 per cent. on the capital outlay.

The net profits of the undertaking from the commencement of operations to the end of 1896, credited to block account, amounted to Rs. 1,18,413, leaving Rs. 3,67,185 at the debit of the colliery.

There is only one coal seam, and it lies at an elevation of about 2,000 feet above sea level in the Salt Range.

The seam varies in thickness from 1'—6" to 5 feet, the average being about 2'—9".

The strata in which the seam lies consist of soft friable clay shales, which, owing to their rapid disintegration on exposure to air, make the maintenance of the mine somewhat costly and troublesome.

The coal is worked by means of level or inclined tunnels driven into the hill sides, and is at present being extracted at three mines, namely :

South or outcrop mines.
Main mine.
Pidh mines.

The coal is taken from the various mines to the Dandot station on the North-Western State railway by means of steam tramways and inclines with a gauge of 2 feet.

The Pidh mines are not directly connected with the tramways, the coal being at present carried about one mile from the mines to the tramway by pack animals.

The sales during the year 1896 are briefly detailed below :

	Large coal.	Screened nut coal.	Slack coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North-Western State railway.	49,207	1,927	...	51,134
Other departments of the North-Western State railway.	543	20	5,797	6,360
General public and foreign railways ...	146	561	15,094	15,801
Colliery works ... ..	...	...	1,726	1,726
Total	49,896	2,508	22,617	75,021

The sale of dust coal amounted to 22,617 tons, and this shews an important development. This is not, however, likely to continue, a large proportion of this year's sales being due to brick burning by the Māri-Attock railway.

The supply of labour continues to be a difficulty at the colliery ; during the hot season of the year many of the miners, who are landowners, go away to attend to their field work.

No exploration for coal of any magnitude was undertaken during the year.

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year ...	1	24	1	24	1,906	1,906	66,355	66,355	46,171	46,171
1896	2	22	2	22	1,031	1,031	37,511	37,511	24,948	24,948

Bhaghanwala Colliery.

10. This colliery is worked in connection with the North-Western State railway.

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	944	3,178	266	2,693	6,137	7
1896	680	2,143	329	1,521	3,993	6

The decrease of 2,144 tons in the total output was due to the stoppage of some mines until the opening of the tramway was opened.

The detailed estimates sanctioned on block account for opening out and working the colliery amounted to Rs. 6,13,093. The capital outlay to the 31st December 1895 amounted to Rs. 5,40,403, and the expenditure during the year to Rs. 1,12,307, making a total outlay to the 31st December 1896 of Rs. 6,52,710. To this was added the loss on working which to the end of 1896 amounted to Rs. 86,824, thus raising the total amount at debit of block account of the colliery to Rs. 7,39,534.

The receipts during 1896 amounted to Rs. 30,894 and the expenditure to Rs. 51,827, thus showing a loss of Rs. 20,933.

The colliery is situated in the Salt Range about 1,800 feet above sea level, and about 20 miles east of the Dandot colliery.

There is only one coal seam, which is of an average thickness of about 4 feet.

The seam lies in parts nearly level, and in parts is tilted up at an angle of 45° from the horizontal.

It is worked solely by horizontal tunnels driven into the side of the hill.

The coal is of a very friable nature and liable to spontaneous combustion.

The coal is sent down from the mines by means of steam tramways and a self-acting incline with a gauge of 2' 6" to the Bhaghanwala station, North-Western State railway.

The sales during the year are briefly detailed below :

	Large coal.	Screened nut coal.	Slack coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North-Western State railway.	2,143	329	...	2,472
Other customers ... ..	...	...	1,187	1,187
Colliery works ... ..	...	...	334	334
Total	2,143	329	1,521	3,993

The exploratory work which has been undertaken by means of drifts and boreholes has up to date been of a somewhat disappointing nature.

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

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year	...	1	...	1	...	...	...	...	...	...
1896	8	...	8	...	...	...	...	...	...

Khost Colliery.

11. This colliery is worked in connection with the North-Western State railway.

The colliery at present consists of mainways and adits; of these all are now practically worked out except Nos. 3, 4, 12 and Takrai dips on which work is going on.

Progress on adit No. 4	...	...	...	...	...	...	...	...	...	Feet 1,383
Progress on adit No. 12	...	...	...	...	...	...	...	...	...	280
Progress on Takrai Dip Mainway West	...	...	...	...	...	...	...	...	...	406
Progress on Takrai Dip Mainway East	...	...	...	...	...	...	...	...	...	• 325

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Unscreened small and dust.	Total.	
Previous year	...	...	...	...	...	...
1896 ...	...	...	...	...	...	...
Previous year	352	Tons. 9,327	Tons. 791	Tons. 6,880	Tons. 16,998	Tons. 48
1896 ...	427	5,491	719	2,957	9,167	22

The decrease of 7,831 tons in the total output was chiefly due to the small demand made by the Locomotive department for large coal and to there being no large customers for dust coal. Most of the mines were closed in August on account of lessened demand for coal.

The sum originally sanctioned on block account was Rs. 1,00,000, and a further sum of Rs. 50,000 was sanctioned to be met from the profits realized from the working of the colliery.

The capital outlay to the 31st December 1895 amounted to Rs. 1,65,259, and the expenditure during the year to Rs. 18,071, making a total to the 31st December 1896 of Rs. 1,83,330.

The receipts during the year amounted to Rs. 1,27,774 and the expenditure to Rs. 1,27,997, thus shewing a net loss of Rs. 223.

The net profits of the undertaking from the commencement of operations to the end of 1896, credited to the block account, amounted to Rs. 2,30,005, leaving Rs. 46,675 at credit of the colliery.

The sales during the year are briefly detailed below :

	Large coal.	Nut coal.	Small and dust.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North-Western State railway.	5,355	459	...	5,814
Engineering department, North-Western State railway.	75	160	11	246
Pressed fuel manufacture	...	...	2,417	2,417
Private sales	43	90	497	630
Colliery works	7	10	20	37
Mushkaf-Bolán railway	11	...	12	23
Total	5,491	719	2,957	9,167

* All coal which will not pass through a 1/4" mesh is classed as large coal.

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year ...	1	6	1	9	352	352	16,998	16,998	9,327	9,327
1896 ...	1	6	1	8	427	427	9,167	9,167	5,491	5,491

Shahriah Colliery.

12. This colliery, which is worked in connection with the North-Western State railway, has the following five mainways :

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

The following table shows the output and number of persons employed during 1896 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year ...	230	3,148	180	2,933	6,261	27
1896 ...	212	1,026	72	307	1,405	7

The decrease of 4,856 tons in the total output was chiefly due to the absence of demand from the locomotive department, as also to the mines being closed at the end of May 1896, to enable that department to use up the large stocks of fuel on hand.

The sum sanctioned for expenditure on block account is Rs. 25,000.

The capital outlay to the 31st December 1895 amounted to Rs. 19,972, and, as the capital transactions during the year resulted in a credit of Rs. 5,356, the outlay on the 31st December 1896 was reduced to Rs. 14,616.

The receipts during the year amounted to Rs. 20,781 and the expenditure to Rs. 20,957, thus showing a net loss of Rs. 176.

The net profits of the undertaking from the commencement of operations to the end of 1896 credited to the block account amounted to Rs. 12,790, leaving Rs. 1,826 at debit of the block account.

The sales during the year are briefly detailed below :

	Large coal.	Nut coal.	Small and dust.	Total
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North-Western State railway	1,021	39	...	1,060
Engineering department, North-Western State railway	5	31	10	46
Colliery works ...	...	1	...	1
Mari-Attock railway ...	...	...	297	297
Private sales ...	...	1	...	1

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

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

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year ...	2	2	2	3	115	115	3,131	3,131	1,574	1,574
1896 ...	2	3	2	3	106	106	703	703	513	513

Coal mine near Mach.

13. Little work has been done during the past year in the mines near Mach on the Mushkaf-Bolán line of railway, but now that this line is about to be opened, it is probable that the local mining interest will turn their attention to the opening up of mines within this area.

Baluchistan coal mines.

14. The chief areas within which, during the past year, coal mining operations have been carried on, are those included in the Khost and Sharigh mines, the Sor Range mines, and the mines near Mach, in the Bolán.

There are five owners of mines who, under concessions, carry on operations in the Sor Range district.

The octroi receipts for coal passing into the station of Quetta show that about 100,000 maunds have paid dues this year. Of this coal, three-fourths of it is sold to the Commissariat department in the form of coal or patent fuel for use in the barracks at a cost of Rs. 22-8-0' per ton.

No accident of importance has been reported during the year, but it is known that some portions of the Sor Range mines have taken fire and been left to burn themselves out.

Experimental petroleum borings at Sukkur and Kundra.

15. The experimental boring for petroleum oil at Sukkur was carried down to a depth of 1,620 feet, and as no oil was obtained even at this depth operations were stopped.

The trial boring at Kundra was taken down to a depth of 95 feet without result and was then stopped.

Letkonbin Colliery.

16. This colliery is worked by the Burma Coal Company, Limited.

The following table shows the output during 1896 as compared with the previous year :

YEAR.	OUTPUT.		
	Steam coal.	Dust.	Total.
	Tons.	Tons.	Tons.
Previous year ...	13,759	3,531	17,290
1896 ...	16,435	6,549	22,984

The output has been comparatively small, owing to certain water difficulties, which are due to the seam being worked by inclines from the outcrop, where bad roof with heavy percolation was met with, drowning out the workings. To provide against further percolation in future, a vertical shaft is being sunk through 300 feet of firm sandstone.

The following is a result of an analysis of the coal—

Fixed carbon	...	...	...	...	...	...	...	...	55.71
Volatile matter	...	...	...	...	...	...	...	...	26.70
Ash	...	...	...	...	...	...	...	...	3.48
Moisture	...	...	...	...	...	...	...	...	14.11

The moisture is somewhat heavy, but this is proved to decrease at a lower depth, and the percentage of carbon and volatile matter to increase proportionately.

The coal so far supplied has, however, not always been put to this standard, this being due to its having been mostly outcrop coal. When the new deep shaft is in working order, round coal of superior quality only will be supplied; all small and dust will then be carefully extracted and manufactured into briquettes.

Experiments are now being made to utilize the dust (which has so far been treated as refuse, there being only a small sale for it in Rangoon for brickburning) for briquette manufacture.

A briquette machine has been erected, and the experiments with the briquettes produced have proved thoroughly satisfactory in the Company's locomotives and boilers. The Burma railway, after preliminary trials of some twelve tons of these briquettes, ordered a trial lot of 300 tons, and these are now being experimented with.

It is anticipated that, with the increased output from the new vertical shaft now being sunk, and the sales of briquettes made of dust coal which has been hitherto practically a waste product, the revenue of the colliery will be considerably increased, and that the cost of production per ton will also be reduced.

The Burma railway, after special trials of this coal, offered Rs. 10-4-0 per ton for a lot of 100 tons mined at a greater depth than that from which the coal was previously obtained.

Total coal production.

17. The statement on the next page shows the quantity, in tons, of coal produced in India for the five years 1880 to 1884, and for each year from 1885 to 1896.

STATEMENT No 7.

Quantity, in tons, of coal produced in India for the five years 1880 to 1884 and for each year from 1885 to 1896.

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YEARS.	PROVINCES.										TOTAL.
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Madras.	Saluchistan.	Burma.	North-Western Provinces and Oudh.	
1880—84*	Tons. 5,415,989	Tons. ...	Tons. 426,977	Tons. 16,493	Tons. 2,100	Tons. ...	Tons. ...	Tons. ...	Tons. ...	Tons. ...	Tons. 5,861,559
1885	1,123,700	...	119,116	43,707	7,698	...	...	...	...	...	1,294,221
1886	1,186,802	...	117,287	70,859	13,539	...	...	...	...	...	1,388,487
1887	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	...	1,564,063
1888	1,380,594	11,249	157,768	101,528	41,580	13,382	...	2,802	...	...	1,708,903
1889	1,541,356	22,835	144,465	116,676	52,956	59,646	...	8,238	...	...	1,946,172
1890	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	...	2,168,521
1891	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	...	2,328,577
1892	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	...	2,537,696
1893	1,902,866	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	...	2,562,001
1894	2,035,934	66,467	140,496	169,448	132,837	240,525	1,337	21,498	12,111	...	2,820,652
1895	†2,716,155	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	...	†3,537,820
1896	3,028,925	79,017	141,185	177,259	115,386	262,681	...	10,572	22,993	1,000	3,839,018

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

† Revised figures.

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on state railway stores contracted for in England through the agency of the India Office, during the calendar year 1896, was :

	£
A. Bridge-work	87,482
B. Engineer's plant	22,530
C. Workshop machinery	10,197
D. Permanent-way	364,518
E. Locomotive and rolling-stock	481,736
F. Station materials and fencing	44,109
G. Tools and stores	95,538
Total ...	<u>1,106,110</u>

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 5,24,171 and Rs. 35,252, respectively.

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

	Rs.
Calcutta	22,726
Bombay	1,888
Total ...	<u>24,614</u>

4. *Ships employed.*—The number of ships employed in bringing state railway stores, including stores procured for native state lines, during the calendar year 1896, was :

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	27	100	26,496
„ Calcutta	111	27,127	40,19,130
„ Kurrachee	63	63,368	87,45,759
„ Rangoon	27	7,617	9,96,790
„ Vizagapatam	30	10,389	29,29,461
„ Cocanada	7	1,619	
Total ...	<u>265</u>	<u>110,220</u>	<u>1,67,17,636</u>

5. *Credits to Civil department on account of insurance.*—During the year 1896-97, Rs. 85,439 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—During the year 1896-97, English stores to the value of Rs. 9,118-6-4 were lost in the S. S. “*City of Canterbury*,” which was wrecked in the Hooghly. The loss was adjusted against the Civil Department.

7. *Port stores reserve depôt at Calcutta.*—The loss sustained by the sale of the unserviceable stores belonging to the late Reserve Depôt and by the transfer of the serviceable stores to the Eastern Bengal State railway amounted to Rs. 34,460-0-6. This amount has, under the orders of the Government of India, been distributed over state railways in the ratio of the English outlay of each line during the year 1895-96.

8. *Capital locked up in stores.*—Statement No. 8 on the two following pages shows the stores balances on the standard and metre gauge railways on the 31st December 1896, as compared with the previous year.

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1896.

Classification No.	RAILWAY.	Balance on the 31st December 1895.	Receipts during 1896.	Total.	Issues during 1896.	Balance on the 31st December 1896.	Ratio of balance to the issues of stores during 1896.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31ST DECEMBER 1896.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1896.
								Total length of single track including sidings.	Balance per mile of single track including sidings.	Total capital outlay to the 31st December 1896.	Percentage.	Total train-mileage during 1896.	Balance per train-mile.	
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	State lines worked by companies.													
I	East Indian	(a) 78,01,348	4,56,28,298	5,34,29,646	4,44,27,144	90,02,502	0.20	2,032.33	3,420	38,49,07,148	2.34	11,410,769	0.79	19,204
III	Bengal-Nagpur	(b) 27,14,117	84,55,021	1,11,70,038	61,97,050	59,72,888	1.15	960.26	6,220	9,92,36,568	6.02	1,572,017	3.78	..
IV	Indian Midland (d) ..	(c) 15,61,421	45,40,496	61,01,917	19,32,988	41,08,929	2.16	1,154.79	3,610	10,80,30,138	3.86	1,604,583	2.60	12,024
VI	Godhra-Rutlam-Nagdā (f) ..	(d) 14,47,529	63,40,911	77,88,440	76,90,768	97,972	1.27	155.23	629	1,74,60,584	0.56	314,642	0.31	87,672
	TOTAL ..	1,35,24,415	6,49,65,626	7,84,90,041	5,92,47,850	1,92,42,081	0.32	4,902.81	3,925	60,06,40,438	3.16	14,902,011	1.29	1,22,800
	State lines worked by the State.													
XI	North-Western	(h) 96,93,418	2,48,57,719	3,43,51,137	2,40,98,075	1,02,53,062	0.43	(j) 3,473.56	2,952	(j) 46,80,37,039	2.19	8,143,451	1.26	(k) 2,40,137
XIII	Oudh and Rohilkhand (l) ..	(b) 27,95,753	39,42,511	67,34,490	43,51,723	23,75,802	0.55	(n) 973.66	2,440	(o) 10,57,45,266	2.25	2,430,227	0.97	2,20,546
XIV	Eastern Bengal (p) ..	(c) 18,83,019	47,43,191	66,26,210	43,05,782	23,20,428	0.54	1,067.87	2,173	11,02,05,097	3.10	3,534,993	0.65	13,270
	Bengal Central	(e) 84,334	1,26,688	2,11,022	87,491	1,23,531	1.41	145.84	847	1,08,50,368	1.14	325,981	0.38	21,632
XVI	East Coast	(f) 14,91,655	86,89,420	1,01,81,075	84,76,606	17,04,469	0.20	(g) 576.24	2,858	5,45,51,930	3.12	803,111	1.91	2,02,614
	TOTAL ..	1,59,38,179	4,21,59,529	5,81,03,934	4,13,19,676	1,67,77,292	0.41	6,237.17	2,690	74,94,39,700	2.24	15,330,763	1.09	6,98,199
	Lines worked by guaranteed companies.													
XVIII	Great Indian Peninsula (r) ..	(r) 48,74,273	58,99,320	1,07,73,593	70,17,207	37,56,386	0.54	2,004.15	1,874	27,90,29,173	1.34	8,381,159	0.41	4,22,088
XIX	Bombay, Baroda and Central India. (s) ..	(s) 27,18,741	63,01,674	90,20,416	52,86,429	37,33,986	0.71	644.55	5,793	10,39,65,512	3.59	2,467,880	1.51	0,717
XX	Madras (d)	(t) 28,10,089	25,25,314	53,35,403	27,72,584	25,62,819	0.92	1,046.59	2,449	12,24,75,655	2.09	2,544,945	1.01	2,83,300
	TOTAL ..	1,04,03,103	1,47,26,308	2,51,29,411	1,50,76,220	1,00,53,191	0.67	3,695.29	3,721	50,54,70,340	1.99	13,393,684	0.75	7,12,105
	Assisted company.													
XXI	Delhi-Umballa-Kalka..	6,995	..	6,995	6,995	..	..	177.58	..	1,54,49,783	..	554,221	..	..
	TOTAL ..	6,995	..	6,995	6,995	..	..	177.58	..	1,54,49,783	..	554,221	..	..
	Line owned by native state and worked by company.													
XXXII	The Nizam's Guaranteed State (d). ..	5,75,786	8,60,703	14,36,489	8,85,663	5,50,826	0.62	388.94	1,416	4,22,60,325	1.30	777,866	0.71	..
	TOTAL ..	5,75,786	8,60,703	14,36,489	8,85,663	5,50,826	0.62	388.94	1,416	4,22,00,325	1.30	777,866	0.71	..
	Line owned by native state and worked by state railway agency.													
XXXVI	Rajpura-Bhatinda ..	19,542	..	19,542	10,755	8,787	0.82	122.80	72	66,95,813	0.13	245,858	0.04	..
	TOTAL ..	19,542	..	19,542	10,755	8,787	0.82	122.80	72	66,95,813	0.13	245,858	0.04	..
	TOTAL STANDARD GAUGE.	4,04,68,020	12,27,12,166	16,31,86,412	11,65,47,259	4,66,32,157	0.40	15,524.39	3,004	1,92,89,56,369	2.42	45,210,403	1.03	15,23,204

- (a) Including sales, London stores, manufactures and other similar suspense items, as these items are not shown in the figures of other lines; but excluding the balances of the late Nalhati railway stores which was a special gauge railway at the time.
- (b) Including Rs. 1,01,970 on account of the Bengal-Nagpur railway extensions.
- (c) Including Rs. 36,05,888 on account of the Bengal-Nagpur railway extensions.
- (d) Including branch lines worked.
- (e) Including 122.60 miles of the Sangor-Katni extension.
- (f) Excluding the balance of miscellaneous advances, but including Rs. 13,96,699, being the balance of stores suspense account of the Rutlam-Nagdā section on the 31st December 1895.
- (g) Excluding balance of miscellaneous advances, but including the value of stores to be issued to the Nagdā-Ujjain railway.
- (h) Including Rs. 87,724 on account of the Wazirabad-Lyallpur railway and Rs. 2,10,811 on account of the Mushkal-Bolan railway.
- (i) Excluding the Peshawar railway and Frontier railway reserve and Abt materials.
- (j) Including the Jammu and Kashmir railway (Native State section) and lines constructed but not worked.
- (k) Value of surplus stores on the 30th September 1896.
- (l) Difference of Rs. 6,226 due to adjustment.
- (m) Difference of Rs. 6,366 due to adjustment.
- (n) Including the Cawnpore-Burhwal railway (metre gauge link).
- (o) Including the capital outlay of the Cawnpore-Burhwal railway (metre gauge link) Rs. 7,45,000.
- (p) Including the stores transactions of the narrow gauge sections, the figures of which are not given separately.
- (q) Including 4.59 miles laid on the metre gauge.
- (r) The difference Rs. 2,00,422 is the amount outstanding for stores purchased.
- (s) Excluding Rs. 1,63,790 on account of value of stores received but not paid for on the 31st December 1896.
- (t) For explanation of differences, vide notes (l) and (m) above.

STATEMENT No. 8—concl'd.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1896—concl'd.

Classification No.	RAILWAY.	Balance on the 31st December 1896.	Receipts during 1896.	Total.	Issues during 1896.	Balance on the 31st December 1896.	Ratio of balance to the issue of stores during 1896.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31ST DECEMBER 1896.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1896.
								Total length of single track including sidings.	Balance per mile of single track including sidings.	Total capital outlay to the 31st December 1896.	Percentage.	Total train-mileage during 1896.	Balance per train-mile.	
		Rs.	Rs.	Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	'METRE GAUGE.													
	State lines worked by companies.													
XXXVIII	Bengal and North-Western—													
	Tirhoot Section } Company's Section }	8,95,003	8,58,209	15,53,272	10,00,908	5,52,364	0·55	939·35	589	(a) 5,49,31,577	1·01	1,787,345	0·31	3,424
XL	Rajputana-Malwa ..	49,09,277	40,18,002	90,17,879	47,06,210	43,11,069	0·02	1,924·76	2,241	13,28,41,764	3·25	5,269,251	0·82	51,996
XLII	Southern Mahratta (c)	19,55,301	18,64,772	38,20,073	17,34,858	20,85,215	1·20	1,707·32	1,221	12,24,13,556	1·70	3,712,158	0·56	78,000
XLV	South Indian (f) ..	23,62,204	24,18,340	52,80,034	26,17,211	26,63,423	1·02	1,184·54	2,248	7,73,31,808	3·44	3,373,528	0·79	2,86,340
XLVII	Assam-Bengal	56,98,853	38,83,139	95,81,992	42,86,817	52,95,175	1·24	319·71	16,562	2,64,58,752	20·01	264,849	19·99	..
XLVIII	Burma (g)	12,29,022	14,18,798	26,47,820	16,00,140	10,47,680	0·65	1,030·59	1,017	7,70,83,536	1·36	2,477,827	0·42	41,425
	TOTAL ..	1,74,39,750	1,44,61,020	3,19,01,670	1,59,46,144	1,59,55,526	1·00	7,100·27	2,245	49,10,61,053	3·25	16,884,958	0·94	4,61,186
	Assisted companies.													
LII	Rohilkund and Kumaon (Company's section)(c)	1,70,099	2,53,810	4,24,818	2,28,705	1,96,113	0·86	317·44	618	(a) 1,10,42,091	1·78	461,507	0·42	4,995
LIII	Bengal Dooars	36,834	44,795	81,629	25,735	55,894	2·17	43·63	1,281	24,33,213	2·30	46,385	1·21	..
LIV	Dibru-Sadiya	2,31,350	1,93,064	4,25,320	1,97,645	2,27,075	1·15	87·16	2,612	74,63,754	3·05	188,920	1·21	10,635
	TOTAL ..	4,39,189	4,02,578	8,31,767	4,52,085	4,79,082	1·06	448·23	1,070	2,09,39,058	2·29	696,812	0·69	15,630
	Lines owned and worked by native states.													
LXVI	Jodhpore-Bikaner ..	1,31,284	2,22,137	3,53,421	2,22,041	1,31,360	0·50	374·50	351	74,28,538	1·77	358,808	0·37	25,500
LXVIII	Bhāvnagar-Gondal-Jundgarh - Porbandar (e).	3,19,358	7,25,410	10,44,777	7,79,942	2,64,835	0·34	415·85	637	1,90,02,060	1·38	595,086	0·45	55,224
	TOTAL ..	4,50,642	9,47,550	13,98,198	10,01,983	3,96,215	0·40	790·35	501	2,65,21,108	1·49	953,894	0·42	80,724
	Foreign line.													
LXXI	West of India Portuguese.	1,04,543	(i)	2,25,791	(i)	2,25,791	..	62·85	3,593	1,63,80,444	1·38	72,470	3·12	(i)
	TOTAL ..	1,04,543	..	2,25,791	..	2,25,791	..	62·85	3,593	1,63,80,444	1·38	72,470	3·12	..
	TOTAL METRE GAUGE	1,85,24,124	1,59,02,054	3,44,57,420	1,74,00,212	1,70,57,214	0·98	8,407·69	2,029	55,40,01,753	3·07	18,608,134	0·92	5,57,539

(a) Including interest on capital during construction.

(b) Excluding the balance of miscellaneous advances.

(c) Including branch lines worked.

(d) Revised figures.

(e) Estimated value.

(f) Including the Pondicherry railway but excluding the Mayavaram-Mutpet railway.

(g) The working of this line has been transferred to a company from the 1st September 1896.

(h) Excluding 8·40 miles in dock estates and quarry lines constructed and maintained by the states themselves.

(i) Information not available.

Rolling-stock (Capital).

Statement No. 9 on pages 64 to 67 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1895 and 1896, and statement No. 10 on pages 68 to 71, shows the value of the stock at the close of 1896.

Rolling-stock adapted for military purposes.

2. Statement No. 11 on pages 72 to 75 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1896.

Brakes.

3. Statement No. 12 on pages 76 and 77 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1896.

On the East Indian railway, 12 engines and 154 vehicles were fitted with automatic vacuum brakes complete during the year.

None of the rolling-stock on the Bengal-Nágpur railway has as yet been fitted with any form of continuous brake, but the introduction of the automatic vacuum brake is under consideration.

On the Indian Midland railway, 9 engines and 6 coaching vehicles were fitted with automatic vacuum brakes.

The fitting of automatic vacuum brake gear to the rolling-stock on the North-Western State railway was in progress. The stock fitted during the year was :

Engines	...	...	...	...	...	...	...	...	...	21
Vehicles	...	...	...	...	...	...	...	...	...	400

The locomotive engines and vehicles on the Oudh and Rohilkhand State railway fitted with automatic vacuum brakes, during the year were :

Engines	...	...	...	...	...	...	...	...	...	3
Vehicles	...	...	...	...	...	...	...	...	...	73

On the Eastern Bengal State railway, 20 engines and 40 vehicles (standard gauge) and 1 engine and 1 vehicle (metre gauge) were fitted with the automatic vacuum brakes, and 30 vehicles (standard gauge) were fitted with train piping.

On the East Coast State railway, 12 bogie mail engines were fitted with the vacuum automatic brakes during the year, and 3 reserved carriages were piped only.

The rolling-stock fitted with automatic vacuum brakes on the Great Indian Peninsula railway system during the year was 37 locomotives and 502 vehicles.

The whole of the coaching stock on the Bombay, Baroda and Central India railway system has been fitted with continuous automatic vacuum brakes.

The progress made on the Madras railway in the fitting of stock with automatic vacuum brakes was as follows :

Engines	...	...	...	...	...	...	...	...	...	18
Vehicles	...	...	...	...	...	...	...	...	...	60

With a view to an earlier completion of the work of fitting the brakes to the passenger stock of this line, and to meet the wishes of Government, sanction has been accorded to the submission of an indent annually for 200 sets of vehicle fittings, instead of 50 only as previously ordered.

On the South Indian railway, 12 bogie carriages were fitted during the year, with automatic vacuum brakes, and 2 coaches were provided with train piping. Forty sets of vacuum brake gear have recently been received from England.

All the carriages erected on the Assam-Bengal railway have been fitted with the automatic vacuum brakes, but the brake has not yet been brought into use.

Couplings.

4. All the coaching and goods vehicles of the following railways are fitted with couplings at both ends ;

Bengal-Nágpur railway.
 Bezwada extension (East Coast State) railway.
 Oudh and Rohilkhand State railway.
 Madras railway.
 Darjeeling-Himalayan railway.

The whole of the coaching and goods stock on the East Indian railway is fitted with screw couplings.

The balance of the stock on the North-Western State railway remaining to

be provided with a second screw coupling on the 31st March 1896, has been fitted. The whole of the coaching and goods vehicles have now screw couplings at both ends.

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

All the vehicles of the East Coast State railway are fitted with screw couplings at both ends.

The whole of the coaching stock of the Great Indian Peninsula railway is fitted with screw couplings at both ends. During the year, 266 screw couplings were fitted to the goods stock, making a total at the end of the calendar year of 4,407, which represents the vehicles fitted on capital and revenue accounts.

The whole of the coaching stock of the Bombay, Baroda and Central India railway has screw couplings at both ends. The original goods stock of the company has been fitted with screw couplings at one end, with the exception of salt and ballast wagons, which have no screw couplings.

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

On the South Indian railway, 71 coaching and 144 goods vehicles were fitted with Jones' flexible buffers during the year, making totals of 876 coaching vehicles and 2,157 goods wagons so fitted.

The work of fitting engines with duplex couplings on the Burma railways is now completed.

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

5. On the East Indian railway, 155 vehicles were fitted during the year with gas lamps on Pintsch's system, making a total of 363 so fitted up to the 31st December 1896, and 463 vehicles remain to be fitted.

The work of fitting Pintsch's gas lights to the coaching stock of the Bengal-Nagpur railway was in progress during the year.

The building for accommodating the Pintsch's gas plant at Lahore, and the erection of the necessary machinery on the North-Western State railway, were completed during the year.

On the Indian Midland railway, 225 carriages have been fitted up to the 31st December 1896 with gas on Pintsch's system; the remaining vehicles will not be fitted at present.

Sanction having been received on the Oudh and Rohilkhand State railway to the introduction of Pintsch's system of lighting railway carriages, an indent has been sent to England for the necessary plant and machinery.

On the Eastern Bengal State railway, 65 carriages were fitted with gas lamps on Pintsch's system.

During the year 395 vehicles were fitted with Pintsch's gas on the Great Indian Peninsula railway, making a total of 798 at the end of the year.

On the Bombay, Baroda and Central India railway, 447 carriages have up to date been fitted with gas-lighting apparatus on Pintsch's system, and the rest are being done.

The following shows the progress made on the work of lighting of railway carriages with Pintsch's gas on the Madras railway during the year 1896 :

Number of vehicles fitted for gas-lighting on the 31st December 1895	102
Do. fitted during the year	286
Do. fitted for gas-lighting on the 31st December 1896	388

The work of lighting the trains by gas is being gradually extended, and as soon as the materials of an indent for extra fittings and plant now under supply are received in India, this system of lighting will be generally introduced on all trains. It is expected that the work will be fully completed before December 1897.

Lighting carriages with Pintsch's gas has not yet been introduced on the Southern Mahratta railway, but the scheme has been sanctioned by Government, and an indent has been submitted to the Board for necessary fittings.

The erection of the gas making plant (Pintsch's system) at Laksam on the Assam-Bengal railway was completed, and the gas is now used throughout for lighting carriages, all being fitted with the necessary arrangements.

Retiring accommodation for females.

6. Statement No. 13 on page 78 furnishes details of the number of carriages that have been fitted with retiring accommodation for females, in compliance with the requirements of section 64 of the Indian Railways Act IX of 1890.

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY.	OPEN MILEAGE		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1895.	On the 31st December 1896 (from statement No. 32, pages 188 to 141).	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.
	STANDARD GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
I	East Indian (a)	1,883.82	1,883.81	596	596	1,237	1,264
III	Bengal-Nágpur	860.88	860.88	111	118	293	293
IV	Indian Midland (b)	922.21	922.21	111	111	352	372
V	Bhopal-Itársi (British section)	(13.11)	(13.11)	Worked by the Indian Midland Railway.			
VI	Godhra-Rutlam-Nágdá	(115.33)	(140.91)	Worked by the Bombay, Baroda and Central			
VII	Wardha Coal	(44.88)	(44.88)	Worked by the Great Indian Peninsula Railway			
VIII	Dhond-Manmád	(145.44)	(145.44)	Worked by the Great Indian Peninsula Railway			
IX	Bezwada Extension (East Coast State)	(20.58)	(20.58)	Worked by the Nizam's Guaranteed State Rail			
X	Madras-Ennúr section (Bezwada-Madras) ... ..	...	(8.45)	Worked by the Madras Railway. ...			
	Total	3,666.91	3,666.90	818	825	1,832	1,929
	State lines worked by the State.						
XI	North-Western (d)	2,660.00	*2,896.68	589	602	1,541	1,598
XII	Hyderabad-Shadipalli	(58.91)	(58.91)	Worked by the North Western State Railway.			
XIII	Oudh and Rohilkhand	797.18	812.37	166	166	488	517
XIV	Eastern Bengal (e)	374.23	375.01	109	117	457	465
	Bengal Central... ..	(125.01)	(125.01)	Worked by the Eastern Bengal State Railway			
XV	Calcutta Port Commissioners'	8.53	8.53	6	8	...	...
XVI	East Coast	(∞) 426.89	(∞) 500.51	43	57	† 205	231
	Total	4,266.83	4,593.10	913	950	† 2,691	2,811
	Lines worked by guaranteed companies.						
XVIII	Great Indian Peninsula (h)	1,490.24	1,491.31	605	605	1,136	1,136
XIX	Bombay, Baroda and Central India (j)	589.58	649.83	162	165	445	447
XX	Madras (k)	849.22	857.68	166	166	632	643
	Total	2,929.04	2,998.82	933	936	2,213	2,226
	Assisted companies.						
XXI	Delhi-Umballa-Kalka	(161.40)	(160.47)	Worked by the East Indian Railway.			
XXII	Tarkessur	(22.23)	(22.23)	Worked by the East Indian Railway.			
	Total	(183.63)	(182.70)	...	...	...	...
	Lines owned by native states and worked by companies.						
XXVII	Khámgaon	(7.55)	(7.55)	Worked by the Great Indian Peninsula Railway.			
XXVIII	Amráoti	(5.44)	(5.44)	Worked by the Great Indian Peninsula Railway.			
XXIX	Bína-Goona	(72.18)	(71.74)	Worked by the Great Indian Peninsula Railway.			
XXX	Bhopal-Ujjain	(113.52)	(113.52)	Worked by the Indian Midland Railway.			
XXXI	Bhopal-Itársi (Native State section)	(44.28)	(44.28)	Worked by the Indian Midland Railway.			
XXXII	The Nizam's Guaranteed state (l)	352.90	352.90	50	50	111	112
XXXIII	Nágdá-Ujjain ... ..	...	(34.67)	Worked by the Bombay, Baroda and Central			
XXXIV	The Gaekwar's Petlád... ..	(13.35)	(13.35)	Worked by the Bombay, Baroda and Central			
XXXV	Kolar Gold-fields	(10.00)	(10.00)	Worked by the Madras Railway. ...			
	Total	352.90	352.90	50	50	111	112
	Lines owned by native states and worked by state railway agency.						
XXXVI	Rájpura-Bhátinda	(107.94)	(107.94)	Worked by the North Western State Railway.			
XXXVII	Jammu and Kashmir (Native State section)	(15.92)	(15.92)	Worked by the North Western State Railway.			
	Total	(123.86)	(123.86)	...	...	...	...
	Total standard gauge	11,215.68	11,611.72	2,714	2,761	† 6,897	7,078

N.B.—The mileages shown within brackets are not included in the totals, as they are included with the mileages of the home lines.
 * Excluding the Muskat-Bolan Railway constructed, but not worked.

No. 9.

and metre gauge railways on the 31st December 1896.

GOODS VEHICLES.		BRAKE-VANS.		CRANES.		TOTAL NUMBER OF VEHICLES.		Classification No.	REMARKS.
Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.		
No.	No.	No.	No.	No.	No.	No.	No.		
9,649	9,961	341	341	20	20	11,247	11,586	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
3,407	3,407	123	123	8	8	3,831	3,831	III	
2,060	2,059	126	(c) 126	8	9	2,546	2,566	IV	
...	...	...	...	...	...	...	...	V
India rail way.	...	...	...	...	...	...	...	VI
...	...	...	...	...	...	...	...	VII
...	...	...	...	...	...	...	...	VIII
way.	...	...	...	...	...	...	...	IX
...	...	...	...	...	...	...	...	X
15,116	15,427	590	590	36	37	17,624	17,983			(d) Including the Hyderabad-Shadipalli and the Rájputra-Bhátinda railways, and the Jammu and Kashmir railway (Native State section), but excluding the stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
10,031	10,266	506	523	44	46	12,122	12,433	XI	
...	...	...	...	...	...	...	...	XII
4,357	4,357	120	132	16	16	4,981	5,022	XIII	
2,068	2,107	63	67	5	4	2,593	2,643	XIV	
...		(e) Including the Bengal Central railway.
172	372	172	372	XV	(f) Excluding 2.99 miles of metre gauge line.
1,086	1,214	35	(g) 65	2	5	†1,328	1,515	XVI	(g) Including 31 brake-vans with one or more third class compartments each.
17,714	18,316	724	787	67	71	†21,196	21,985		(h) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.
7,824	7,816	633	(i) 650	47	47	9,640	9,649	XVIII	(i) Including 52 brake-vans with four third class compartments each, 32 with one, and 25 with three compartments each.
4,216	4,216	94	94	3	4	4,758	4,761	XIX	
2,809	2,917	174	175	7	7	3,622	3,742	XX	(j) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain, and the Gaekwar's Petlád railways.
14,849	14,949	901	919	57	58	18,020	18,152		(k) Including the Madras-Eanúr section (Bezvádá-Madras) and the Kolar Goldfields railway.
...	...	...	...	...	...	...	...	XXI
...	...	...	...	...	...	...	...	XXII
...		
...	...	...	...	...	...	...	...	XXVII
...	...	...	...	...	...	...	...	XXVIII
...	...	...	...	...	...	...	...	XXIX
...	...	...	...	...	...	...	...	XXX
...	...	...	...	...	...	...	...	XXXI
†776	832	41	41	†2	2	†930	987	XXXII	(l) Including the Bezvádá extension (East Coast State).
India rail way.	...	...	...	...	...	...	...	XXXIII
...	...	...	...	...	...	...	...	XXXIV
...	...	...	...	...	...	...	...	XXXV
†776	832	41	41	†2	2	†930	987		
...	...	...	...	...	...	...	...	XXXVI
...	...	...	...	...	...	...	...	XXXVII
...		
†48,455	49,524	2,266	2,337	†162	168	†57,770	59,107		

† Corrected figures.

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1895.	On the 31st December 1896 (from statement No. 32, pages 138 to 141).	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.
	METRE GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
XXXVIII	Bengal and North-Western—						
	Tirhoot Section	756·30	820·43	105	110	351	384
	Company's Section						
XXXIX	Lucknow-Bareilly Section (Rohilkund and Kumaon)	(231·17)	(231·17)	Worked by the Rohilkund and Kumaon railway.			
XL	Rajputana-Malwa (a)	1,844·16	1,844·23	446	441	1,299	1,316
XLI	Pálanpur-Deesa	(17·28)	(17·28)	Worked by the Rajputana-Malwa railway.			
XLII	Southern Mahratta (b)	1,553·21	1,553·21	(c) 220	(c) 219	715	715
XLIII	Guntakal-Mysore Frontier	(119·50)	(119·50)	Worked by the Southern Mahratta railway.			
XLIV	Mysore Section (Southern Mahratta)	(296·00)	(296·00)				
XLV	South Indian (e)	1,103·38	1,103·38	204	204	*882	894
XLVI	Máyavaram-Mutupet	(53·99)	(53·99)	Worked by the South Indian railway.			
XLVII	Assam Bengal	129·61	285·90	22	44	30	86
XLVIII	Burma (g)	834·20	886·45	139	145	609	612
	Total	6,220·86	6,493·60	1,196	1,163	*3,886	4,007
	State lines worked by the State.						
	North-Western (h) ... ..	...	...	14	4	19	12
XLIX	Eastern Bengal—						
	Northern and Behar Sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	478·51	478·47	79	79	308	317
	Dacca Section	85·92	85·92	12	12	67	67
	Total	564·43	564·39	105	95	394	396
	Assisted companies.						
LI	Deoghur	4·79	4·79	3	3	10	10
LII	Rohilkund and Kumaon (Company's Section) (?)	285·09	285·09	27	27	148	148
LIII	Bengal Dooars	36·40	36·40	4	4	19	19
LIV	Dibru-Sadiya	77·50	77·50	18	18	29	40
	Total	403·78	403·78	52	52	206	217
	Lines owned by native states and worked by companies.						
LX	The Gaekwar's Mehsána	(92·63)	(92·63)	Worked by the Rajputana - Malwa railway.			
LXI	Kolhápúr	(29·07)	(29·07)	Worked by the Southern Mahratta railway.			
LXII	Yesvantpur-Mysore Frontier	(51·35)	(51·35)				
LXIII	Mysore-Nanjangúd	(15·25)	(15·25)	...	...	...	...
	Total	(188·30)	(188·30)	...	...	...	...
	Lines owned and worked by native states.						
LXVI	Jodhpore-Bickaneer—						
	Jodhpore Section	364·00	364·00	17	17	69	69
	Bickaneer Section						
LXVII	Oodeypore-Chitor	(60·31)	(60·39)	Worked by the Rajputana-Malwa railway.			
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (k)	379·69	379·69	33	33	190	190
LXIX	Jetalsar-Rájkot	(46·23)	(46·23)	Worked by the Bhávnagar-Gondal - Junágarh Por			
	Total	743·69	743·69	50	50	259	259
	Foreign lines.						
LXXI	West of India Portuguese	51·00	51·00	12	12	24	24
LXXII	Pondicherry	(7·80)	(7·80)	Worked by the South Indian railway.			
	Total	51·00	51·00	12	12	24	24
	Total metre gauge	7,583·76	(l) 8,256·46	1,355	1,372	*4,769	4,903

N.B.—The mileages shown within brackets are not included in the totals, as they are included with the mileages of the home lines.

No. 9.—concl'd.

and metre gauge railways on the 31st December 1896—concl'd.

GOODS VEHICLES.		BRAKE-VANS.		CRANES.		TOTAL NUMBER OF VEHICLES.		Classification No.	REMARKS.
Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.	Number on the 31st December 1895.	Number on the 31st December 1896.		
No.	No.	No.	No.	No.	No.	No.	No.		
2,339	2,899	67	78	13	13	3,270	3,374	XXXVIII	
(Company's section).		...	...	...	...	...	...	XXXIX	* Corrected figures.
7,166	7,101	282	282	29	29	8,776	8,728	XL	(a) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
...	...	...	...	...	...	...	...	XLI	
4,684	4,684	(d) 138	(d) 188	20	20	5,607	5,607	XLII	(b) Including the Guntakal-Mysore Frontier, the Mysore Section (Southern Mahratta), the Kolhápúr, the Yesvantpur-Mysore Frontier and the Mysore-Nanjangúdí railways.
...	...	...	...	...	...	...	...	XLIII	
3,321	3,323	* (f) 66	(f) 66	3	3	*4,272	4,286	XLIV	(c) Excluding the tender of a condemned engine.
...	...	...	...	...	...	...	...	XLV	(d) Including 164 brake-vans with one third-class compartment each.
586	942	16	30	3	6	585	1,064	XLVI	(e) Including the Májavaram-Mutupet and the Pondicherry railways.
5,430	3,465	136	136	19	19	4,203	4,232	XLVII	(f) Including eight brake-vans with one third class compartment each.
21,985	22,414	*755	780	87	90	*26,713	27,291	XLVIII	(g) The working of this line has been transferred to a company from the 1st September 1896.
51	...	1	..	...	...	71	12		(h) For narrow-gauge stock formerly used on the metre-gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
1,963	1,958	50	49	7	7	2,328	2,331	XLIX	
246	246	10	10	3	3	326	326		
2,260	2,204	61	59	10	10	2,725	2,669		
8	8	2	2	...	...	20	20	LI	
659	659	27	27	6	6	840	840	LII	(i) Including the Lucknow-Bareilly section.
80	(j) 81	5	5	1	1	105	106	LIII	(j) Including one dummy truck.
711	800	18	18	1	1	759	859	LIV	
1,458	1,548	52	52	8	8	1,724	1,825		
...	...	...	...	...	...	...	...	LX	
...	...	...	...	...	...	...	...	LXI	
...	...	...	...	...	...	...	...	LXII	
...	...	...	...	...	...	...	...	LXIII	
220	220	12	12	...	...	301	301	LXVI	
...	...	...	...	...	...	...	...	LXVII	
892	892	37	37	2	2	1,121	1,121	LXVIII	(k) Including the Jetalsar-Rájkot railway.
bandar railway.		...	...	...	...	...	...	LXIX	
1,112	1,112	49	49	2	2	1,422	1,422		
146	146	13	13	1	1	184	184	LXXI	
...	...	...	...	...	...	...	...	LXXII	
146	146	13	13	1	1	184	184		(l) Excluding the Cawnpore-Burhwal (metre-gauge link) for which no separate rolling-stock has been provided.
26,961	27,424	*930	953	108	111	*32,768	33,391		

Value of locomotives and vehicles on the standard gauge

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.		
		I East Indian railway sys- tem.	III. Bengal-Nagpur.	IV. Indian Midla railway sys- tem.
STANDARD GAUGE.				
1	Mileage open on the 31st December 1896 Miles	1,883.81	860.88	922.4
2	Mileage of single track, including sidings Miles	2,835.07	960.26	1,082.1
3	Total train-mileage Train-miles	12,007,577	1,572,017	1,604,56
4	Gross-ton mileage Ton-miles	4,418,485,398	588,639,584	506,749,30
5	Total capital outlay on open line, excluding steam-boat and suspense Rs.	39,11,08,927	9,71,96,278	10,62,22,66
6	Gross earnings, excluding steam-boat Rs.	5,55,45,536	63,68,525	58,37,25
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings Rs.	557	142	11
8	Five per cent. of gross earnings, excluding steam-boat Rs.	27,77,277	3,18,426	2,91,80
9	Value* of engine stock Rs.	1,93,66,291	49,88,818	36,27,76
10	Per mile of line open (9 ÷ 1) Rs.	10,280	5,795	3,95
11	Per train mile (9 ÷ 3) Rs.	1.6	3.2	2
12	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4) Rs.	4.4	8.5	7
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9) Rs.	286.7	127.7	160
14	Value* of coaching and goods stock Rs.	2,59,06,691	1,17,01,804	87,75,76
15	Per mile of line open (14 ÷ 1) Rs.	13,753	13,593	9,51
16	Per train-mile (14 ÷ 3) Rs.	2.2	7.4	5
17	Per 1,000 gross ton-miles (14 × 1,000 ÷ 4) Rs.	5.8	19.9	17
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 14) Rs.	214.4	54.4	66
19	Total value* of rolling-stock Rs.	4,52,72,982	1,66,90,622	1,24,03,54
20	Per mile of line open (19 ÷ 1) Rs.	24,038	19,388	13,45
21	Per train-mile (19 ÷ 3) Rs.	3.8	10.6	7
22	Per 1,000 gross ton-miles (19 × 1,000 ÷ 4) Rs.	10.2	28.4	24
23	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100 ÷ 19) Rs.	122.7	38.2	47
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100 ÷ 19) Per cent.	42.8	29.8	29
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100 ÷ 19) Per cent.	57.2	70.2	70
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 19) Per cent.	6.1	1.9	2
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20 ÷ 7) Rs.	43.1	136.5	113.4

* Represents total cost char.

- (a) Excluding the Mushkat-Bolan railway—constructed but not worked—but including 612 miles of military line not used for public traffic, as also open section of the Wazirabad-Lyallpur railway and the Kotri-Rohri chord line absorbed in the North-Western railway system.
- (b) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolan railway (Quetta loop) and the Ferozepore tramway.
- (c) Value of engine and carriage and wagon stock not recorded separately.

No. 10.

metre gauge railways on the 31st December 1896 compared with earnings.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of standard gauge railways.	Progressive No.
XI North-Western railway system.	XIII Oudh and Rohilkhand.	XIV Eastern Bengal, including the Bengal Central railway.	XV Calcutta Port Commissioners'.	XVI East Coast.	XVIII Great Indian Peninsula railway system.	XIX Bombay, Baroda and Central India railway system.	XX Madras railway system.	XXXII The Nizam's Guaranteed state railway system.		
(a)2,896.68	812.37	375.01	- 8.53	(f)500.51	1,491.31	649.83	857.67	352.90	(f)11,611.71	1
3,660.41	936.92	558.88	20.81	(g)571.65	2,229.26	850.63	1,046.59	388.94	(g)15,091.00	2
8,443,508	2,439,227	2,145,839	(d)	893,111	9,000,933	2,835,376	2,544,645	777,866	44,264,682	
2,660,263,346	753,172,042	662,225,587	(d)	279,627,262	2,581,701,764	1,007,425,195	737,214,413	282,122,796	14,477,626,687	4
45,93,26,670	10,27,69,446	6,94,68,125	68,49,276	5,22,74,165	29,26,05,041	12,08,14,141	11,99,34,999	4,15,10,112	1,86,00,79,847	5
3,05,64,382	86,97,076	97,05,988	4,41,434	23,61,811	3,44,19,629	1,76,57,198	1,10,96,897	34,57,844	18,61,53,578	6
214	209	498	896	94	444	546	249	187	313	7
15,28,219	4,34,854	4,85,299	22,072	1,18,091	17,20,981	8,82,860	5,54,845	1,72,892	93,07,679	8
1,97,19,316	42,75,410	(c)	1,47,896	29,58,9.2	1,88,76,211	56,26,196	54,57,999	19,45,714	8,69,90,617	9
6,807	5,263	...	17,938	5,912	12,657	8,658	6,364	5,513	7,742	10
2.3	1.8	...	...	3.3	2.1	2.0	2.1	2.5	2.1	11
7.4	5.7	...	...	10.6	7.3	5.6	7.4	6.9	6.3	12
155.0	203.4	...	298.5	79.8	182.3	313.8	203.3	177.7	202.8	13
3,52,43,505	1,12,45,247	(e)	(e)5,64,644	46,80,859	2,03,89,963	1,09,96,473	99,08,695	21,88,515	14,46,02,161	14
13,203	13,842	...	66,195	9,352	13,673	16,922	11,553	6,202	12,869	15
4.5	4.6	...	...	5.3	2.3	3.9	3.9	2.8	3.4	16
14.4	14.9	...	...	16.7	7.9	10.9	13.4	7.8	10.4	17
79.9	77.3	...	78.2	50.5	168.8	160.6	112.0	158.0	122.0	18
(b)5,79,62,821	1,55,20,657	1,03,94,857	7,12,540	76,39,841	3,92,66,174	1,66,22,669	1,53,66,694	41,34,229	24,19,87,635	19
20,010	19,105	27,719	83,533	15,264	26,330	25,580	17,917	11,715	20,840	20
6.8	6.4	4.8	...	8.6	4.4	5.9	6.0	5.3	5.5	21
21.8	20.6	15.7	...	27.3	15.2	16.5	20.8	14.7	16.7	22
52.7	56.0	93.4	62.0	30.9	87.7	106.2	72.2	83.6	76.9	23
34.0	27.5	...	20.7	33.7	48.1	33.8	35.5	47.1	37.6	24
66.0	72.5	...	79.3	61.3	51.9	66.2	64.5	52.9	62.4	25
2.6	2.8	4.7	3.1	1.5	4.4	5.3	3.6	4.2	3.3	26
93.5	91.4	55.7	83.9	162.4	59.3	46.8	72.0	62.1	66.7	27

to final heads of account.

(d) Information not available.

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

(f) Excluding 299 miles of metre gauge line.

(g) Excluding 4.59 miles of single track laid on the metre-gauge.

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.						
		XXXVIII	XL	XLII	XLV	XLVII	XLVIII	
		Bengal and North-Western railway system.	Rajputana-Malwa railway system. (b)	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma. †	
	METRE GAUGE.							
1	Mileage open on the 31st December 1896... Miles	820.43	1,783.84	1,533.21	1,103.38	285.90	886.45	
2	Mileage of single track, including sidings Miles	939.35	2,047.69	1,707.31	1,243.93	319.71	1,030.59	
3	Total train-mileage Train-miles	1,787,345	5,384,167	3,712,158	3,497,974	264,849	2,477,827	
4	Gross ton-mileage Ton-miles	365,520,373	1,129,692,853	648,924,163	572,013,063	51,767,837	454,124,468	
5	Total capital outlay on open line, excluding steam-boat and suspense Rs.	5,22,39,892	13,21,29,896	12,02,84,404	7,71,10,077	2,38,45,322	7,49,59,689	
6	Gross earnings, excluding steam-boat Rs.	53,17,405	2,02,00,889	91,62,980	92,33,034	6,18,786	75,79,569	
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings Rs.	134	218	113	161	71	167	
8	Five per cent. of gross earnings, excluding steam-boat Rs.	2,65,870	10,10,044	4,58,149	4,61,652	30,939	3,78,978	
9	Value* of engine stock Rs.	21,89,016	80,22,834	45,22,077	43,12,749	14,51,390	29,09,620	
10	Per mile of line open (9 ÷ 1) Rs.	2,668	4,498	2,911	3,909	5,077	3,282	
11	Per train-mile (9 ÷ 3) Rs.	1.2	1.5	1.2	1.2	5.5	1.2	
12	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4) Rs.	6.0	7.1	7.0	7.5	28.0	6.4	
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9) Rs.	242.9	251.8	202.6	214.1	42.6	260.5	
14	Value* of coaching and goods stock Rs.	52,96,551	1,34,22,296	81,57,814	80,70,502	24,88,328	75,64,695	
15	Per mile of line open (14 ÷ 1) Rs.	6,456	7,524	5,252	7,314	8,703	8,534	
16	Per train-mile (14 ÷ 3) Rs.	3.0	2.5	2.2	2.3	9.8	3.1	
17	Per 1,000 gross ton-miles (14 × 1,000 ÷ 4) Rs.	14.5	11.9	12.7	14.1	48.1	16.7	
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 14) Rs.	100.4	150.5	112.3	114.4	24.9	100.2	
19	Total value* of rolling-stock Rs.	74,85,567	2,14,45,130	1,26,79,891	1,23,83,251	39,39,718	1,04,63,351	
20	Per mile of line open (19 ÷ 1) Rs.	9,124	12,022	8,163	11,223	13,780	11,804	
21	Per train-mile (19 ÷ 3) Rs.	4.2	4.0	3.4	3.5	14.8	4.2	
22	Per 1,000 gross ton-miles (19 × 1,000 ÷ 4) Rs.	20.5	19.0	19.7	21.6	76.1	23.0	
23	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100 ÷ 19) Rs.	71.0	94.2	72.3	74.6	15.7	72.4	
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100 ÷ 19) Per cent.	29.2	37.4	35.7	34.8	36.8	27.7	
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100 ÷ 19) Per cent.	70.8	62.6	64.3	65.2	63.2	72.3	
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 19) Per cent.	3.6	4.7	3.6	3.7	0.8	3.6	
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20 ÷ 7) Rs.	68.2	55.1	72.2	69.7	194.1	70.7	

* Represents total cost charged to final heads of account.

† The working of this line has been transferred to a company from the 1st September 1896.

(a) Including Rs. 10,90,014 on account of interest on capital during construction.

(b) Excluding the Odeypore-Chitor railway.

(c) Excluding Rs. 10,964 on account of receipts on capital account.

No. 10—concl'd.

metre gauge railways on the 31st December 1896 compared with earnings—concl'd.

STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		FOREIGN LINE.	Total and average of metre gauge railways.	Progressive No.
XLIX Eastern Bengal.		LI	LII	LIII	LIV	LXVI	LXVIII	LXXI		
Northern and Behar sections (including the Kaunia-Dharila, 2'6" gauge, branch).	Dacca section.	Deoghur.	Rohilkund and Kumaon railway system.	Bengal Dooars.	Dibru-Sadiya.	Jodhpore-Bikaner, Jodhpore and Bikaner sections.	Bhavnagar-Gondal-Junagarh-Porbandar railway system.	West of India Portuguese.		
478.47	86.92	4.79	285.09	36.40	77.50	364.00	(f)379.69	51.00	8,196.07	1
554.29	100.54	5.41	317.44	43.63	87.16	374.50	425.25	62.85	9,259.65	2
1,536.897	178,238	12,184	461,507	46,385	188,920	358,808	595,086	72,470	20,574,815	3
270,634,063	25,176,538	(d)	80,972,722	(d)	(d)	66,960,541	90,035,292	12,058,433	3,762,880,316	4
3,91,73,368	67,39,174	2,86,180	1,08,19,634	22,66,314	72,75,259	74,28,538	1,88,32,653	1,35,77,381	58,70,67,781	5
52,83,878	5,11,741	30,014	12,54,504	2,56,624	6,47,360	12,85,192	21,77,995	(h)2,38,690	6,37,98,561	6
212	115	120	86	136	161	68	110	90	155	7
2,64,194	25,587	1,501	62,725	12,881	32,368	64,260	1,08,900	11,029	31,89,928	8
14,02,609	2,64,353	34,000	5,71,750	1,00,279	(d)	3,72,920	6,23,686	4,01,528	2,71,78,811	9
2,931	3,077	7,098	2,006	2,755	...	1,025	1,643	7,873	3,348	10
0.9	1.5	2.8	1.2	2.1	...	1.0	1.0	5.5	1.3	11
5.2	10.5	(d)	7.1	(d)	...	5.6	6.9	33.3	7.2	12
376.7	193.6	88.3	219.3	255.9	...	344.6	349.2	59.4	232.4	13
39,13,863	4,90,149	49,236	(c)12,47,625	2,31,185	(d)	6,21,624	(g)16,88,661	3,45,639	5,35,88,168	14
8,180	5,704	10,279	4,376	6,351	...	1,707	4,447	6,777	6,601	15
2.6	2.7	4.0	2.7	5.0	...	1.8	2.8	4.8	2.6	16
14.4	19.5	(d)	15.4	(d)	...	9.3	18.8	28.7	14.2	17
135.0	104.4	61.0	100.5	111.0	...	206.7	129.0	69.0	117.8	18
53,16,472	7,54,502	83,236	18,19,375	3,31,464	15,35,701	9,94,544	23,12,347	7,47,167	8,22,91,716	19
11,111	8,781	17,377	6,382	9,106	19,815	2,732	6,090	14,650	10,040	20
3.5	4.2	6.8	3.9	7.1	8.1	2.8	3.8	10.3	4.0	21
19.6	30.0	(d)	22.5	(d)	(d)	14.9	25.7	62.0	21.4	22
99.4	67.8	36.1	69.0	77.4	42.2	129.2	94.2	31.9	77.5	23
26.4	35.0	40.8	31.4	30.3	...	37.5	27.0	53.7	33.0	24
73.6	65.0	59.2	68.6	69.7	...	62.5	73.0	46.3	66.4	25
5.0	3.4	1.8	3.4	3.9	2.1	6.5	4.7	1.6	3.9	26
52.4	76.4	144.8	74.2	67.0	123.1	40.2	55.4	162.8	64.8	27

(d) Information not received.

(e) Decrease due to the exclusion of the value of condemned vehicles.

(f) Including 4.50 miles of dock estate and quarry lines constructed and maintained by the states themselves.

(g) Decrease due to the sale of angles and side chains of bogie carriages.

(h) Excluding Rs. 58,588 on account of harbour earnings.

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF INTERMEDIATE AND THIRD CLASS CARRIAGES, FITTED FOR AMBULANCE PURPOSES.				*Percentage on entire stock.	NUMBER OF HORSE BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†				Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡	
		Intermediate.	Third.	Composite intermediate and third.	Total.		Capable of carrying 6 horsea.	Capable of carrying 4 horsea.	Capable of carrying 3 horsea.	Capable of carrying 2 horsea.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	*Percentage on entire stock.		
	STANDARD GAUGE.																
	State lines worked by companies.																
I	East Indian ... ..	...	52	...	52	6.44	75	...	...	...	75	888	1,081	15,752	30.60	...
III	Bengal-Nágpur ... ..	...	23	...	23	(a) 11.44	10	...	...	...	10	...	1,191	9,528	52.44	...
IV	Indian Midland ... ..	...	22	...	22	10.00	5	...	10	...	15	...	750	6,100	64.10	...
	State lines worked by the State.																
XI	North-Western (c) ... ..	...	437	4	441	45.60	98	...	26	...	124	75	(d) 4,465	37,968	65.35	...
XIII	Oudh and Rohilkhand ..	...	36	...	36	12.04	31	...	...	...	31	502	603	8,840	28.64	...
XIV	Eastern Bengal	16	...	...	16	(j) 5.56	5	...	5	...	10	...	343	2,744	22.30	(k) & (l) 535
XVI	East Coast ... ..	...	...	...	...	...	6	...	...	...	6	...	381	3,048	49.10	...
	Lines worked by guaranteed companies.																
XVIII	Great Indian Peninsula ...	...	29	...	29	5.23	...	...	93	...	93	1,506	...	12,048	34.27	(a) 375
XIX	Bombay, Baroda and Central India.	...	15	...	15	4.89	15	...	...	...	15	1,653	...	13,224	74.02	...
XX	Madras ... ..	...	28	...	28	(p) 7.14	2	...	44	...	46	959	396	10,840	98.76	...
	Line owned by native state and worked by company.																
XXXII	The Nizam's Guaranteed state.	...	...	...	...	...	7	...	3	...	10	59	60	952	70.41	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue accounts for the second-half of 1896.

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

(a) Percentage calculated on the total intermediate, intermediate and third, intermediate and postal, third and postal composite carriages on the line.

(b) Including 8 first class carriages.

(c) The carriages on this line are fitted with both hooks and racks, racks are only used under the seats.

(d) Including 412 bogie carriages.

(e) Including 140 bogie carriages.

(f) Including 5 first class carriages.

(g) Composite first, second and third class carriages.

(h) Including 20 intermediate and postal composites and 15 third and postal composites.

(i) Including 8 composites, intermediate and postal, and 25 third and postal.

No. 11.

adapted for military purposes, as existing on the 31st December 1896.

NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS.‡				CARRIAGES FITTED WITH HOOKS OR RACKS.																	
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds	*Percentage on entire stock.	NUMBER FITTED WITH										* PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS.							
				Hooks.				Racks.						Composite, first and second.		Intermediate.		Composite, intermediate and third.			
				Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.		
		Tons.																			
...	2,210	32,691	90.42	...	...	...	436	...	...	...	...	...	...	...	...	...	...	...	...	...	68.10
500	115	8,669	55.11	...	...	...	...	(b) 31	4	15	8	...	149	93.94	100.00	100.00	100.00	...	...	...	82.32
...	207	2,484	23.88	...	...	...	...	...	...	22	...	...	178	...	...	100.00	...	...	...	...	80.91
2																					
148	(c) 1,766	24,319	49.82	...	...	...	...	(f) 25	(g) 8	23	51	(h) 86	765	13.59	80.00	27.38	52.04	86.15	93.87	...	...
...	138	1,380	40.47	...	...	...	...	...	...	...	22	(i) 50	260	...	...	...	100.00	100.00	100.00	...	...
...	178	2,106	84.76	...	8	...	2	13	...	12	28	(m) 51	169	29.55	...	100.00	64.29	100.00	...	...	94.48
100	328	5,336	100.00	...	...	...	...	...	...	...	...	(n) 7	124	...	...	...	...	100.00	...	...	75.15
2																					
...	...	...	...	...	...	...	...	...	...	55	...	...	66	...	...	35.48	...	...	...	...	11.89
51	501	7,088	31.79	...	...	...	...	4	...	...	22	...	108	13.79	...	...	100.00	...	...	...	37.89
..	136	816	12.30	70	...	...	319	...	...	...	...	...	...	...	...	100.00	...	...	...	...	(p) 81.38
472	58	7,007	80.55	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

‡ Including all covered goods wagons which from their dimensions and from having wooden floors or iron floors covered with battens are suitable for the carriage of horses.
 § Excluding wagons with doors less than 5' 6" wide and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.
 j) Percentage calculated on intermediate; intermediate and third; intermediate and brake-vans; intermediate and postal; intermediate, third and postal; third; third and postal, and third and brake-van composite carriages.
 (k) Capable of carrying 8 horses.
 (l) None of these have their floors covered with wooden battens.
 (m) Including 8 composites, intermediate and postal, 7 intermediate and brake-vans, 1 intermediate, third, and postal, 3 third, and postal, and 7 third and brake-vans.
 (n) Third and postal composites.
 (o) Capable of carrying 6 horses.
 (p) Percentage calculated on total third, and total third and postal composites on the line.

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF INTERMEDIATE AND THIRD CLASS CARRIAGES, FITTED FOR AMBULANCE PURPOSES.				*Percentage on entire stock.	NUMBER OF HORSE BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†				Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡	
		Inter-mediate.	Third.	Composite intermediate and third.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wood-en.	Iron.	Total number of horses capable of being carried.	*Percentage on entire stock.		
	METRE GAUGE.																
	State lines worked by companies.																
XXXVIII	Bengal and North-Western—																
	Tirhoot section ...	...	...	...	...	...	...	20	...	...	20	74	...	296	3.01	...
	Company's section ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	...	...	...	...	...	...	3	...	...	3	3	...	12	0.71	...
XL	Rajputana-Malwa ...	...	(b) 26	...	26	2.97	...	82	...	...	82	334	...	(c)	7.56	(d) 322
XLII	Southern Mahratta ...	...	3	...	3	0.62	...	36	...	...	36	...	100	400	3.18	...
XLV	South Indian ...	...	15	...	15	(l) 2.34	...	10	...	20	30	17	250	1,602	14.13	1,623
XLVII	Assam Bengal ...	...	...	...	...	...	...	6	...	...	6	400	...	1,600	76.19	(p) 125
XLVIII	Burma (q) ...	...	68	...	68	20.99	...	36	...	...	36	(r) 95	50	580	6.68	315
	State line worked by the State.																
XLIX	Eastern Bengal—																
	Northern and Behar Sections (including the Kaunia-Dharlla, 2' 6" gauge, branch.	...	...	...	...	...	...	14	...	...	14	...	...	...	...	(r)&(w) 492
	Dacca section ...	...	...	...	...	...	...	2	...	...	2	...	...	...	...	(p)&(v) 125
	Assisted companies.																
LII	Rohilkund and Kumaon (Company's section).	...	...	...	...	...	...	2	...	...	2	...	...	...	...	...
LIII	Bengal Dooars ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Dibru Sadiya ...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	(s) 138
	Lines owned and worked by native states.																
LXVI	Jodhpore-Bikaner—																
	Jodhpore Section ...	...	...	...	...	...	...	4	...	1	5	...	...	...	...	...
	Bikaner Section ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVIII	Bhavnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	(aa) 10	...	...	10	...	...	...	...	(p) 105

* Percentage on stock of the same class of vehicles shown in column 5 of Statement No. XII of the Capital and Revenue Accounts for the second-half of 1896.
† Only such wagons as are actually provided with complete fittings are included in these columns.

(a) Percentage calculated on total third and total third and postal composites on the line.

(b) Including 21 bogie carriages.

(c) 200 capable of carrying 6 horses each, and 134, 9 ponies each.

(d) Capable of carrying 6 horses each.

(e) Including 953 bogie carriages.

(f) Including 16 composites third and postal.

(g) Including 48 bogie carriages.

(h) Percentage calculated on total composites second and third, intermediate and third, intermediate and postal and third and postal on the line.

(i) Including 12 bogie carriages.

(j) Two composites, third and postal, and 17 third and brake-vans.

(k) Including 42 bogie carriages.

(l) Percentage calculated on total third, composite third and postal, and third and brake-vans on the line.

(m) Including 20 bogie carriages.

(n) Composite first, second and third class carriages.

No. 11—concl'd.

adapted for military purposes, as existing on the 31st December 1896—concl'd.

NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS.‡				CARRIAGES FITTED WITH HOOKS OR RACKS.															
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	*Percentage on entire stock.	NUMBER FITTED WITH										* PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS.					
				Hooks.				Racks.						Composite, first and second.		Composite, first and third.			
				Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.
...	53	504	15.19	...	...	...	...	...	...	...	...	10	153	...	...	...	...	40.00	(a) 59.76
...	...	...	...	...	...	...	...	...	...	...	...	1	6	59	...	...	100.00	100.00	100.00
...	(c) 1,944	19,956	76.45	...	...	...	...	2	...	2	8	(f) 23	(g) 183	4.35	...	2.11	16.00	(h) 41.07	23.77
111	499	3,794	61.19	...	...	...	...	(i) 34	...	25	...	(j) 19	(k) 229	55.74	...	60.98	...	10.80	47.51
...	...	...	...	...	...	...	...	...	(m) & (n) 27	...	...	(o) 10	468	...	93.10	...	...	100.00	74.17
...	40	680	9.63	...	...	...	...	...	(p) & (q) 5	...	...	...	48	...	...	...	...	...	100.00
...	286	1,790	40.45	...	...	...	...	(r) 11	(s) & (t) 5	12	...	...	(u) 311	26.19	100.00	25.00	...	...	86.15
...	60	391	13.41	...	...	...	...	24	...	10	30	(v) 14	144	77.42	...	100.00	93.75	93.33	92.31
...	2	12	16.67	...	1	(y) 7	30	5	...	4	...	...	...	100.00	...	100.00	50.00	63.64	100.00
...	...	...	...	...	...	...	...	...	...	...	2	1	14	...	...	...	100.00	100.00	100.00
...	...	...	...	...	...	...	...	3	...	...	1	1	12	100.00	...	...	100.00	100.00	92.31
294	70	2,361	59.28	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	24.00
...	40	235	100.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	4.69

‡ Including all covered goods wagons which from their dimensions and from having wooden floors or iron floors covered with battens, are suitable for the carriage of horses.
 § Excluding wagons with doors less than 5' 9" wide, and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.
 (a) Including 2 composites third and postal and 8 composites third and brake-vans.
 (p) Capable of carrying 4 horses each.
 (q) The working of this line has been transferred to a company from the 1st September 1898.
 (r) Including 75 bogie carriages.
 (s) Horse carriages.
 (t) Composite second and third class carriages.
 (u) Including 37 bogie carriages.
 (v) Breast bars not fitted nor their floors covered with battens, but from their dimensions are suitable for the carriage of horses.
 (w) Four horses can be carried in each of 172 wagons and 4 ponies in each of the remainder.
 (x) Including 5 third and postal and 3 third and brake-vans.
 (y) Including 2 intermediate and postal and 2 third and postal composites.
 (z) Capable of carrying 2 horses each.
 (aa) Six of these are cattle trucks.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1896.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.										REMARKS.
		Locomotives.		Vehicles.*			Number of miles run by trains fitted or partially fitted.	Total train-mileage of all descriptions.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	STANDARD GAUGE.											
	State lines worked by companies.											
I	East Indian	75	521	533	165	10,868	1,428,785	12,007,577	12.58	6.03	11.90	
III	Bengal-Nágpur ... ..	...	118	...	...	3,823	...	1,572,017	...	...	...
IV	Indian Midland	52	59	108	20	2,429	390,372	1,604,583	46.85	5.01	24.33	
	State lines worked by the State.											
XI	North-Western	335	217	1,989	182	10,216	3,322,313	8,443,508	63.95	17.53	39.35	
XIII	Oudh and Rohilkhand	29	(a) 137	207	20	4,779	362,566	2,439,227	17.47	4.53	14.86	(a) Including 17 locomotives fitted with Westinghouse brakes.
XIV	Eastern Bengal	35	82	207	75	2,357	738,479	2,145,829	29.91	10.69	34.41	
XV	Calcutta Port Commissioners'.	...	8	...	...	372	...	(b)	...	...	...	(b) Information not available.
XVI	East Coast	12	45	...	3	1,507	(c)	893,111	21.05	0.20	...	(c) Brakes not yet brought into use.
	Lines worked by guaranteed companies.											
XVIII	Great Indian Peninsula.	165	440	1,165	30	8,407	2,374,285	9,000,933	27.27	12.45	26.38	
XIX	Bombay, Baroda and Central India.	92	73	421	54	4,282	1,077,157	2,835,376	55.76	9.99	37.99	
XX	Madras	22	144	66	31	3,638	53,617	2,544,645	13.25	2.60	2.11	
	Line owned by native state and worked by company.											
XXXII	The Nizam's Guaranteed state.	...	50	...	20	965	(b)	777,866	...	2.03	...	
	Total standard gauge.	667	1,894	4,696	600	53,643	9,747,574	44,264,682	31.40	8.99	22.02	

* Excluding ornies.

STATEMENT No. 12—concl'd.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1896—concl'd.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.										REMARKS.
		Locomotives.		Vehicles.*			Number of miles run by trains fitted or partially fitted.	Total train- mileage of all descrip- tions.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of locomo- tives fitted on total.	Of vehicles braked or piped on total.	Of mile- age run by trains fitted or partially fitted on total train- mileage.	
	METRE GAUGE.											
	State lines worked by companies.											
XXXVIII	Bengal and North- Western.	...	110	...	...	3,361	...	1,787,345	...	...	...
XL	Rajputana-Malwa ...	...	441 (a)	...	...	8,699 (b)	...	5,431,491	...	...	...
XLII	Southern-Mahratta ...	...	219	...	...	5,587	...	3,712,158	...	...	...	(a) Excluding the tender of a con- demned engine, but including three locomotives fitted with West- inghouse brakes.
XLV	South Indian ...	20	184	90	38	4,155	48 2,482	3,497,974	9·80	2·99	13·79	(b) Including 19 vehicles fitted with Westing- house brakes.
XLVII	Assam-Bengal ...	34	10	104	...	954	(c)	264,849	77·27	9·83	...	(c) Brakes not yet brought into use
XLVIII	Burma† ...	...	145	...	...	4,213	...	2,477,827	...	...	...
	State line worked by the State.											
XLIX	Eastern Bengal —											
	Northern and Behar sections (includ- ing the Kaunia- Dharila, 2' 6" gauge, branch).	13	66	101	25	2,198	230,123	1,536,897	16·46	5·42	14·97	
	Dacca section ...	...	12	...	...	323	...	178,238	...	...	...
	Assisted companies.											
LI	Deoghur ...	...	3	...	...	20	...	12,184	...	...	...
LII	Rohilkund and Kumaon (Company's section).	...	27	...	...	834	...	461,507	...	...	...
LIII	Bengal Dooars ...	...	4	...	...	105	...	46,385	...	...	...
LIV	Dibru-Sadiya ...	...	18	...	...	858	...	188,920	...	...	...
	Lines owned and worked by native states.											
LXVI	Jodhpore-Bickaneer...	...	17	...	...	301	...	358,808	...	...	...
LXVIII	Bhavnagar - Gondal- Junagarh - Por- bandar.	...	33	...	...	1,119	...	595,086	...	...	...
	Total metre gauge	67	1,289	295	63	32,727	712,605	20,549,669	4·94	1·08	3·47	

* Excluding cranes.

† The working of this line has been transferred to a company from the 1st September 1896.

STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 1896 in accordance with section 64 of Act IX., 1890.

Classification No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
	STANDARD GAUGE.				
	State lines worked by companies.				
I	East Indian	23	56	79	
III	Bengal-Nágpur ... ..	...	20	20	
IV	Indian Midland ... ..	...	20	20	
	State lines worked by the State.				
XI	North-Western	78	(a) 96	174	(a) Of these, 27 are bogie carriages.
XIII	Oudh and Rohilkhand ... ..	...	36	36	
XIV	Eastern Bengal	16	(b) 22	38	(b) Including 10 intermediate and third class composites converted from third class carriages
XVI	East Coast	(c) 3	(d) 12	15	(c) Composite third and intermediate with bath rooms. (d) In each of two of these one-sixth is postal.
	Lines worked by guaranteed companies.				
XVIII	Great Indian Peninsula ... ..	...	113	113	
XIX	Bombay, Baroda and Central India	6	15	21	
XX	Madras ... ..	...	48	48	
	Line owned by native state and worked by company.				
XXXII	The Nizam's Guaranteed state ... ..	...	14	14	
	METRE GAUGE.				
	State lines worked by companies.				
CXXVIII	Bengal and North-Western—				
	Tirhoot section ... ..	...	25	25	
	Company's section ... ..	...	...	...
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	(e) 5	...	5	(e) Composite intermediate and third class carriages with latrine accommodation in both compartments.
XL	Rajputana-Malwa ... ..	...	55	55	
XLII	Southern Mahratta ... ..	...	(f) 57	57	(f) Of these, 7 are bogie carriages.
XLIV	Mysore section (Southern Mahratta) ... ..	...	...	...
XLV	South Indian	8	34	42	
XLVII	Assam-Bengal ... ..	...	4	4	
XLVIII	Burma*	(g) 5	30	35	(g) Bogie second and third class carriages.
	State line worked by the State.				
XLIX	Eastern Bengal—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	21	(h) 26	47	(h) Including 6 intermediate and third class composites, of which 3 converted from intermediate class carriages.
	Dacca section	1	(i) 8	9	(i) Including 4 intermediate and third class composites, of which 3 converted from intermediate class carriages.
	Assisted companies.				
LI	Deoghur ... ..	...	(j) 1	1	(j) One compartment of a composite carriage.
LII	Rohilkund and Kumaon (Company's section)	(k) 3	...	3	(k) Composite intermediate and third class carriages with latrine accommodation in both compartments. The intermediate halves of two carriages have been set apart for the use of the Postal department.
LIV	Dibru-Sadiya ... ..	...	6	6	
	Lines owned and worked by native states.				
LXVI	Jodhpore-Bickaneer—				
	Jodhpore section ... ..	...	10	10	
	Bickaneer section ... ..	...	...	...
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar ... ..	...	12	12	
LXIX	Jetalsar-Rajkot ... ..	...	...	...
	SPECIAL GAUGE.				
	Assisted company.				
LXXVI	Darjeeling-Himalayan (2' 0") ... ..	...	2	2	

* The working of this line has been transferred to a company from the 1st September 1893.

CHAPTER VII.

Capital.

The total capital outlay on Indian railways up to the 31st December 1896, including lines under construction and survey, etc., *adopted for administrative purposes* in this report (*vide* statement No. 17, as also those in paragraphs 13 and 14 of Chapter VIII), is Rs. 2,73,07,27,181, allocated as follows :

	Rs.	£
State railways— <i>vide</i> details on pages 84 to 87 ...	1,65,17,73,472	...
State lines leased to companies, pages 92 and 93 ...	34,72,11,210	26,677,050
Guaranteed railways ... pages 92 and 93 ...	58,33,38,371	46,139,350
Assisted companies*	8,74,95,903	...
Native state lines ... pages 89 to 91 ...	11,58,42,623	...
Foreign lines†	1,70,07,996	...
	<u>2,72,26,69,575</u>	...
Surveys page 88	49,73,509	...
Collieries page 88	30,84,097	...
	<u>2,73,07,27,181</u>	

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

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

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1896, *viz.*, Rs. 2,53,16,24,453, is given in statement No. 22, on pages 98 to 100, and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details on pages 98 to 100	3,27,82,648
<i>Add</i> —South Behar railway (under construction)	30,88,026
<i>Add</i> —Southern Punjab railway (under construction)	1,30,67,048
<i>Add</i> —Tapti Valley railway (under construction)	8,390
<i>Add</i> —Bengal and North-Western Railway (Company's section) (including lines under construction)	3,42,08,387
<i>Add</i> —Rohilkund and Kumaon Company's section (under construction)	1,391
<i>Add</i> —Ahmedabad-Parántij railway (under construction)	13,12,752
<i>Add</i> —Mymensingh-Jamalpur-Subbankhali railway (under construction)	1,950
<i>Add</i> —Segowlie-Raksaul railway (under construction)	1,26,044
<i>Add</i> —Nilgiri railway (under construction)	18,92,610
<i>Add</i> —Bársi Light railway (under construction)	10,06,657
	<u>TOTAL ... 8,74,95,903</u>
† As per details on page 100	1,69,48,987
<i>Add</i> —Karikal-Peralam railway (under construction)	59,009
	<u>TOTAL ... 1,70,07,996</u>

The total difference between the two methods of stating the capital outlay of the acquired railways amounts to Rs. 8,09,36,979. Details for each railway will be found at foot of pages 84 and 85.

2. Up to the 31st December 1896, the total amount of sterling capital raised by the various guaranteed railway companies was £45,827,345, and for state lines leased to companies, £27,844,363, or in all £73,678,708 as under :

STATEMENT No. 14.

Guaranteed railways.

Particulars.	XVIII.	XIX.	XX.	TOTAL.
	Great Indian Peninsula railway.	Bombay, Baroda, and Central India railway.	Madras railway.	
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4½ per cent. ... ..	...	...	999,960	999,960
Share capital @ 4½ per cent. ... ..	...	...	500,000	500,000
Debentures @ 3¼ per cent.	1,002,100	888,500	202,200	2,092,800
Debentures @ 3 per cent.	1,068,800	300,000	337,800	1,706,600
Debentures @ 2¾ per cent.	300,000	...	60,000	360,000
Debentures @ 2½ per cent.	300,000	749,400	...	1,049,400
Debenture stock @ 4 per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	67,558	29,568	12,039	109,165
TOTAL	25,439,908	9,517,768	10,869,669	45,827,345

The capital not bearing interest is made up thus :

	£
Premium on share capital and debentures - - - - -	335,056
Discount on Debenture stock—	
Stock represented as shown above - - - - -	£ 2,701,450
Cash received - - - - -	2,475,559
Discount - - - - -	225,891
Balance, excess premium - - - - -	109,165

STATEMENT No. 15.

State lines leased to companies.

Particulars.	II	III	IV	XXXIX	XLII	XLIII	XLVII	XLVIII	TOTAL.
	Bengal Central railway.	Bengal-Nagpur railway.	Indian Midland railway.	Lucknow-Bareilly section (Rohilkund and Kumaon railway).	Southern Mahratta railway (including Bellary-Kistna railway).	Mysore section (Southern Mahratta railway).	Assam-Bengal.	Burma.	
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent. ...	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent. ...	500,000	...	...	...	3,500,000	...	1,499,860	...	5,499,860
Share capital @ 2½ per cent. ...	...	...	...	...	...	...	...	1,721,758	1,721,758
Advances from money raised under Act 51 Vict., Cap. 5.	500,000	2,760,000	1,345,000	...	2,129,900	...	...	...	6,734,900
Debentures @ 3½ per cent. ...	...	...	1,000,000	147,000	688,100	...	...	...	1,835,100
Debentures @ 3 per cent. ...	...	1,500,000	1,000,000	...	255,000	...	500,000	...	3,255,000
Debentures @ 2½ per cent. ...	...	...	171,200	...	...	...	...	...	171,200
Debentures @ 2½ per cent. ...	...	500,000	832,900	...	...	...	...	...	1,332,900
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest...	...	17,628	5,675	...	30,957	24,000	15,385	...	93,645
TOTAL ...	1,000,000	7,777,628	7,351,775	147,000	6,603,957	1,224,000	2,015,245	1,721,758	27,844,363

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

STATEMENT No. 16.

Debenture loans on the 31st December 1896.

Classification No.	Railway.	Amounts.	Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£			
XVIII	Great Indian Peninsula	1,002,100	3½	30th June 1897.	
		1,068,800	3	30th June 1902.	
		300,000	2¾	31st December 1902.	
		300,000	2½	30th June 1903.	
		2,670,900			
XIX	Bombay, Baroda and Central India.	100,000	3½	1st April 1897.	
		232,000	3½	1st February 1898.	
		20,500	3½	1st August 1898.	
		536,000	3½	1st December 1898.	
		300,000	3	1st January 1902.	
		100,000	2½	5th May 1903.	
		149,400	2½	15th June 1903.	
		500,000	2½	10th July 1903.	
		1,937,900			
XX	Madras	5,100	3	30th June 1897.	
		102,200	3½	31st December 1897.	
		100,000	3½	31st December 1898.	
		14,200	3	30th June 1899.	
		140,000	3	30th June 1900.	
		178,500	3	30th June 1902.	
		60,000	2¾	31st December 1902.	
		600,000			
	TOTAL GUARANTEED		5,208,800		
	Carried over ...	...	5,208,800		

STATEMENT No. 16—concl'd.

Debenture loans on the 31st December 1896—concl'd.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Brought forward ...	...	5,208,800			
	State lines leased to companies.					
III	Bengal-Nágpur ...	1,234,400		3	18th February 1900.	
		265,600		3	18th February 1902.	
		500,000		2½	10th July 1903.	
			2,000,000			
IV	Indian Midland ...	1,000,000		3¼	31st December 1897.	
		1,000,000		3	30th June 1901.	
		171,200		2¾	31st December 1902.	
		250,000		2½	31st December 1902.	
		582,900		2½	30th June 1903.	
			3,004,100			
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon). The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3¼	1st July 1898.	
XLII	Southern Mahratta ...	88,100		3¼	1st October 1898.	
		600,000		3¼	1st April 1899.	
		255,000		3	1st October 1901.	
			943,100			
XLVII	Assam-Bengal ...	...	500,000	3	4th July 1902.	
	Total state ...		6,594,200			
	Purchased by the State.					
1	East Indian ...	150,000		2½	27th July 1902.	
		300,000		2½	19th June 1904.	
			450,000			
	GRAND TOTAL ...		12,253,000			

Expenditure in England and in India on Indian State Railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE									
	Open lines.									
	I. East Indian.	V. Bhopal-Itarsi (British section)*	VI. Godhra-Rutlam-Nagda.	VII. Wardha Coal.	VIII. Dhond-Manmad.	IX. Bezwada extension (East Coast).	X. Madras-Ennur section (Bezwada-Madras).	XXXVIII. Bengal and North-Western (Tirhoot section).	XXXIX. Lucknow-Bareilly section (Rohilkund and Kumaon).	XI. Pajputana-Mulwa.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line ...	37,20,00,000	...	...	...	...	...	...	...	...	...
Overdrawn capital...	26,45,269	...	...	...	...	...	...	...	...	...
Preliminary expenses	2,66,247	...	1,80,422	91,642	1,28,698	15,319	2,263	1,83,608	1,28,279	22,71,635
Land ...	12,93,588	...	31,491	4,745	99,005	47,109	97,233	10,77,895	1,49,359	13,22,922
Formation ...	16,35,552	...	59,83,777	3,02,318	9,14,803	1,75,612	34,738	10,96,185	2,98,171	72,76,525
Bridgework ...	62,78,477	...	41,31,978	10,51,024	21,98,670	1,07,439	32,041	41,70,544	4,79,483	2,16,25,104
Fencing, etc. ...	7,17,373	...	2,66,770	2,24,499	4,80,114	19,878	42,210	9,17,685	95,675	28,60,023
Electric telegraph ...	...	...	4,065	...	...	...	...	13,302	...	...
Ballast and permanent-way.	1,41,10,439	...	46,34,626	17,51,227	50,21,835	6,17,046	2,86,090	80,65,140	22,62,741	3,72,05,852
Stations and buildings.	76,60,240	...	13,11,686	3,69,096	8,94,979	3,08,534	56,481	32,13,331	5,96,221	1,82,59,307
Colliery works ...	10,49,286	...	...	...	...	...	...	...	...	...
Plant ...	15,25,791	...	56,708	2,19,460	1,87,833	9,464	8,653	5,75,920	1,15,281	30,39,701
Ferries ...	8,32,145	...	...	...	...	...	...	5,45,099	...	...
Rolling-stock ...	98,68,394	...	...	3,79,332	17,298	20,384	...	36,64,353	6,57,002	2,14,45,238
General charges ...	16,35,911	...	7,77,308	4,52,588	7,76,472	1,17,275	18,851	14,01,827	3,06,580	83,44,618
Suspense accounts...	90,54,389	...	99,431	...	12,072	...	...	6,24,866	...	43,91,062
Exchange ...	...	...	...	1,90,918	6,56,990	...	...	7,84,690	42,150	50,75,830
<i>Deduct—</i>										
Receipts on capital account.	9,13,084	...	11,678	40,544	15,719	2,472	...	91,200	9,803	2,76,053
<i>Deduct—</i>										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	91,18,159	...	...	...	...	...	...	...	...	...
TOTAL	42,05,41,858	22,71,877	1,74,66,584	49,96,305	1,13,73,050	14,35,588	5,78,560	2,62,43,155	51,21,139	18,28,41,764

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itarsi railway shown under completed surveys, as it was decided by Government to
 † Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government
 ‡ Including Rs. 73,15,124 outlay on gradient improvements. The total outlay is made up of Rs. 34,75,96,515 on commercial section and

	East Indian.	South Indian.
§ Total cost to the State in acquiring guaranteed lines, plus subsequent outlay (1)	Rs. 42,05,41,858	Rs. 8,34,96,484
<i>Deduct—</i> "Purchase of line" and "Overdrawn capital" as shown above	37,46,45,269	6,69,25,570
<i>Less</i> undrawn capital at the time of purchase..	—	—24,296
<i>Add—</i> Outlay incurred by the guaranteed companies to the time of purchase	4,58,98,589	2,05,95,210
Total expenditure incurred on the construction of line to the 31st December 1896 (2)	33,95,14,882	5,01,08,115
Difference between (1) and (2)	38,54,11,271	7,67,03,325
	3,51,30,587	67,33,159

No. 17.

appropriated to the various undertakings to the 31st December 1896.

BY COMPANIES.								STATE LINES WORKED BY THE STATE.			
METRE GAUGE.								STANDARD GAUGE.			
Open lines.						Under construction.		Open lines.			
XLI. Palanpur- Deesa (British section).	XLIII. Gantakal- Mysore frontier.	XLV. South Indian.	XLVI. Mayava- ram- Mutpet.	XLVIII. Burma.	Bellary- Kistna.†	XLVII. Assam- Bengal.	XLVIII. Burma (Mandalay- Kunlon section).	XI. North- Western.	XII. Hydera- bad- Shadipalli.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
..	..	5,69,25,570	..	..	..	..	..	14,00,91,244	..	10,38,60,490	4,41,55,749
..	..	..	..	..	..	..	..	28,70,470	..	..	4,24,488
..	59,327	4,79,451	16,171	10,66,640	2,24,761	..	3,85,058	33,05,507	36,350	76,774	1,35,778
..	28,270	3,84,377	1,80,905	11,32,073	83,002	..	2,050	26,80,272	25,365	2,27,506	23,40,396
..	7,83,879	30,51,308	2,39,618	97,80,980	32,25,779	..	4,08,636	5,48,21,716	1,39,768	5,00,546	10,00,048
..	20,32,615	64,87,471	8,51,857	1,21,08,246	19,50,678	..	68,495	8,28,00,526	2,75,131	38,97,849	25,60,048
..	56,997	2,41,473	28,940	27,68,610	1,04,683	..	113	36,18,729	18,987	4,61,191	3,89,987
..	1,345	18,144	2,585	9,238	..	..	..	1,68,362	..	..	..
..	18,24,347	65,66,460	6,59,528	2,06,46,247	28,64,839	..	1,85,017	9,08,28,861	9,78,891	46,54,585	86,79,240
..	4,70,327	22,29,597	1,82,888	74,66,544	12,84,829	..	1,14,411	2,67,15,767	1,58,851	17,33,580	39,72,310
..
..	28,581	4,42,899	13,508	14,82,459	7,49,875	..	..	82,38,942	19,519	70,796	4,16,356
..	..	..	..	6,91,823	..	..	..	6,07,234	26,907	..	4,00,255
..	6,14,522	54,28,301	..	1,03,88,236	8,15,118	..	2,71,147	3,74,99,537	3,577	15,28,121	48,72,048
..	..	22,54,136	2,73,580	65,46,966	15,74,427	..	3,57,028	2,12,66,888	1,17,521	4,71,148	13,96,145
..	..	26,71,371	100	14,68,615	32,29,347	..	2,91,194	1,28,19,231	..	28,96,607	22,32,117
..	..	2,42,360	..	12,50,610	4,91,090	..	..	94,55,880	..	..	2,24,460
..	52	..	..	2,17,933	29,012	..	370	25,61,093	68	1,75,486	2,34,412
..	..	39,26,434	..	..	..	..	..	48,36,651	..	33,02,053	7,27,860
2,32,746	59,00,158	§ 8,34,96,484	24,49,680	(b) 7,65,89,854	1,65,78,416	(a) 2,00,01,883	(b) 20,82,779	§ 49,03,91,422	18,00,799	§ 11,59,01,654	§ 7,22,37,128

(a) Expenditure charged to Part I. of the Capital account, Rs. 20,79,513 and to Part II, Rs. 1,70,22,370. Details of the latter amount cannot be given. omit this expenditure from the capital account of the railway.

after the transfer of the line.
Rs. 14,27,94,907 on military section.

North-Western.	Oudh and Rohilkhand.	Eastern Bengal.	TOTAL.
Rs.	Rs.	Rs.	Rs.
49,03,91,422	11,59,01,654	7,22,37,128	1,18,25,69,546
14,27,94,907	10,33,60,490	4,45,80,232	72,24,73,275
..	-5,41,459	..	-2,66,755
34,74,29,708	1,33,82,823	2,78,56,896	46,09,61,026
12,37,10,013	9,16,17,043	3,58,80,080	64,06,70,511
47,11,39,720	10,50,00,298	6,33,16,985	1,10,16,31,587
1,92,51,702	1,09,01,388	80,20,143	8,09,36,979

(b) Outlay to the 31st August 1896; subsequent outlay included in statement No. 10.

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED BY THE STATE—concl'd.							
	STANDARD GAUGE—concl'd.					METRE GAUGE.		
	Open lines—concl'd.		Under construction.			Open lines.		
	XV. Calcutta Port Commis- sioners'.	XVI. East Coast.	XVII. Ennūr- Bezavada section (Bezavada- Madras).	Rao Barell- Benares.	Māri-Attock.	XLIX. Eastern Bengal.		L. Cawnpore- Burbwal (metre gauge link).
Northern and Behar sec- tions (in- cluding the Kaunla- Dharila, 2' 6" gauge, branch).						Dacca section.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line ... ..	...	...	...	...	...	...	...	...
Overdrawn capital ... ..	...	...	...	...	...	...	...	...
Preliminary expenses	13,432	3,67,155	1,44,949	52,844	2,60,567	1,97,091	1,27,798	31,729
Land	41,43,527	14,94,703	4,07,747	1,37,518	1,56,292	13,30,526	5,32,165	48,024
Formation	4,20,196	58,48,367	6,91,535	2,37,277	38,90,177	34,12,998	6,98,047	1,36,477
Bridgework	4,25,443	1,32,84,922	12,70,273	3,45,010	27,24,827	77,82,073	5,90,702	2,67,037
Fencing, etc.	52,021	3,81,674	5,095	60,114	1,504	10,92,879	1,08,963	92,425
Electric telegraph ... ..	...	...	...	...	...	...	...	...
Ballast and permanent-way	8,87,668	1,83,08,609	3,61,641	2,75,619	9,13,441	1,04,71,103	17,79,739	11,70,911
Stations and buildings	3,65,320	28,79,449	4,567	1,13,614	1,31,536	44,27,107	12,68,206	2,64,877
Colliery works ... ..	...	...	...	...	...	...	...	...
Plant ... ..	...	7,83,774	...	...	775	12,26,435	2,18,981	4,648
Ferries ... ..	...	4,89,082	...	...	...	9,75,570	...	...
Rolling-stock	7,12,540	69,40,004	21,192	...	7,000	53,17,548	7,54,865	...
General charges	4,028	35,45,267	5,89,860	1,63,224	6,20,557	30,43,924	3,63,574	1,00,751
Suspense accounts ... ..	...	17,89,977	32,55,528	5,65,834	12,22,303	...	...	36,286
Exchange ... ..	...	...	...	...	...	11,46,540	3,06,530	...
<i>Deduct—</i>								
Receipts on capital account ... ..	...	55,479	226	71	7,356	2,74,856	10,416	716
<i>Deduct—</i>								
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc. ... ..	...	...	...	...	...	...	...	...
TOTAL	70,24,175	5,60,57,504	67,52,161	19,50,983	99,21,643	4,01,48,938	67,39,174	21,52,449

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the company.

† In abeyance.

‡ The expenditure on the Pātri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included

§ Deducting the total difference (Rs. 8,09,36,979) shown in foot note § on page 85, the figures are Rs. 1,57,08,36,493.

No. 17—contd.

appropriated to the various undertakings to the 31st December 1896—contd.

SPECIAL GAUGE.	UNCLASSIFIED EXPENDITURE.										TOTAL STATE LINES.	
	Open line.	Frontier railway reserve material.	Peshawar railway reserve material.	Southern Mahratta.	Bilaspur-Etawah survey.	Vizagapatam-Raipur.†	Ranaghat-Bhagwan-gola.†	Nagpur-Chattisgarh depreciation account.	Petroleum operations, Baluchistan.	Stores suspense balances.		Patri.‡
LXXV. Jorhat (2' 0")	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
	...	...	...	...	...	...	...	...	...	...	71,65,33,053
	...	...	...	...	...	...	...	...	...	...	59,40,222
	388	...	...	...	75,132	2,45,035	83,816	...	1,12,024	...	1,07,65,890
	6,131	...	...	...	...	...	1,01,972	...	...	...	1,95,66,188
	81,469	...	...	...	...	...	90,698	849	...	..	10,71,78,049
	65,245	...	...	...	...	...	...	1,46,285	...	...	18,00,09,493
	2,999	...	...	...	...	...	...	...	...	...	1,51,11,611
	...	...	...	...	...	...	...	...	...	...	2,17,041
	8,16,749	...	...	...	...	...	...	2,88,197	...	...	24,66,11,688
	89,452	...	...	...	...	...	...	23,726	7,174	...	8,65,74,057
	...	...	...	...	...	...	...	...	...	...	10,49,286
	55,723	...	...	...	...	...	546	2,718	...	...	1,94,95,346
	...	...	...	...	...	...	...	...	...	...	45,68,115
	1,56,538	...	...	...	...	...	...	2,00,275	...	...	11,15,82,570
	41,248	33,385	...	...	...	...	25,681	...	...	...	5,66,20,768
	52,482	43,62,033	3,67,759	...	...	...	...	...	...	21,33,810	5,30,76,414
	...	...	...	...	...	...	...	...	...	...	1,98,68,048
	3,124	22	...	...	...	...	263	12	11	2,520	49,25,171
	...	...	...	...	...	...	...	...	...	...	2,10,11,177
	8,65,300	43,95,396	3,67,759	5,27,070	75,132	2,45,035	3,02,450	6,57,038	1,19,187	21,31,290	8,08,405	\$ 1,65,17,73,472

under the Bombay, Baroda and Central India railway in the statement on page 98.

Expenditure in England and in India on Indian state railways

Classification of expenditure.	SURVEYS (EXCLUDING ABANDONED SURVEYS).			COLLIERIES.*		
	Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line ... ..	...	...	...	...	...	...
Overdrawn capital ... ..	...	...	...	...	...	...
Preliminary expenses	3,16,235	46,55,937	49,72,172	...	...	...
Land ... ..	...	...	...	...	...	...
Formation ... ..	...	...	...	...	...	...
Bridgework ... ..	...	...	...	...	...	...
Fencing, etc. ... ..	...	...	...	...	...	...
Electric telegraph ... ..	...	...	...	...	...	...
Ballast and permanent-way ... ..	...	...	...	...	...	...
Stations and buildings ... ..	...	...	...	...	...	...
Colliery works ... ..	...	...	...	10,77,919	4,58,024	15,35,943
Plant ... ..	...	...	...	2,60,709	5,29,603	7,90,312
Ferries ... ..	...	...	...	...	...	...
Rolling-stock ... ..	...	...	...	26,491	13,795	40,286
General charges ... ..	...	...	...	8,537	66,275	74,812
Suspense accounts	3,731	982	4,713	5,32,431	1,00,108	6,32,539
Exchange ... ..	...	...	...	12,042	60	12,102
<i>Deduct—</i>						
Receipts on capital account	52	3,324	3,376	1,806	91	1,897
<i>Deduct—</i>						
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...
<i>Deduct—</i>						
Contribution towards the construction of the Bhopal-Itarsi and Palanpur-Deesa railways by the Government of India.	...	...	...	...	...	...
TOTAL ...	3,19,914	46,53,595	49,73,509	19,16,323	11,67,774	30,84,097

* The expenditure on collieries is included in this statement

No. 17—contd.

appropriated to the various undertakings to the 31st December 1896—contd.

Grand total State lines, Surveys and Collieries.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										
	STANDARD GAUGE.									METRE GAUGE.	
	Open lines.									Open lines.	
	XXVII Khamgaon.	XXVIII Amraoti.	XXIX Binn-Goonna.	XXX Bhopal- Ujjain.	XXXI Bhopal- Itarsi (Native state section).	XXXII The Nizam's Guaran- teed state.	XXXIII Nagdâ- Ujjain.	XXXIV The Gaek- war's Petalâ.	XXXV Kolar Goldfields.	XLI Palanpur- Deesa (Native state sec- tion).	LX The Gaek- war's Meheana.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
71,65,33,053	...	...	...	...	...	2,30,30,382	...	...	...	...	...
59,40,222	...	...	...	...	...	...	...	...	...	...	...
1,57,88,062	369	11,799	57,631	94,757	...	1,88,029	10,938	7,991	6,268	1,973	10,066
1,95,66,188	1,116	2,450	...	2,771	15,667	...	...	...	13,402	...	...
10,71,78,049	44,036	20,377	4,58,653	8,03,581	15,90,295	14,57,731	1,33,533	} 91,849	2,34,537	64,414	3,04,463
18,00,09,493	57,808	62,106	10,34,889	17,21,141	18,68,017	11,55,753	4,45,803			59,429	5,70,839
1,51,11,611	7,366	11,699	2,33,072	74,633	2,03,951	1,89,900	6,110			9,537	58,188
2,17,041	...	...	...	24,744	407	...	479	...	...	...	...
24,66,11,688	3,10,958	2,42,563	25,11,231	36,74,757	23,09,748	64,50,730	12,60,685	4,22,465	3,49,641	2,09,667	16,83,761
8,65,74,057	53,602	52,372	2,57,569	3,12,034	8,27,033	18,44,073	53,525	1,52,808	97,206	51,147	4,23,379
25,85,229	...	...	...	...	...	...	...	...	...	...	...
2,02,85,658	3,503	3,016	5,316	10,327	43,095	5,06,495	1,228	...	6,616	6,672	33,139
45,68,115	...	...	...	...	...	...	...	...	...	...	...
11,16,22,856	11,669	8,641	22,259	...	55,651	41,34,230	...	...	...	...	16,026
5,66,95,580	31,967	29,709	4,18,297	6,84,520	3,62,124	11,77,200	1,58,900	38,218	39,557	14,907	1,61,587
5,37,13,666	453	6,387	...	3,79,724	...	7,50,214	...	9,785	16,795	...	...
1,98,80,150	...	...	...	...	...	...	...	...	...	...	...
40,30,444	244	...	...	5,385	4,111	...	...	...	19,018	...	...
2,10,11,177	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	22,71,877	...	...	...	...	2,32,746	...
1,65,98,31,078	5,22,603	4,51,119	(a) 64,15,146	77,77,604	50,00,000	4,08,24,737	20,71,251	7,23,116	7,45,004	1,85,000	32,61,448

as it has been charged to railway grants.

(a) Includes Rs. 4,10,229 expended on the Goona-Bara section, under construction, not detailed.

Expenditure in England and in India on Indian state railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concl'd.								LINES OWNED BY STATES AND WORKED BY STATE RAILWAY	
	METRE GAUGE—concl'd.					SPECIAL GAUGE.			STANDARD GAUGE.	
	Open lines—concl'd.			Under construction.		Open line.	Under construction.	Open lines.		
	LXI Kolhapur	LXII Yesvantpur-Mysore frontier.	LXIII Mysore-Nanjangud.	LXIV Birur-Shimoga.	LXV Hyderabad-Godavari Valley.	LXXVIII The Gackwar's Dabhoi (2' 6").	LXXIX Anklesvar-Pardi section, (Rajpipla) (2' 6").	XXXVI Rajpura-Bhatinda	XXXVII Jammu and Kashmir (Native state section).	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line ...	...	...	...	...	...	...	...	...	...
Overdrawn capital ...	...	...	...	...	...	...	...	...	...
Preliminary expenses	13,858	66,466	15,210	16,117	3,74,350	36,978	12,605	59,422	23,984	
Land ...	29,203	25,085	3,005	212	...	...	...	46,494	...
Formation ...	2,68,590	5,42,474	1,34,407	2,072	...	3,95,798	55,001	2,75,951	34,955	
Bridgework ...	11,22,548	5,46,629	83,281	...	...		88,938	5,39,735	1,35,428
Fencing, etc. ...	41,668	65,247	19,613	...	...		281	1,99,308	2,176
Electric telegraph ...	...	...	...	...	...	...	...	...	13,761
Ballast and permanent way.	4,91,138	8,53,365	2,43,693	984	...	8,86,568	1,14,985	41,56,212	5,70,755	
Stations and buildings	2,29,257	1,24,813	56,966	2,101	...	2,53,075	13,597	10,64,195	1,13,222	
Colliery works ...	...	...	...	...	...	...	...	...	...
Plant ...	7,059	35,896	5,651	8,041	...	7,993	1,417	82,215	5,335	
Ferries ...	...	...	...	...	...	...	...	...	...
Rolling stock ...	...	...	...	...	...	2,80,276	1,00,886	...	...
General charges ...	1,02,591	1,43,378	39,931	10,581	...	1,37,445	21,431	2,68,610	60,444	
Suspense accounts ...	...	-6,984	7,923	2,50,276	...	76,623	...	8,787	...
Exchange ...	...	...	...	...	...	...	...	...	...
<i>Deduct—</i>										
Receipts on capital account.	...	1,607	...	158	...	...	...	5,176	...
<i>Deduct—</i> Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...	...
<i>Deduct—</i> Contribution towards the construction of the Bhopal-Itarsi and Palampur-Deesa railways by the Government of India	...	...	...	...	...	...	...	...	...
TOTAL ..	23,04,912	23,94,752	6,09,680	2,90,226	3,74,350	20,74,756	4,09,141	66,95,813	9,60,010	

No. 17—concl'd.

appropriated to the various undertakings to the 31st December 1896—concl'd.

NATIVE RBD BY AGENCY.	LINES OWNED AND WORKED BY NATIVE STATES.								TOTAL NATIVE STATES.	
	SPECIAL GAUGE.	METRE GAUGE.					SPECIAL GAUGE.			
		Open line.	Open lines.				Under construction.	Open line.		Under construction.
			XLVI Jodhpore-Bikaner.		LXVII Oodypore- Chitor.	LXVIII Bhavnagar- Gondal- Junagarh- Porbandar.	LXIX Jetalsar- Rajkot.			
LXXX Cooh Behar (2' 6").	Jodhpore section.	Bikaner section.	Rs.	Rs.				Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	2,30,30,382
...	
9,764	44,502	7,826	6,931	1,19,442	14,238	19,168	18,134	2,166	12,50,932	
10,615	1,621	...	...	58,412	15,127	...	1,172	...	2,26,352
93,296	2,49,758	81,424	1,57,552	17,05,672	2,45,014	1,62,598	6,92,266	...	2,64,85,078	
97,269	2,18,061	5,673	1,56,376	43,49,117	2,29,984	3,48,925				
1,000	2,651	338	7,983	83,294	59,664	9,303				
...	1,16,051	15,747	...	11,774	...	...	...	...	1,82,963
2,79,475	44,88,050	6,81,990	8,14,495	50,36,544	6,79,741	2,86,345	11,05,253	...	4,00,65,799	
48,526	3,71,809	64,733	1,11,398	24,25,224	1,80,405	54,802	45,888	...	92,84,759	
...	
11,668	49,625	5,760	6,705	3,40,311	15,640	20,726	14,507	...	12,37,956	
3,618	...	...	...	...	...	...	...	...	3,618
1,35,045	8,95,180	99,364	2,25,008	23,12,348	...	1,80,023	3,85,967	...	88,62,573	
53,258	91,020	10,439	77,273	8,80,129	82,977	55,090	1,02,847	...	51,94,430	
23,200	...	...	...	2,53,532	6,475	3,55,562	18,511	...	21,57,263
...	
...	...	...	...	12,404	...	815	2,230	...	51,088
...	
...	...	...	...	...	...	...	...	...	25,04,623
7,66,734	64,78,928	9,73,294	15,63,721	1,75,63,395	15,29,265	14,91,727	23,82,315	2,166	11,58,42,623	

STATEMENT

Guaranteed railways

Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1896.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
	Guaranteed.	£	£	£	£	£
XVIII	Great Indian Peninsula	20,000,000	2,970,900	(a) 2,701,450	293,449	25,965,799
XIX	Bombay, Baroda and Central India	7,550,300	1,937,900	...	29,568	9,517,768
XX	Madras	10,257,630	800,000	...	12,039	11,069,669
	TOTAL	37,807,930	5,708,800	2,701,450	335,056	46,553,236
	State lines leased to companies.					
II	Bengal Central	500,000	(b) 500,000	...	...	1,000,000
III	Bengal-Nágpur	3,000,000	1,600,000	...	8,150	4,608,150
	Bengal-Nágpur extensions... ..	...	400,000	...	9,478	409,478
IV	Indian Midland	3,000,000	(c) 3,000,000	...	4,964	6,004,964
	Indian Midland—Saugor-Katni section... ..	...	250,000	...	711	250,711
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)... ..	...	147,000	...	...	147,000
XLII	Southern Mahratta	3,500,000	943,100	...	30,957	4,474,057
XLIV	Mysore section (Southern Mahratta) ... ..	...	...	1,200,000	24,000	1,224,000
XLVII	Assam-Bengal	1,500,000	500,000	...	15,385	2,015,385
XLVIII	Burma railways	2,000,000	...	...	...	2,000,000
	TOTAL	13,500,000	7,340,100	1,200,000	93,645	22,133,745
	Grand Total	51,307,930	13,048,900	3,901,450	428,701	68,686,981

(a) This debenture stock was raised at a discount.
(b) Replaced by advances raised under Act 51 Vict., cap. 5.
(c) To be raised by the issue of shares or of debentures or otherwise.

No. 18.

and state lines leased to companies.

now sanctioned, the amount raised, and the amount withdrawn to the 31st December 1896.

AMOUNT RAISED BY THE COMPANIES AND ADVANCED BY THE SECRETARY OF STATE IN ENGLAND TO THE 31ST DECEMBER 1896.					AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1896.		Total amount raised to the 31st December 1896.	Total amount withdrawn to the 31st December 1896.
Share capital.	Debentures. Cash received.	Debenture stock. Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51 Vict. cap. 5.	Share Capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,503,108	2,670,900	(a) 2,475,559	218,520	...	496,897	74,929	25,499,908	25,577,674
7,528,628	1,987,900	...	29,568	...	21,672	...	9,517,768	9,456,068
10,257,630	600,000	...	12,039	...	...	...	10,869,669	11,105,608
37,289,361	5,208,800	2,475,559	280,127	...	518,569	74,929	45,827,345	46,139,350
500,000	...	...	...	500,000	...	...	1,000,000	866,833
3,000,000	1,600,000	...	8,150	2,760,000	...	...	(d) 7,368,150	7,634,288
...	400,000	...	9,478	...	...	...	409,478	662,425
3,000,000	2,754,100	...	4,964	1,345,000	...	...	7,104,064	7,038,540
...	250,000	...	711	...	...	...	250,711	277,100
...	(e) 147,000	...	...	...	...	...	(e) 147,000	(e) 283,306
3,491,540	943,100	...	30,923	2,129,900	8,460	34	(f) 6,603,957	(f) 6,537,372
...	...	1,200,000	24,000	...	...	...	1,224,000	1,128,776
1,499,860	500,000	...	15,385	...	...	...	2,015,245	2,048,099
1,721,758	...	...	...	...	...	...	1,721,758	199,811
13,213,158	6,594,200	1,200,000	93,611	6,734,900	8,460	34	27,844,363	26,677,050
50,502,519	11,803,000	3,675,559	353,733	6,734,900	527,029	74,963	73,671,708	72,816,400

(d) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £373,371.
(e) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £160,837. Expenditure in excess of this capital has been, and is being for the present, advanced in India.
(f) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1888.

STATEMENT

Guaranteed railways

Amount received from, and withdrawn by, each company

Classification No	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1895.	Sums advanced to the companies on the 31st December 1895.	FROM THIS LIST		
				Amount		
				Share capital.	Debentures.	Debenture stock.
		£	£	£	£	£
	Guaranteed.					
XVIII	Great Indian Peninsula... ..	112,103	...	...	143,800	...
XIX	Bombay, Baroda and Central India ... ..	...	40,286	...	500,000	...
XX	Madras ... ..	...	12,080	...	...	...
	TOTAL ...	112,103	52,366	...	643,800	...
	State lines leased to companies.					
II	Bengal Central	172,583	...	...	...	...
III	Bengal-Nágpur ... ..	...	322,634	...	100,000	...
	Bengal-Nágpur extensions ... ..	...	24,538	...	400,000	...
IV	Indian Midland	49,117	...	...	...	...
	Indian Midland—Saugor-Katni section ...	...	...	...	250,000	...
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	...	108,578	...	...	...
XLII	Southern Mahratta	107,101	...	...	...	...
XLIV	Mysore section (Southern Mahratta) ...	109,107	...	...	...	...
XLVII	Assam-Bengal	71,007	..	90,612	...	...
XLVIII	Burma Railways ... ..	...	...	1,721,758	...	...
	TOTAL ...	508,915	455,750	1,752,370	750,000	...
	GRAND TOTAL ...	621,018	508,116	1,752,370	1,393,800	...

* Including the Bellary-Kistna section.

No. 19.

and state lines leased to companies,

during the year ended the 31st December 1896.

JANUARY TO THE 31ST DECEMBER 1896.							Total received during the year ended the 31st December 1896.	Total withdrawn during the year ended the 31st December 1896.
received.				Amount withdrawn.				
England.		In India.		In England.		In India.		
Capital not bearing interest.	Advances made to companies from monies raised under Act 51 Vic., cap. 6.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
3,375	192,707	443,800	—239,463	147,175	397,044
11,149	255,295	100,600	53,268	511,149	409,163
...	65,388	200,000	—41,529	...	223,859
14,524	513,390	744,400	—227,724	658,324	1,030,066
...	22,568	...	16,848	...	39,416
2,369	26,656	...	19,217	102,369	45,873
9,478	291,332	...	346,555	409,478	637,887
2,948	23,632	...	—37,091	2,948	—13,459
711	161,680	...	115,420	250,711	277,100
...	4,726	...	9,165	...	13,891
...	34,340	...	6,676	...	41,016
...	13,883	...	13,883
...	98,821	...	35,652	30,612	134,473
...	95,171	...	104,640	1,721,758	199,811
15,506	758,926	...	630,965	2,517,876	1,389,891
30,030	1,272,316	744,400	403,241	3,176,200	2,419,957

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1897.

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	2,388,310	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,303	4,010,951	5,863,344
1863-64	1,415,146	4,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	—345,750	477,245
1873-74	1,028,032	—334,970	693,063
1874-75	1,174,893	—86,932	1,087,961
1875-76	1,151,585	—200,779	950,806
1876-77	1,222,846	—507,387	715,459
1877-78	1,792,483	—469,678	1,322,805
1878-79	1,786,235	—773,612	1,012,623
1879-80	1,256,417	—906,857	349,560
1880-81	941,781	—506,922	434,859
1881-82	1,041,022	—351,482	689,540
1882-83	1,046,483	—635,610	410,873
1883-84	1,473,138	—135,218	1,337,920
1884-85	1,391,270	—256,211	1,135,059
1885-86	1,628,033	—403,928	1,224,105
1886-87	862,685	—620,359	242,326
1887-88	991,936	—343,364	648,572
1888-89	969,816	—350,938	618,878
1889-90	905,798	—565,970	339,828
1890-91	944,842	—475,463	469,379
1891-92	597,117	—551,226	45,891
1892-93	526,181	—455,927	70,254
1893-94	463,481	—394,191	69,290
1894-95	501,142	—183,580	317,562
1895-96	547,844	—229,595	318,249
Total withdrawals to end of 1895-96	61,749,568	43,415,994	105,165,562
<i>Deduct</i> —Withdrawals by the East Indian Railway Company	12,276,504	18,620,227	30,896,801
Withdrawals by the Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
Withdrawals by the Sind, Punjab and Delhi Railway Company	6,226,076	4,853,607	11,079,683
Withdrawals by the Oudh and Rohilkhand Railway Company	4,358,107	4,910,204	9,268,311
Withdrawals by the South Indian Railway Company	3,831,129	932,278	4,763,407
Total deductions	28,462,566	30,790,436	59,253,052
Net withdrawals to end of 1895-96	33,287,002	12,625,508	45,912,510
<i>Add</i> —Withdrawals during 1896-7 (partly estimated)	511,500	—206,300	305,200
Net withdrawals to end of 1896-97	33,798,502	12,419,208	46,217,710

STATEMENT No. 21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1897.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
1890-91	409,803	973,649	1,383,452
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,854	290,644	676,498
1895-96	294,423	489,311	783,734
Total expenditure to end of 1895-96 ...	8,061,653	17,459,914	25,521,567
1896-97 (Revised estimate)	1,007,700	1,124,900	2,132,600
TOTAL	9,069,353	18,584,814	27,654,167

STATEMENT No. 22.

Capital outlay* on open lines of railway on the 31st December 1896, and the average cost per mile, excluding branches and extensions of the open system still under construction.

Classification No.	RAILWAY.	Length of line open on the 31st December 1896. (From statement No. 32, pages 135-141).	Total length of single track including sidings, on the 31st December 1896. (From statement No. 32, pages 138-141).	Capital outlay on open line to the 31st December 1896 on final heads (exclusive of steam-boat service and suspense).	Average cost, exclusive of steam-boat service and suspense.		Outlay on steam-boat service to the 31st December 1896.	Amount of debit of suspense (open line) on the 31st December 1896.	Total capital outlay on open line to the 31st December 1896, including steam-boat service and suspense (see also statement No. 26).
					Per mile open.	Per mile of single track including sidings.			
STANDARD GAUGE.									
State lines worked by companies.									
I	East Indian	1,701.11	2,632.33	37,39,36,716	2,18,819	1,42,055	9,40,616	1,00,29,816	38,49,07,144
III	Bengal-Nagpur	860.88	960.26	9,71,96,278	1,12,903	1,01,219	...	20,40,290	9,92,36,568
IV	Indian Midland	679.56	765.36	8,65,53,993	1,27,368	1,13,089	...	14,27,747	8,79,81,740
V	Bhopal-Itarsi (British section)	13.11	16.12	22,71,877	1,73,293	1,40,935	...	...	22,71,877
VI	Godhra-Rutlam-Nagdā	140.91	153.23	1,73,67,153	1,23,250	1,11,880	...	99,431	1,74,66,584
VII	Wardha Coal	44.88	50.92	49,96,305	1,11,326	98,121	...	...	49,96,305
VIII	Dhond-Manmād	145.44	159.68	1,13,60,978	78,114	71,148	...	12,072	1,13,73,050
IX	Bezwada extension (East Coast State)	20.58	21.54	14,35,588	69,756	66,648	...	...	14,35,588
X	Madras-Eanūr section (Bezwada-Madras)	8.45	10.56	5,78,560	68,469	54,736	...	...	5,78,560
	Total ...	3,614.92	4,772.00	59,56,97,448	1,64,788	1,24,832	9,40,616	1,36,09,356	61,02,47,420
State lines worked by the State.									
		(b)		(c)					
XI	North-Western	2,713.91	3,453.05	44,99,05,740	1,60,693	1,30,292	44,02,058	1,28,19,231	46,71,27,029
XII	Hyderabad-Shadipalli	58.91	64.05	17,73,893	30,112	27,696	26,906	...	18,00,799
XIII	Oudh and Rohilkhand	812.37	936.32	10,27,69,446	1,26,506	1,09,759	...	22,30,820	10,50,00,266
XIV	Eastern Bengal	250.00	413.04	5,93,02,285	2,37,209	1,43,575	17,82,583	22,32,117	6,33,16,985
	Bengal Central	125.01	145.84	1,01,65,840	81,320	69,705	...	6,84,528	1,08,50,368
XV	Calcutta Port Commissioners'	8.53	20.81	68,49,276	8,02,963	3,29,134	...	...	68,49,276
XVI	East Coast	(d)503.50	(e)576.24	5,22,74,165	1,03,822	90,716	4,89,082	17,88,683	5,45,51,930
	Total ...	4,472.23	5,609.35	68,30,40,645	(f)1,49,852	1,21,768	67,00,629	1,97,55,379	70,94,96,653
Lines worked by guaranteed companies.									
XVII	Great Indian Peninsula	1,288.00	2,004.15	27,52,80,876	2,13,727	1,37,355	...	37,48,297	27,90,23,173
XIX	Bombay, Baroda and Central India (g)	460.90	644.55	10,06,62,406	2,18,404	1,56,175	...	33,03,106	10,39,65,512
XX	Madras	839.23	1,022.51	11,86,28,231	1,41,352	1,16,017	...	25,23,860	12,11,52,091
	Total ...	2,588.13	3,671.21	49,45,71,513	1,91,092	1,34,714	...	95,75,263	50,41,46,776
Assisted companies.									
XXI	Delhi-Umballa-Kalka	160.47	177.58	(h) & (a) 1,54,15,313	96,063	86,808	...	34,470	(a) 1,54,49,783
XXII	Tarkessur	22.23	25.16	17,56,898	79,033	69,329	...	...	17,56,898
	Total ...	182.70	202.74	1,71,72,211	93,991	84,701	...	34,470	1,72,06,681
Lines owned by native states and worked by companies.									
XXVII	Khāmgaon	7.55	8.42	5,22,150	69,159	62,013	...	453	5,22,603
XXVIII	Amrāoti	5.44	6.09	4,44,732	81,752	73,027	...	6,387	4,51,119
XXIX	Bina-Goona	71.74	77.05	49,98,917	69,681	64,879	...	...	49,98,917
XXX	Bhopal-Ujjain	113.52	120.72	73,97,880	65,168	61,281	...	3,79,724	77,77,604
XXXI	Bhopal-Itarsi (Native state section)	44.28	52.94	50,00,000	1,12,918	94,447	...	...	50,00,000
XXXII	The Nizam's Guaranteed state	332.32	367.40	4,00,74,524	1,20,590	1,09,076	...	7,50,213	4,08,24,737
XXXIII	Nagdā-Ujjain	34.67	35.73	20,71,251	59,742	57,970	...	...	20,71,251
XXXIV	The Gaekwar's Petlad	13.35	15.12	7,13,331	53,433	47,178	...	9,785	7,23,116
XXXV	Kolar Gold-fields	10.00	13.52	7,28,208	72,821	53,862	...	16,796	7,45,004
	Total ...	632.87	696.99	4,19,50,993	97,889	88,884	...	11,63,358	6,31,14,351
Lines owned by native states and worked by state railway agency.									
XXXVI	Rājputra-Bhātinda	107.94	122.80	66,87,026	61,952	54,455	...	8,787	(a) 66,95,813
XXXVII	Jammu and Kashmir (Native state section)	15.92	20.51	9,60,010	60,302	46,807	...	...	9,60,010
	Total ...	123.86	143.31	76,47,036	61,739	53,360	...	8,787	76,55,823
	Total standard gauge ...	11,614.71	15,095.60	1,86,00,79,846	(i)1,58,973	1,23,220	76,41,245	4,41,46,613	1,91,18,67,704

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

(b) Excluding the Mushkaf-Bolan railway—constructed but not worked—but including 6.12 miles of military line not used for public traffic, as also the open section of the Wazirabad-Lyallpur railway and the Kotri-Rohri chord line absorbed in the North-Western railway system.

(c) Calculated on 2,790.79 miles, including the Mushkaf-Bolan railway 6.12 miles of military line not used for public traffic, Wazirabad-Lyallpur railway and the Kotri-Rohri chord line, the capital outlay on these lines having been included with the capital outlay of the North Western railway.

(d) Including 2.99 miles laid on the metre gauge.

(e) Including 4.59 miles laid on the metre gauge.

(f) Calculated on 4,538.11 miles see (c) above.

(g) Including the Patri branch, the state outlay (Rs. 8,08,105) on which was met from the Civil works grant. The capital outlay shown in this table is inclusive of this amount.

(h) Including Rs. 5,76,918 on account of interest on capital during construction.

(i) Calculated on 11,700.59 miles, see (c) above.

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

STATEMENT No. 22—contd.

Capital outlay* on open lines of railway on the 31st December 1896 and the average cost per mile, excluding branches and extensions of the open system still under construction—contd.

Classification No.	RAILWAY.	Length of line open on the 31st December 1896. (From statement No. 32, pages 138-141).	Total length of single track including sidings, on the 31st December 1896. (From statement No. 32, pages 138-141).	Capital outlay on open line to the 31st December 1896 on final heads (exclusive of steam-boat service and suspense).	Average cost, exclusive of steam-boat service and suspense.		Outlay on steam-boat service to the 31st December 1896.	Amount of debit of suspense (open line) on the 31st December 1896.	Total capital outlay on open line to the 31st December 1896, including steam-boat service and suspense (see also statement No. 26).
					/Per mile open.	Per mile of single track including sidings.			
	METRE GAUGE.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.								
XXXVIII	Bengal and North-Western—								
	Tirhoot section	341.80	393.72	2,50,18,169	73,195	63,543	5,45,095	1,53,386	2,57,16,650
	Company's section	478.63	545.63	2,72,21,723	56,874	49,890	15,40,061	4,53,143	2,92,14,927
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	231.17	258.93	87,51,663	37,858	38,799	...	2,11,957	89,63,620
XL	Rajputana-Malwa	1,673.93	1,924.76	12,84,50,702	76,736	66,736	...	43,91,062	13,28,41,764
XLI	Pálanpur-Deesa	17.28	18.57	4,17,746	24,175	22,496	...	...	4,17,746
XLII	Southern Mahratta	1,042.04	1,153.05	9,45,09,812	90,697	81,965	...	15,84,973	9,60,94,787
XLIII	Guntakal-Mysore frontier	119.50	128.81	59,00,158	49,374	45,805	...	...	59,00,158
XLIV	Mysore section, (Southern Mahratta)	296.00	323.62	1,46,65,018	49,544	45,316	...	4,43,239	1,51,08,257
XLV	South Indian	1,041.59	1,174.92	7,40,91,954	71,134	63,061	...	26,71,371	7,67,63,325
XLVI	Máyavaram-Mutupet	53.99	59.39	24,49,580	45,371	41,246	...	100	24,49,680
XLVII	Assam-Bengal	285.90	319.71	2,38,45,322	83,404	74,584	...	26,13,430	2,64,58,752
XLVIII	Burma (d)	886.45	1,030.59	7,49,59,689	84,562	72,735	6,91,822	14,32,025	7,70,83,536
	Total	6,468.28	7,331.70	48,02,81,536	74,252	65,508	27,76,978	1,39,54,688	49,70,13,202
	State lines worked by the State.								
XLIX	Eastern Bengal—								
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	478.47	554.29	3,91,73,368	81,872	70,673	9,75,570	...	4,01,48,938
	Dacca section	85.92	100.54	67,39,174	78,435	67,030	...	...	67,39,174
L	Cawnpore-Burhwal (metre gauge link)... ..	34.57	37.34	7,45,000	21,550	19,952	...	...	7,45,000
	Total	598.96	692.17	4,66,57,542	77,898	67,408	9,75,570	...	4,76,33,112
	Assisted companies.								
LI	Deoghur	4.79	5.41	2,86,180	59,745	52,898	...	1,617	(e) 2,87,797
LII	Rohilkund and Kumaon (Company's section)	53.92	58.51	20,67,971	38,353	35,344	...	10,500	20,78,471
LIII	Bengal Dooars	36.40	43.63	22,66,314	62,261	51,944	1,08,041	58,858	24,33,213
LIV	Dibru-Sadiya	77.50	87.16	72,75,259	93,374	83,470	21,189	1,67,306	74,63,754
	Total	172.61	194.71	1,18,95,724	68,917	61,095	1,29,230	2,38,281	1,22,65,235
	Carried over	7,299.85	8,218.58	53,88,34,802	...	...	38,81,778	1,41,92,969	55,69,09,549

(a) Including interest on capital during construction (Rs. 10,90,014).

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

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

(d) The working of this line has been transferred to a company from the 1st September 1896.

(e) Including interest on capital during construction (Rs. 37,876).

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

STATEMENT No. 22—concl'd.

Capital outlay on open lines of railway on the 31st December 1896 and the average cost per mile, excluding branches and extensions of the open system still under construction—concl'd.

Classification No.	RAILWAY.	Length of line open on the 31st December 1896. (From statement No. 32, pages 133-141).	Total length of single track including sidings on the 31st December 1896. (From statement No. 32, pages 133-141).	Capital outlay on open line to the 31st December 1896 on final heads (exclusive of steam-boat service and suspense).	Average cost, exclusive of steam-boat service and suspense.		Outlay on steam-boat service to the 31st December 1896.	Amount at debit of suspense (open line) on the 31st December 1896.	Total capital outlay on open line to the 31st December 1896, including steam-boat service and suspense (see also statement No. 23).
					Per mile open.	Per mile of single track including sidings.			
	Brought forward ...	Miles. 7,239·85	Miles. 8,218·58	Rs. 53,88,34,802	Rs. ...	Rs. ...	Rs. 38,81,778	Rs. 1,41,92,969	Rs. 55,69,09,549
	METRE GAUGE—concl'd.								
	Lines owned by native states and worked by companies.								
LX	The Gaekwar's Mehsana ...	92·63	104·36	32,61,448	35,209	31,252	...	...	32,61,448
LXI	Kolhápúr ...	29·07	30·77	23,05,912	79,460	74,940	...	...	23,05,912
LXII	Yesvantpur-Mysore frontier ...	51·35	54·72	24,01,746	46,772	43,892	...	-6,984	23,94,762
XLIII	Mysore-Nanjangúd ...	15·25	16·34	6,01,758	39,460	36,827	...	7,922	6,09,680
	Total ...	188·30	206·19	85,70,864	45,517	41,568	...	938	85,71,802
	Lines owned and worked by native states.								
LXVI	Jodhpore-Bickaneer—								
	Jodhpore section ...	320·50	330·00	64,55,244	20,141	19,561	...	...	64,55,244
	Bickaneer section ...	43·50	44·50	9,73,294	22,375	21,872	...	...	9,73,294
LXVII	Oodeypore-Chitor ...	60·39	64·15	15,63,721	25,894	24,376	...	...	15,63,721
LXVIII	Bhávnagar-Gondal - Junágarh - Porbandar ...	333·46	375·41	1,73,09,863	(b) 52,619	(b) 47,293	...	2,53,532	(a) 1,75,63,395
LXIX	Jetalsar-Rájkot ...	46·23	49·84	15,22,790	32,939	30,553	...	6,475	15,29,265
	Total ...	804·08	863·90	2,78,24,912	34,799	32,563	...	2,60,007	2,80,84,919
	Foreign lines.								
LXXI	West of India Portuguese ...	51·00	62·85	(a) 1,35,77,381	2,66,223	2,16,028	(c) 25,30,629	2,72,434	1,63,80,444
LXXII	Pondicherry ...	7·80	9·62	5,68,543	72,890	59,100	...	...	5,68,543
	Total ...	58·80	72·47	1,41,45,924	2,40,577	1,95,197	25,30,629	2,72,434	1,69,48,987
	Total metre gauge ..	3,291·03	3,361·14	58,93,76,502	(d) 71,125	(e) 63,023	64,12,407	1,47,26,348	61,05,15,257
	SPECIAL GAUGES.								
	State line worked by the state.								
LXXV	Jorhát (2' 0") ...	28·00	29·80	8,12,818	29,029	27,276	...	52,482	8,65,300
	Assisted company.								
LXXVI	Darjeeling-Himalayan (2' 0") ...	51·00	54·00	31,51,383	61,792	58,358	...	1,61,349	33,12,732
	Line owned by native state and worked by company.								
LXXVIII	The Gaekwar's Dabhoi (2' 6") ...	71·66	76·64	18,85,096	26,306	24,597	...	29,315	19,14,411
	Line owned by native state and worked by state railway agency.								
LXXX	Cooch Behar (2' 6") ...	22·12	23·74	7,39,916	33,450	31,167	3,618	23,200	7,66,734
	Line owned and worked by native state.								
LXXXI	Morvi (2' 6") ...	94·36	98·36	23,63,805	25,051	24,220	...	18,510	(a) 23,82,315
	Total special gauges ...	267·14	282·54	89,53,018	33,514	31,688	3,618	2,84,856	92,41,492
	TOTAL OF ALL RAILWAYS ...	20,172·88	24,739·28	2,45,84,09,366	(f) 1,21,377	(g) 99,410	1,40,67,270	5,91,67,817	2,53,16,24,457

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

(b) Calculated on the mileages and cost of the home line, excluding dock sidings and quarry lines maintained by the states themselves, viz., 328·96 miles and 366·01 miles, respectively.

(c) Expenditure on Harbour works at Mormugao.

(d) Calculated on 8,286·53 miles.

(e) Calculated on 9,351·74 miles.

(f) Calculated on 20,254·26 miles.

(g) Calculated on 24,729·88 miles.

See note (b) above.

See note (b) above, also note on previous page.

CHAPTER VIII.

Main results of working and revenue statistics.

The main results of working of all railways during 1895 and 1896 are compared in statement No. 25 on pages 110 and 111.

2. The total mean length of all railways worked during 1896 was 19,783 miles, as compared with 19,160 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1896, amounted to Rs. 2,53,16,24,453 against Rs. 2,44,38,04,575 at the end of the previous year.

3. The gross earnings from all sources showed a decrease of 3.32 per cent. The earnings under coaching rose from Rs. 9,13,94,936 in 1895 to Rs. 9,20,22,892 in 1896, while those under goods fell from Rs. 16,36,93,596 to Rs. 15,41,51,505, and the earnings from steam-boat service and miscellaneous sources increased from Rs. 72,80,528 to Rs. 74,86,028.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 244.67 against Rs. 261.18 in 1895.

4. The total number of passengers booked showed an increase of 5.05 per cent. as compared with the number booked in 1895. The passenger earnings increased by 2.47 per cent., with an increase in the passenger unit-mileage of 4.13 per cent. The number of passengers carried one mile per mean mile worked was 325,370 as compared with 322,324 in 1895. Of the total number carried, the lower classes contributed 97.36 per cent., the second class 2.25 per cent. and the first class 0.39 per cent. only.

The average distance travelled by each first class passenger was 74.65 miles against 73.77 miles in the previous year, and the average fare was pies 12.33 against pies 12.57 per mile. In the second class, the average distance travelled was 47.46 miles against 46.96 miles, and the average fare 4.95 pies against 5.14 pies per mile; while in the lower classes the average distance travelled was 39.67 miles against 40.04 miles, and the average fare 2.29 pies against 2.35 pies per mile.

Under other coaching traffic, there was a decrease of Rs. 13,55,844 or 12.13 per cent.

The increase under coaching traffic in 1896 was chiefly due to the increased mileage worked, and to the development of the passenger traffic, while the decrease under other coaching traffic was mainly due to the abnormal receipts in 1895 on account of the Chitral expedition.

5. The total tonnage of goods lifted showed a decrease of 3.44 per cent. as compared with the tonnage lifted in 1895. The total ton-mileage decreased 7.20 per cent. and the earnings 5.83 per cent. The number of tons of goods carried one mile per mean mile worked was 231,970 as compared with 260,009 in 1895.

The decrease in the earnings from goods traffic was chiefly due to a smaller traffic in "Merchandise, general," owing mainly to a heavy decrease in the grain and seeds traffic on account of the famine, and in "Military stores" and "Live stock," due principally to a heavier traffic in the previous year on account of the Chitral expedition.

6. The working expenses rose in 1896 to Rs. 12,19,76,875 from Rs. 12,11,98,860 in 1895. The increase was due chiefly to the increased open mileage and to more extensive repairs and renewals. The percentage of total working expenses on gross earnings was 48.09 as compared with 46.19 in 1895.

7. The net earnings derived from all railways amounted to Rs. 13,16,83,550 as compared with Rs. 14,11,70,200 in 1895, giving a return of 5.20 per cent., against 5.78 per cent. in the previous year, on the total capital outlay* on open lines stated in rupees.

* The capital outlay here referred to is that shown in Chapter VII, statement No. 22, in the report for 1895-96 and in the present report.

8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the year 1896, are given in the following table :

STATEMENT No. 23.

Classification No.	Railways (including branches and leased lines).	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.*
STANDARD GAUGE.										
State lines worked by companies.										
I	East Indian	236	255	384	388	514	573	549	594	(a) 597
III	Bengal-Nágpur ... ..	...	...	...	...	61	156	127	143	142
IV	Indian Midland ... ..	...	...	...	...	52	90	97	129	119
State lines worked by the State.										
XI	North-Western ... ..	...	124	123	147	224	228	216	245	(b) 220
XIII	Oudh and Rohilkhand ... ..	...	...	103	76	149	181	196	245	209
XIV	Eastern Bengal ... ..	...	154	250	312	434	436	503	576	(c) 675
XVI	East Coast ... ..	...	...	...	...	...	...	...	85	94
Lines worked by guaranteed companies.										
XVIII	Great Indian Peninsula	157	236	340	298	456	457	508	503	444
XIX	Bombay, Baroda and Central India	49	157	300	285	321	481	539	642	(d) 676
XX	Madras	105	118	160	143	164	155	198	234	249
Line owned by native state and worked by company.										
XXXII	The Nizam's Guaranteed state ... ..	...	...	...	79	114	145	131	160	187
METRE GAUGE.										
State lines worked by companies.										
XXXVIII	Bengal and North-Western— Tirhoot section ... ..	...	...	...	40	98	108	126	138	161
	Company's section ... ..	...	...	...	...	66	100	115	115	113
XL	Rajputana-Malwa ... ..	...	...	...	86	130	174	210	264	(e) 227
XLII	Southern Mahratta ... ..	...	...	...	...	60	87	95	113	
XLIV	Mysore section (Southern Mahratta) ... ..	...	...	...	...	63	73			
XLV	South Indian ... ..	...	71	89	98	104	118	156	151	(f) 165
XLVII	Assam-Bengal ... ..	...	...	...	...	...	...	...	64	71
XLVIII	Burma (g) ... ..	...	...	...	...	117	173	176	180	167
State line worked by the State.										
XLIX	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch)	...	...	...	...	95	139	162	184	217
	Dacca section ... ..	...	...	...	...	47	73	101	115	115
Assisted company.										
LII	Rohilkund and Kumaon (Company's section)	...	...	...	...	57	69	83	86	86
Lines owned and worked by native states.										
LXVI	Jodhpore-Bickaneer— Jodhpore section ... ..	...	...	...	...	48	57	63	70	70
	Bickaneer section ... ..	...	...	...	...	...	...	35	53	53
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	92	97	101	110	110

(a) Excluding the Delhi-Umballa-Kalka and the Tarkessur railways.

(b) Excluding the Hyderabad-Shadipalli and the Rájputana-Bhátinda railways.

(c) Excluding the Bengal Central railway.

(d) Excluding the Godhra-Rutlam-Nágdá, the Nágdá-Ujain, and the Gaekwar's Petlíd railways.

(e) Excluding the Palanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.

(f) Excluding the Máuvaram-Mutpet railway.

(g) The working of this line has been transferred to a company from the 1st September 1896.

* See also statements Nos. 26 and 36 and paragraph 9 of Chapter VIII

9. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1895 and 1896 :

Classification No.	Railways (including branches and leased lines).	Previous year.		1896.		Remarks.
		Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	
	STANDARD GAUGE.	Rs.		Rs.		
	State lines worked by companies.					
I	East Indian (a)	603	30·92	597	(b) 31·77	(a) Excluding the Delhi-Umballa-Kalka and the Tarkessur railways.
III	Bengal-Nágpur	153	48·48	142	54·03	(b) Including steam-boat, the percentage is 31·98.
IV	Indian Midland	117	63·55	119	58·05	
	State lines worked by the State.					
XI	North Western (c)	274	53·20	220	(d) 59·58	(c) Excluding the Hyderabad-Shadipalli and the Rajpura-Bhátinda railways.
XIII	Oudh and Rohilkhand	248	48·95	209	49·97	(d) Including steam-boat, the percentage is 59·03.
XIV	Eastern Bengal (e)	649	34·61	676	(f) 39·46	(e) Excluding the Bengal Central railway.
XVI	East Coast	90	78·65	94	(g) 74·26	(f) Including steam-boat, the percentage is 39·74.
	Lines worked by guaranteed companies.					
XVIII	Great Indian Peninsula	436	56·38	444	55·20	(g) Including steam-boat, the percentage is 77·98.
XIX	Bombay, Baroda and Central India (h)	732	37·69	676	45·07	(h) Excluding the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain and the Gackwar's Pellad railways.
XX	Madras	257	47·64	249	50·81	
	Line owned by native state and worked by company.					
XXXII	The Nizam's Guaranteed state	185	53·77	187	50·02	
	METRE GAUGE.					
	State lines worked by companies.					
XXXVIII	Bengal and North-Western— Tirhoot section	133	41·97	135	(i) 44·13	(i) Including steam-boat, the percentage is 43·97.
	Company's section					
XL	Rajputana-Malwa (j)	269	40·29	227	44·35	(j) Excluding the Palampur-Deesa, and the Gackwar's Mehsana and the Ooddepore-Chitor railways.
XLII	Southern Mahratta	109	59·94	113	56·69	
XLV	South Indian (k)	164	56·12	165	54·89	(k) Excluding the Mayavaram-Mutapet railway.
XLVII	Assam-Bengal (l)	64	103·75	71	94·63	(l) Opened to traffic from the 1st July 1895.
XLVIII	Burma†	169	58·86	167	(m) 59·89	(m) Including steam-boat, the percentage is 60·76.
	State line worked by the State.					
XLIX	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	199	36·93	212	(n) 36·65	(n) Including steam-boat, the percentage is 40·04.
	Dacca section	120	51·49	115	53·27	
	Assisted company.					
LII	Rohilkund and Kumaon (Company's section)	84	61·99	86	63·67	
	Lines owned and worked by native states.					
LXVI	Jodhpore-Bickander— Jodhpore section	58	41·60	70	36·60	
	Bickaneer section	38	47·89	53	37·56	
LXVIII	Bhánagar - Gondal - Junágarh - Porbandar	108	57·74	110	50·71	

* See also statements Nos. 23, 26 and 36.

† See also statements Nos. 26, 36 and 37.

‡ The working of this line has been transferred to a company from the 1st September 1896.

10. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36 on pages 154 to 157 were as follows :

On "State lines worked by Companies," the net earnings amounted on the standard gauge to Rs. 4,31,33,747, giving a return of 6·87 per cent. on a total capital outlay* of Rs. 62,74,45,381 ; and on the metre gauge to Rs. 2,53,88,423, giving a return of 5·14 per cent. on a total capital outlay* of Rs. 49,33,59,936.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,26,96,536, or 3·20 per cent. on a total capital outlay* of Rs. 70,94,96,653, and on the metre gauge Rs. 37,03,143, or 7·90 per cent. on a total capital outlay* of Rs. 4,68,88,112.†

The net earnings of the "Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 2,97,80,232, giving a return of 5·89 per cent. on a total capital outlay* of Rs. 50,54,70,340.

The net earnings of the lines in the hands of "Assisted companies" were on the standard gauge Rs. 8,42,802, being at the rate of 4·90 per cent. on a total capital outlay* of Rs. 1,72,06,681, and on the metre gauge Rs. 9,11,398, being at the rate of 4·29 per cent. on a total capital outlay* of Rs. 2,12,26,855.

The net earnings derived by the "Native state lines" amounted on the standard gauge to Rs. 23,76,464, giving a return of 4·55 per cent. on a total capital outlay* of Rs. 5,22,48,649, and on the metre gauge to Rs. 22,12,181, giving a return of 7·06 per cent. on a total capital outlay* of Rs. 3,13,46,367.

* The capital expenditure here referred to is that shown in Chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

† Excluding the Cawnpore-Burhwal railway (metre gauge link).

11. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, including steam-boat service and suspense accounts, during the last five years.

These results which are the best obtainable for purposes of comparison from a statistical point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (vide statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT No. 24.

Classification No.	Railway.	1892.		1893.		1894.		1895.		1896.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings (see also statements Nos. 26 and 36).	Percentage of net earnings per annum on capital expenditure.
STANDARD GAUGE.											
State lines worked by companies.											
I	East Indian	3,50,21,046	9.62	3,61,31,898	9.82	3,64,26,406	9.72	3,73,16,417	9.80	3,67,78,683	9.56
III	Bengal-Nágpur	30,08,165	3.19	32,62,220	3.33	32,58,414	3.32	35,41,443	3.59	29,27,869	2.95
IV	Indian Midland	19,48,540	1.99	18,83,372	1.95	24,08,395	2.53	18,23,669	1.87	24,48,794	2.27
State lines worked by the State.											
XI	North-Western	94,51,029	2.22	97,97,643	2.32	1,28,25,181	3.02	1,64,46,997	3.86	1,18,86,409	2.55
XIII	Oudh and Rohilkhand	50,16,330	5.43	50,17,053	5.28	57,36,139	5.58	52,55,948	5.01	49,50,907	4.11
XIV	Eastern Bengal	39,11,578	6.62	39,77,473	6.70	49,95,544	8.36	55,01,903	9.03	52,99,143	8.37
XVI	East Coast ... ..	...	...	45,484	0.15	1,50,921	0.45	3,29,185	0.70	5,29,705	0.97
Lines worked by guaranteed companies.											
XVIII	Great Indian Peninsula	2,02,18,309	7.29	1,80,19,294	6.50	1,62,56,583	5.82	1,47,38,432	5.27	1,54,20,597	5.51
XIX	Bombay, Baroda and Central India	81,30,959	8.44	95,78,043	9.87	1,00,70,974	10.22	1,09,37,063	10.87	89,00,862	8.63
XX	Madras	42,92,132	3.58	54,21,742	4.50	49,77,136	4.11	59,45,110	4.89	54,58,773	4.46
Line owned by native State and worked by company.											
XXXII	The Nizam's Guaranteed state	13,24,959	3.35	14,36,451	3.57	16,22,023	4.03	15,77,150	3.88	17,28,195	4.23
METRE GAUGE.											
State lines worked by companies.											
XXXVIII	Bengal and North-Western— Tirhoot section	30,17,069	5.85	30,07,927	5.65	32,36,188	6.03	32,57,825	5.96	32,42,246	5.90
	Company's section	1,32,14,775	10.13	1,32,89,100	10.15	1,53,54,164	11.65	1,39,95,262	10.54	1,09,76,727	8.26
XL	Rajputana-Malwa	18,53,156	1.65	31,53,380	2.62	27,37,595	2.26	35,40,902	2.91	39,68,777	3.24
XLII	Southern Mahratta	28,68,932	3.64	31,53,479	4.10	33,10,987	4.30	39,34,006	5.09	40,53,149	5.24
XLV	South Indian ... ..	...	...	...	...	...	...	...	...	33,239	0.13
XLVII	Assam-Bengal ... ..	...	...	...	...	...	...	...	...	29,85,751	3.87
XLVIII	Burma (a)	33,86,087	5.39	22,42,492	3.55	23,23,328	3.58	27,02,356	3.70	...	...
State line worked by the State.											
XLIX	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch) Dacca section	21,86,559	5.60	24,96,787	6.31	31,29,674	7.88	32,11,546	8.03	34,64,021	8.63
		1,35,590	2.02	1,60,878	2.40	2,28,341	3.41	2,61,025	3.88	2,39,122	3.55
Assisted company.											
LII	Rohilkund and Kumaon (Company's section)	4,72,743	4.78	4,56,721	4.38	6,12,494	5.74	4,67,663	4.33	4,55,800	4.15
Lines owned and worked by native states.											
LXVI	Jodhpore-Bickaneer— Jodhpore section	5,28,941	11.01	4,33,895	6.70	6,69,373	10.38	5,69,246	8.85	7,38,273	11.44
	Bickaneer section	24,904	2.63	25,735	2.66	40,477	4.17	45,096	4.65	75,382	7.75
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar	4,37,876	2.54	8,88,708	5.16	8,52,487	4.52	8,98,666	4.70	10,73,513	5.62

(a) The working of this line has been transferred to a company from the 1st September 1896.

N.B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No. 26.

12. Statements relating to guaranteed railway transactions are given on pages 116 to 119. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* statement No. 29, page 118) to have returned a net revenue of £2,739,964. The guaranteed interest is £2,167,939, and the net earnings are shown to be in excess of the guaranteed interest by £572,025. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1896, are given in statement No. 30 on page 119. This statement also shows the sterling dividends earned by the companies.

13. The financial results of the state lines worked by state agency (excluding the Pishin section, the Mari-Attock, the Sind-Sagar and Khushálgarh branches of the North-Western State railway which were constructed for military purposes only) for 1895 and 1896, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, Chapter VII.

Railway.	Mean mileage worked (from statement No. 32 in the report for 1895-96 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay, as shown in Chapter VII, statement No. 17.
STANDARD GAUGE.						
	Miles.	Rs.	Rs.	Rs.		
North-Western	1,604.74	3,19,14,289	1,49,34,072	1,69,80,217	46.79	*5.02
Hyderabad-Shadipalli	58.91	1,68,139	1,21,531	46,608	72.28	2.63
Oudh and Rohilkhand	797.18	1,02,94,880	50,38,932	52,55,948	48.95	*4.48
Eastern Bengal	248.78	85,93,037	30,91,134	55,01,903	35.97	7.88
East Coast	395.88	19,04,251	15,75,066	3,29,185	82.71	0.66
METRE GAUGE.						
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharilla, 2' 6" gauge, branch)	478.52	53,78,672	21,67,126	32,11,546	40.29	8.03
Dacca section	85.92	5,38,030	2,77,005	2,61,025	51.49	3.88
Burma	762.91	67,11,062	40,08,706	27,02,356	59.73	3.57
Total	4,432.84	6,55,02,360	3,12,13,572	3,42,88,788	47.65	*4.89
1896.						
STANDARD GAUGE.						
	Miles.	Rs.	Rs.	Rs.		
North-Western	1,703.62	2,61,14,476	1,43,02,416	1,18,12,060	54.77	3.40
Hyderabad-Shadipalli	58.91	1,87,503	1,23,127	64,376	65.67	3.57
Oudh and Rohilkhand (a)	799.36	86,97,076	43,46,169	43,50,907	49.97	3.63
Eastern Bengal	249.75	87,93,152	34,94,009	52,99,143	39.74	7.34
East Coast	483.87	24,05,423	18,75,718	5,29,705	77.98	0.94
METRE GAUGE.						
Burma (b)	871.63	76,08,559	46,22,808	29,85,751	60.76	(c) 3.67
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharilla, 2' 6" gauge, branch)	478.47	57,76,778	23,12,757	34,64,021	40.04	8.63
Dacca section	85.92	5,11,741	2,72,619	2,39,122	53.27	3.55
Total	4,731.53	6,00,94,708	3,13,49,623	2,87,45,085	52.17	3.96

* Revised figures.

(a) Including the Cawnpore-Burhwal (metre gauge link).
 (b) The working of this line has been transferred to a company from the 1st September 1896.
 (c) Calculated on the total capital outlay incurred by the State up to the 31st August 1896, as shown in statement No. 17, *plus* the outlay incurred since that date by the company, *viz.*, Rs. 26,84,148.

14. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North-Western State railway proper for 1895 and 1896 :

	1895.			1896.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total capital outlay* ...	†33,84,70,589	†14,64,66,049	†48,49,36,632	34,75,96,515	15,27,16,550	50,03,13,065
Mean mileage worked ...	1,604.74	848.96	2,453.70	1,703.62	854.12	2,557.74
Train-mileage ...	7,972,454	1,324,608	9,297,062	6,787,381	1,331,884	8,119,265
Gross earnings ...	3,19,14,289	33,04,092	3,52,18,381	2,61,14,476	33,27,274	2,94,41,750
Working expenses... ..	1,49,34,072	38,37,312	1,87,71,384	1,43,02,416	32,52,325	1,75,55,341
Net earnings ...	1,69,80,217	—5,33,220	1,64,46,997	1,18,12,060	74,349	1,18,86,409
Percentage of working expenses on gross earnings.	46.79	116.14	53.30	54.77	97.77	59.63
Percentage of net earnings on total capital outlay.	†5.02	...	†3.39	3.40	0.05	2.38

* As shown in Chapter VII, statement No. 17.
 † Revised figures.

15. Including steam-boat service, and the capital* expenditure on suspense accounts, the total general results of working of all railways during 1896 were as follows :

	Standard gauge.	Metre gauge.	Special gauges.	Total.
Mileage open at the end of the year ... Miles	11,614.71	8,291.03	267.14	20,172.88
Mileage of single track, including sidings ..	15,095.60	9,361.14	232.54	24,739.28
Mean mileage worked during the year	11,452.06	8,065.26	265.92	19,733.24
Total capital outlay on open lines* ... Rs.	1,91,18,67,704	61,05,15,257	92,41,492	2,53,16,24,453
Average cost per mile open †	1,58,973	71,125	33,514	1,21,377
Average cost per mile of single track, including sidings. ..	1,23,220	63,023	31,688	99,410
Gross earnings	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425
Working expenses	8,32,45,511	3,28,61,493	8,69,871	12,19,76,875
Percentage of working expenses on gross earnings ..	47.17	50.56	54.80	48.09
Net earnings	9,88,29,781	3,21,36,252	7,17,517	13,16,83,550
Percentage of net earnings on total capital cost of open line ..	5.17	5.27	7.76	5.20

* The capital expenditure here referred to is that shown in Chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).
 † Excluding steam-boat and suspense.

16. From the statement on pages 112 to 115, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1896 the average gross earnings per total train-mile were Rs. 4·24 on the standard gauge and Rs. 3·14 on the metre gauge, the highest on the standard gauge being Rs. 6·57 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·69, on the East Coast State railway. The highest on the metre gauge was Rs. 3·75 on the Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) of the Eastern Bengal State railway, and the lowest, Rs. 2·34, on the Assam-Bengal railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 31·98 on the East Indian railway to 77·98 on the East Coast State railway, and on the metre gauge from 36·60 on the Jodhpore section of the Jodhpore-Bickaneer railway to 94·63 on the Assam-Bengal railway, the average of the standard gauge lines being 47·05, and of the metre gauge 50·22.

The average working expenses per total train-mile were Rs. 1·99 on the standard gauge and Rs. 1·58 on the metre gauge, the highest being Rs. 2·96 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2·21 on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 3·27 on the standard gauge and Rs. 3·13 on the metre gauge, the highest on the standard gauge being Rs. 4·21 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·44, on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 3·92 on the Assam-Bengal railway, and the lowest, Rs. 2·57, on the Southern Mahratta railway.

The average number of passengers carried in a passenger train was 224·60 on the standard gauge and 241·20 on the metre gauge, the highest on the standard gauge being 316·07 on the East Coast State railway, and the lowest, 173·56, on the Great Indian Peninsula railway. The highest on the metre gauge was 296·71 on the Jodhpore section of the Jodhpore-Bickaneer railway, and the lowest, 192·29, on the Rohilkund and Kumaon railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·69 pie on the East Indian railway, on which line the average sum received for this work was 2·71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0·76 pie on the Bengal and North-Western railway and on the Bickaneer section of the Jodhpore-Bickaneer railway, the average receipts per passenger on these lines being 2·11 pies and 2·09 pies, respectively.

The average distance travelled by passengers was on the standard gauge 42·62 miles and on the metre gauge 38·20 miles.

The average goods earnings per goods train-mile were Rs. 4·76 on the standard gauge and Rs. 2·94 on the metre gauge, the highest on the standard gauge being Rs. 9·02 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 1·86, on the East Coast State railway. The highest on the metre gauge was Rs. 4·00 on the Rajputana-Malwa railway, and the lowest, Rs. 1·31, on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·63 pies on the East Indian railway, standard gauge, and 2·79 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·85 pies and 5·94 pies respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 159·41 miles and on the metre gauge 120·93 miles.

17. The following table shows the gross earnings, working expenses, and net earnings during 1896, and the amount of these per train-mile, excluding steam-boat, for all railways under the following grouping. The grouping in the case of State railways is that adopted for statements Nos. 2 to 4 :

	Guaranteed Railways.	State lines leased to Companies.	State Railways (Commercial).	State Railways (Military).	State Railways worked by Companies.	Assisted Companies.	Native States.	Foreign Lines.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge lines—									
Gross earnings - - -	6,15,08,812	1,21,53,742	4,66,18,383	32,94,272	5,58,99,202	16,32,082	56,90,369	...	18,67,91,862
Gross earnings per train-mile	*4.41	3.84	†3.84	2.47	*4.69	2.73	*4.09	...	†4.20
Working expenses - - -	3,17,97,063	68,61,313	2,42,17,014	32,29,749	1,80,99,035	7,89,280	28,82,397	...	8,78,75,851
Working expenses per train-mile - - -	*2.28	2.17	†2.00	2.42	*1.53	1.32	*2.13	...	†1.98
Net earnings - - -	2,97,06,749	52,92,429	2,24,01,369	64,523	3,78,00,167	8,42,802	28,07,972	...	9,89,16,011
Net earnings per train-mile -	*2.23	1.67	†1.84	0.05	*3.05	1.41	*1.98	...	†2.23
Metre gauge lines—									
Gross earnings - - -	...	97,43,595	1,33,75,188	...	3,23,66,606	38,23,654	44,06,467	2,78,271	6,39,33,781
Gross earnings per train-mile	...	2.48	3.19	...	3.24	3.31	3.37	3.30	3.10
Working expenses - - -	...	58,19,511	67,48,616	...	1,56,47,485	15,41,269	20,24,975	3,49,584	3,21,31,440
Working expenses per train-mile - - -	...	1.48	1.61	...	1.57	1.33	1.54	4.15	1.56
Net earnings - - -	...	39,24,084	66,26,572	...	1,66,59,121	22,82,385	23,81,492	-71,313	3,18,02,341
Net earnings per train-mile -	...	1.00	1.58	...	1.67	1.98	1.83	-0.85	1.54
Special gauge lines—									
Gross earnings - - -	...	...	89,996	...	...	7,81,593	7,15,799	...	15,87,388
Gross earnings per train-mile	...	...	2.99	...	...	4.37	2.68	...	3.33
Working expenses - - -	...	...	76,252	...	...	4,23,669	3,69,950	...	8,69,871
Working expenses per train-mile - - -	...	...	2.53	...	...	2.37	1.38	...	1.83
Net earnings - - -	...	...	13,744	...	...	3,57,924	3,45,849	...	7,17,517
Net earnings per train-mile -	...	...	0.46	...	...	2.00	1.30	...	1.50

In the previous year the results per train-mile were :

Standard gauge lines—									
Gross earnings per train-mile	*4.50	3.95	†3.90	2.47	*4.93	2.89	*4.40	...	†4.32
Working expenses per train-mile - - -	*2.23	2.16	†1.81	2.87	*1.56	1.39	*2.40	...	†1.94
Net earnings per train-mile -	*2.39	1.79	†2.09	-0.40	*3.24	1.50	*1.96	...	†2.38
Metre gauge lines—									
Gross earnings per train-mile	...	2.58	3.32	...	3.29	3.33	3.23	4.25	3.18
Working expenses per train-mile - - -	...	1.58	1.65	...	1.50	1.29	1.69	3.70	1.55
Net earnings per train-mile -	...	1.00	1.67	...	1.79	2.04	1.54	0.55	1.63
Special gauge lines—									
Gross earnings per train-mile	...	...	3.35	...	...	4.61	2.57	...	3.96
Working expenses per train-mile - - -	...	...	2.61	...	...	2.37	1.35	...	1.79
Net earnings per train-mile -	...	...	0.74	...	...	2.24	1.22	...	1.57

* The net earnings per train-mile do not here correspond with the difference between the gross earnings and the working expenses per train-mile, as the latter are based on home and leased line figures, which cannot be separated, while the former, which represent home line results, are based on home line figures only. As the leased lines belong to different classifications to those of home lines, the net earnings of the former are shown under their respective classifications.

† Excluding the Calcutta Port Commissioners' railway, as no record of the train-mileage is kept on that line.

Main results of working of all railways for the years ending

Progressive No.	Details.	PREVIOUS YEAR.			1896.		
		Standard gauge.	Metre gauge.	Special gauges.	Standard gauge.	Metre gauge.	
1	Open mileage on the 31st December - - - Miles	11,215.68	7,988.76	267.14	11,614.71	8,291.08	
2	Mean mileage worked during the year - - - Miles	11,081.95	7,812.21	265.78	11,452.06	8,065.26	
3	Capital outlay on open line, including steam-boat service and suspense accounts* - - - Rs.	1,84,64,01,811	58,83,53,626	90,49,138	1,91,18,67,704	61,05,15,257	
4	Number of passengers booked - - - No.	97,277,012	54,887,547	916,918	103,326,920	56,482,215	
5	Number of passengers booked per mean mile worked No.	8,784	7,026	3,450	9,021	7,006	
6	Tonnage of goods booked - - - Tons	25,340,872	8,157,927	129,231	24,316,903	7,999,668	
7	Tonnage of goods booked per mean mile worked - Tons	2,287	1,044	486	2,123	992	
8	Passenger unit-miles and average distance travelled—						
	1st class - - - - -	Unit-miles	36,472,404	(a)8,579,226	(b)318,565	37,507,098	8,596,568
		Av. distance	77.07	(a)64.05	(b)40.65	77.49	65.68
	2nd class - - - - -	Unit-miles	124,205,849	(a)36,447,974	(b)959,905	133,785,506	36,819,614
		Av. distance	46.99	(a)47.13	(b)39.17	47.56	47.39
	Intermediate or 3rd and 4th or lowest classes	Unit-miles	3,922,453,477	2,014,581,433	(b)23,492,226	4,130,674,562	2,053,873,582
		Av. distance	41.66	(a)37.44	(b)26.56	41.29	36.96
	TOTAL - - - - -	Unit-miles	4,083,131,730	2,065,063,846	24,770,696	4,301,967,166	2,099,289,764
Av. distance		41.97	37.62	27.02	41.64	37.17	
9	Passenger unit-miles per mean mile worked - - Miles	368,732	264,338	93,200	375,589	260,404	
10	Ton-mileage and average lead of goods -	Ton-miles	3,967,675,567	(d)972,712,449	4,408,665	3,661,861,796	921,844,138
		Av. lead	160.27	(d)126.98	34.11	150.59	115.24
11	Ton-mileage per mean mile worked - - - Tons	358,306	(d)126,819	16,588	319,704	114,349	
12	Train-miles - - - - - Miles	(e)44,890,493	20,539,894	438,365	(e)44,264,682	20,622,130	
13	Train-miles per mean mile worked - - - Miles	(e)4,054	2,629	1,649	(e)3,868	2,558	
Gross earnings—							
14	Coaching {	Passengers - - - - - Rs.	5,49,59,952	2,46,66,908	5,94,067	5,63,60,080	2,52,03,717
		Other coaching traffic - - - Rs.	87,44,414	23,44,071	85,524	75,74,610	21,46,987
	TOTAL - - - - - Rs.	6,37,04,366	2,70,10,979	6,79,591	6,39,34,690	2,73,50,704	
15	Goods - - - - - Rs.	12,59,56,565	3,69,67,213	7,69,318	11,82,08,245	3,51,23,521	
16	Steam-boat, telegraph and miscellaneous - - - Rs.	49,16,618	23,31,385	32,525	49,32,357	25,23,520	
	TOTAL GROSS EARNINGS - - - Rs.	19,45,77,549	6,63,09,577	14,81,934	18,70,75,292	6,49,97,745	
17	Gross earnings per mean mile worked per week, excluding steam-boat - - - Rs.	335.73	160.68	106.68	312.55	152.51	
Working expenses—							
18	Maintenance - - - - - Rs.	2,30,18,634	73,89,818	1,80,911	2,39,92,028	74,85,696	
19	Locomotive - - - - - Rs.	3,00,15,680	1,10,48,136	2,44,536	2,93,70,319	1,07,23,509	
20	Carriage and wagon - - - - - Rs.	77,73,974	29,09,202	76,189	79,01,965	29,07,545	
21	Traffic - - - - - Rs.	1,41,98,495	53,77,488	1,36,771	1,44,37,951	56,15,354	
22	General - - - - - Rs.	81,65,528	44,15,172	1,29,725	81,38,829	45,53,280	
23	Steam-boat, special and miscellaneous, and rent of leased lines - - - - - Rs.	37,24,398	11,76,948	15,437	34,74,950	13,22,668	
24	Contribution to Provident Fund - - - - - Rs.	9,42,548	2,55,091	4,184	9,29,469	2,53,441	
	TOTAL WORKING EXPENSES - - - Rs.	8,78,39,252	3,25,71,855	7,87,753	8,82,45,511	3,28,61,493	
25	Percentage of working expenses on gross earnings - - - - - Per cent.	45.14	49.12	53.16	47.17	50.56	
26	Net earnings - - - - - Rs.	10,67,38,297	3,37,37,722	6,94,181	9,88,29,781	3,21,36,252	
27	Percentage of net earnings on total capital outlay* on open line, including suspense - - - - - Per cent.	5.78	5.73	7.67	5.17	5.27	

* The capital outlay here referred to is that shown in Chapter VII, statement No. 22 in the report for 1895-96 and in the present report

No. 25.

with the 31st December 1895 and the 31st December 1896.

Special gauges.	TOTAL OF ALL GAUGES.		Increase or decrease in 1896.	PERCENTAGE OF INCREASE OR DECREASE.		Pro- gressive No.	REMARKS.	
	Previous year.	1896.		Increase.	Decrease.			
267-14	19,466-58	20,172-88	706-30	3-63	...	1	See also statement No. 32, pages 138 to 141.	
265-92	19,159-94	19,783-24	623-30	3-25	...	2		
92,41,492	2,44,38,04,575	2,53,16,24,453	8,78,19,878	3-59	...	3		See also statement No. 22, pages 98 to 100.
1,008,132	158,081,477	160,817,267	7,735,790	5-05	...	4		
3,791	7,999	8,129	196	1-70	...	5		See also statement No. 33, pages 142 to 145.
154,764	33,628,030	32,471,335	-1,156,695	...	3-44	6		
582	1,755	1,641	-114	...	6-50	7		
(c) 329,855	(a) 45,370,195	(c) 46,433,521	1,063,326	2-34	...	8	(a) Excluding the Assam-Bengal railway. Information not received.	
(c) 46-33	(a) 73-77	(c) 74-65	0-88	1-19	...			
(c) 990,786	(a) 161,613,728	(c) 171,595,906	9,982,178	6-18	...	8	(b) Approximate figures, as information is not given separately for special gauges. See also statement No. 35, pages 150 to 153.	
(c) 39-21	(a) 46-96	(c) 47-46	0-50	1-06	...			
(c) 25,030,569	(a) 5,960,527,136	(c) 6,209,578,713	249,051,577	4-18	...	8	(c) Excluding the Jorhat railway. Information not received.	
(c) 27-24	(a) 40-04	(c) 89-67	-0-37	...	0-92			
(c) 26,351,210	6,172,966,272	(c) 6,427,608,140	254,641,868	4-13	...	9	(c) Excluding the Jorhat railway. Information not received.	
(c) 26-14	40-32	(c) 89-98	-0-34	...	0-84			
(c) 110,192	322,324	(c) 325,370	3,046	0-94	...	9	See also statement No. 35, pages 150 to 153.	
5,010,090	(d) 4,944,796,681	4,588,716,024	-356,080,657	...	7-20			
32-37	(d) 149-25	141-32	-7-93	...	5-31	10	(d) Excluding the Assam-Bengal and Dibru-Sadiya railways. Information not received.	
18,842	(d) 260,009	231,970	-28,039	...	10-78			
476,365	(e) 65,868,752	(e) 65,363,186	-505,566	...	0-77	12	See also statement No. 46, pages 206 to 209.	
1,791	(e) 3,439	(e) 3,305	-134	...	3-90			
(f) 6,40,930	8,02,20,927	8,22,04,727	19,83,800	2-47	...	14	(f) Including other coaching traffic of the Jorhat railway. See also statements Nos. 33 and 36, pages 142 to 145 and 154 to 157, respectively.	
96,568	1,11,74,009	98,18,165	-13,55,844	...	12-13			
7,37,498	9,13,94,936	9,20,22,892	6,27,956	0-69	...	15	See also statements Nos. 34 and 36, pages 146 to 149 and 154 to 157, respectively.	
8,19,739	16,36,93,596	15,41,51,505	-95,42,091	...	5-83			
30,151	72,80,528	74,86,028	2,05,500	2-82	...	16		
15,87,388	26,23,69,060	25,36,60,425	-87,08,635	...	3-32	...		
114-80	261-18	244-67	-16-51	...	6-32	17		
1,87,544	3,05,89,363	3,16,65,268	10,75,905	3-52	...	18		
2,70,124	4,13,08,352	4,03,63,952	-9,44,400	...	2-29	19		
1,04,907	1,07,59,365	1,09,14,417	1,55,052	1-44	...	20		
1,48,801	1,97,12,754	2,02,02,106	4,89,352	2-48	...	21		
1,34,627	1,27,10,425	1,28,26,736	1,16,311	0-92	...	22	See also statements Nos. 36 and 37, pages 154 to 157 and 158 to 161, respectively.	
15,987	49,16,778	48,13,605	-1,03,173	...	2-10			
7,881	12,01,823	11,90,791	-11,032	...	0-92	24		
8,69,871	12,11,98,860	12,19,76,875	7,78,015	0-64	...	...
54-80	46-19	48-09	1-90	...	...	25	
7,17,517	14,11,70,200	13,16,83,550	-94,86,650	...	6-72	26		
7-76	5-78	5-20	-0-56	...	...	27	

giving the expenditure on lines open to traffic only, and excluding the premia on lines purchased and expenditure on unopen extensions.

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED	
		I East Indian.	III Bengal-Nagpur.	IV Indian Midland. (c)	XI North-Western. (e)	XIII Oudh and Rohilkhand. †
	STANDARD GAUGE.					
1	Miles open on the 31st December 1896 - - - Miles.	1,701·11	860·88	922·21	2,713·91	846·94
2	Total length of sidings - - - - - "	456·97	99·38	109·98	697·88	126·72
3	Total length of single track, including sidings - - - "	2,682·33	960·26	1,032·19	3,453·05	973·66
4	Mean mileage worked during the year - - - - - "	(b) 1,736·29	862·33	(d) 941·53	(f) 2,573·67	799·36
5	Capital outlay on open line to the 31st December 1896, including steam-boat service and suspense* - - - Rs.	38,49,07,148	9,92,36,568	10,80,30,138	46,71,27,029	10,57,45,266
6	Capital outlay on open line to the 31st December 1896, exclusive of steam-boat service and suspense* - - - "	37,39,36,716	9,71,96,278	10,62,22,667	44,99,05,740	10,35,14,446
7	Average cost per mile of railway (a) - - - - - "	2,19,819	1,12,903	1,15,183	§ 1,60,693	1,22,222
8	Average cost per mile of single track, including sidings (a) - "	1,42,055	1,01,219	1,02,910	1,30,292	1,06,315
9	Coaching earnings - "	1,76,90,712	15,94,951	24,02,340	1,09,58,437	37,75,106
10	Goods earnings - "	3,54,35,005	42,64,420	33,01,409	1,77,51,598	45,50,297
11	Gross earnings - "	5,40,70,143	63,68,525	58,37,258	2,94,41,750	86,97,076
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings - "	597	142	119	220	209
13	Working expenses - "	1,72,91,460	34,40,656	33,88,464	(g) 1,75,55,341	43,46,169
14	Working expenses per cent. of gross earnings - Per cent.	31·98	54·03	58·05	59·63	49·97
15	Net earnings - Rs.	3,67,78,683	29,27,869	24,48,794	1,18,86,409	43,50,907
16	Net earnings per cent. on capital outlay (5) - Per cent.	9·56	2·95	2·27	2·55	4·11
17	Net earnings per cent. on paid up capital - "	...	2·90	2·27	...	...
18	Passenger train-miles - Miles.	4,424,079	504,487	765,990	3,594,251	1,092,997
19	Goods train-miles - "	6,986,690	1,067,530	838,593	4,549,200	1,346,230
20	Total train-miles - "	11,410,769	1,572,017	1,604,583	8,143,451	2,439,227
21	Coaching earnings per passenger train-mile - - - - - Rs.	4·00	3·16	3·14	3·05	3·45
22	Goods earnings per goods train-mile - "	5·07	3·99	3·94	3·90	3·38
23	Gross earnings per train-mile - "	4·74	4·05	3·63	3·62	3·57
24	Working expenses per train-mile - "	1·52	2·19	2·11	2·16	1·78
25	Net earnings per train-mile - "	3·22	1·86	1·52	1·46	1·79
26	Cost of train staff per train-mile - Annas	0·95	0·72	0·64	(h) 0·93	0·78
27	Average number of passengers in a passenger train No.	253·54	263·78	176·41	211·29	225·78
28	Average distance travelled by a passenger - - - - - Miles.	65·00	54·48	73·49	54·09	44·74
29	Average number of tons in a goods train - - - - - Tons.	200·67	118·62	111·87	132·08	108·49
30	Average distance over which a ton of goods was hailed - Miles.	208·89	99·91	144·15	142·10	90·90
31	Average number of vehicles (excluding brake-vans)— In each passenger train - No.	14·76	8·99	11·00	11·87	11·43
32	In each goods train - "	30·87	24·75	28·00	26·92	25·28
33	In each mixed train { Passenger carriages - "	15·03	9·24	10·00	9·06	8·04
	{ Goods vehicles - "	3·55	13·21	12·00	7·06	15·06
34	Number of passengers carried one mile - Unit-miles.	1,121,683,547	133,071,001	135,124,666	759,414,979	246,777,734
35	Number of tons of goods carried one mile - Ton-miles.	1,402,029,831	126,625,076	93,816,189	600,859,399	146,058,033
36	Average cost of hauling for one mile— One passenger unit - Pies.	0·69	1·29	1·51	(i) 1·31	1·19
37	One ton of goods - "	1·63	3·50	4·12	(j) 3·58	3·31
38	Average sum received for carrying for one mile— One passenger unit - "	2·71	2·08	2·88	2·45	2·67
39	One ton of goods - "	4·85	6·47	6·76	5·67	5·98

N.B.—For information given under progressive numbers 1 to 16, 18 to 25,
* The capital outlay here referred to is that shown in Chapter VII., statement No. 22.
† Including 2·99 miles
‡ Including 1·60 miles
§ Calculated on 2,799·79
¶ Including the Cawnpore-Burhwal

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railways during the year ending with the 31st December 1896.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XIV Eastern Bengal.	XVI East Coast.	XVIII Great Indian Peninsula. (j)	XIX Bombay, Baroda and Central India. (i)	XX Madras. (o)	XXXII THE NIZAM'S Guaranteed state. (p)			
250·00	†503·50	1,288·00	460·90	857·67	(q) 352·90	10,758·02	1	
107·56	†72·74	254·23	112·76	146·50	36·04	2,220·76	2	(a) Excluding steam-boat service and suspense.
413·04	576·24	2,004·15	644·55	1,046·59	388·94	14,125·00	3	(b) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
249·75	483·87	1,490·35	460·90	856·47	(r) 354·70	10,809·22	4	
6,33,16,985	5,45,51,930	27,90,29,173	(m) 10,39,65,512	12,24,75,655	4,22,60,325	1,83,06,45,729	5	(o) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways, except as regards item 17.
5,93,02,285	5,22,74,165	27,52,80,876	(m) 10,06,62,406	11,99,34,999	4,15,10,112	1,77,97,40,690	6	
2,37,209	1,03,822	2,13,727	(m) 2,18,404	1,39,837	1,17,625	1,64,124	7	(d) Including 2·89 miles of the Rajputana-Malwa railway, 1·00 mile of the Oudh and Rohilkhand State railway, 15·30 miles of the East Indian railway and 0·13 mile of the Great Indian Peninsula railway worked over.
1,43,575	90,716	1,37,355	(m) 1,56,175	1,14,595	1,06,726	1,25,999	8	
28,63,389	13,04,361	96,19,496	56,33,398	46,68,377	9,44,010	6,04,54,577	9	
56,06,271	10,01,400	2,43,89,684	1,01,87,587	62,11,931	24,33,498	11,51,33,100	10	
87,93,152	24,05,423	3,44,19,629	1,62,03,932	1,10,96,897	34,57,844	18,07,91,629	11	(e) Including the Jammu and Kashmir railway (Native state section), except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16, but excluding the Hyderabad-Shadipalli and the Ráj-pura-Bhátinda railways.
675	94	444	676	249	187	321	12	
34,94,009	18,75,718	(k) 1,89,99,032	73,03,070	56,38,124	(s) 17,29,649	8,50,61,692	13	
39·74	77·98	55·20	45·07	50·81	50·02	47·05	14	(f) Including 13 miles of the East Indian railway, but excluding 6·12 miles used for military traffic only.
52,99,143	5,29,705	1,54,20,597	89,00,862	54,58,773	17,28,195	9,57,29,937	15	
8·37	0·97	5·51	8·63	4·46	4·23	5·23	16	(g) Including rent of leased line (Rs. 31,321).
...	...	5·51	8·60	4·53	3·29	...	17	(h) Including the Hyderabad-Shadipalli and the Ráj-pura-Bhátinda railways.
911,751	355,573	3,941,324	1,338,873	1,311,454	231,462	18,472,241	18	
908,107	537,538	5,059,609	1,129,007	1,233,191	546,404	24,202,099	19	(i) Including the Bengal Central railway.
1,819,858	893,111	9,000,933	2,467,880	2,544,645	777,866	42,674,340	20	(j) Including the Wardha Coal, the Dhond Manmád, the Khámgaon and the Amráoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
3·14	3·67	2·44	4·21	3·56	4·08	3·27	21	
6·17	1·86	4·82	9·02	5·04	4·45	4·76	22	
4·83	2·69	3·82	6·57	4·37	4·44	4·24	23	(k) Including rent of leased lines (Rs. 5,33,907), but excluding charges incurred direct by the State.
1·92	2·10	2·11	2·96	2·22	2·22	1·99	24	(l) Including the Pátri branch.
2·91	0·59	1·71	3·61	2·15	2·22	2·25	25	
(3) 0·67	0·60	1·35	(n) 0·60	0·65	0·84	...	26	(m) Including the State outlay on the Pátri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,16,650, and per mile of single track, including sidings, Rs. 1,54,920.
198·09	316·07	173·56	269·95	263·49	297·00	224·60	27	
24·08	40·84	39·23	21·68	32·57	48·38	42·62	28	
140·99	106·04	114·90	214·27	114·31	143·61	148·63	29	(n) Including the Gaekwar's Petlád and the Nágda-Ujjain railways.
86·79	96·76	220·47	152·67	123·57	116·74	159·41	30	(o) Including the Kolar Gold-fields railway and the Madras-Ennúr section (Bezwada-Madras) except as regards item 17.
13·25	24·92	12·00	11·20	11·69	12·39	...	31	
34·59	16·93	25·00	40·25	25·07	22·95	...	32	(p) Including the Bezwada extension (East Coast State), except as regards items 15, 16 and 17.
10·80	18·62	9·00	10·01	6·15	8·13	...	33	
6·36	23·16	6·00	13·62	16·99	19·14	...	34	(q) Including 2·19 miles (Trimulgherry branch) used for military traffic only.
180,610,725	112,386,506	684,039,821	361,429,750	345,548,597	68,812,753	4,148,900,079	34	
128,033,009	57,001,732	581,332,068	241,907,415	140,964,403	78,466,828	3,597,093,983	35	(r) Including 3·10 miles worked over twice by each train, and 0·89 mile of the East Coast State railway worked over, but excluding 2·19 miles used for military traffic only.
1·05	1·07	1·53	1·28	1·01	0·95	...	36	
3·23	3·40	3·93	3·44	4·71	2·97	...	37	
2·71	2·08	2·26	2·63	2·27	2·34	...	38	(s) Including rent of leased line (Rs. 73,057).
8·41	3·37	8·06	8·09	18·46	5·95	...	39	

and 34 and 35, see also statements Nos. 22, 32, 33, 34, 35, 36, 37 and 46.
 VII. statement No. 22, which is that on lines open to traffic, excluding premia on lines purchased and expenditure on unopen extensions of metre gauge line.
 of metre gauge sidings.
 miles vide note (c) in statement 22, page 08.
 railway (metre gauge link).

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.				
		XXXVIII Bengal and North- Western— Tirhoot section. Company's section.	XL Rajputana- Malwa.	XLII Southern Maharatta. (d)	XLV South Indian. (c)	XLVII Assam- Bengal.
METRE GAUGE.						
1	Miles open on the 31st December 1896 - - - - Miles	820.43	1,673.93	1,553.21	1,049.39	285.90
2	Total length of sidings - - - - - "	118.92	(h) 249.69	154.10	135.15	33.81
3	Total length of single track, including sidings - - - - "	939.35	1,924.76	1,707.31	1,184.54	319.71
4	Mean mileage worked during the year - - - - - "	760.47	1,673.93	1,556.20	1,049.39	168.61
5	Capital outlay on open line to the 31st December 1896, includ- ing steam-boat service and suspense* - - - - - Rs.	5,49,31,577	13,28,41,764	12,24,13,556	7,73,31,868	2,64,58,752
6	Capital outlay on open line to the 31st December 1896, exclu- sive of steam-boat service and suspense* - - - - - "	5,22,39,892	12,84,50,702	12,03,84,404	7,46,60,497	2,38,45,322
7	Average cost per mile of railway (a) - - - - - "	63.674	76.736	77.507	71.147	83.404
8	Average cost per mile of single track, including sidings (a) - - - - "	55.613	66.736	70.511	63.029	74.584
9	Coaching earnings - - - - - "	22,21,280	71,48,038	36,00,019	47,57,848	3,86,076
10	Goods earnings - - - - - "	28,73,143	1,21,31,353	53,83,823	41,00,527	2,17,236
11	Gross earnings - - - - - "	57,87,067	1,97,25,977	91,62,980	89,85,262	6,18,786
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings - - - - - "	134	227	113	165	71
13	Working expenses - - - - - "	25,44,821	87,49,250	51,94,203	49,32,113	5,85,547
14	Working expenses per cent. of gross earnings - - - - Per cent.	43.97	44.35	56.69	54.89	94.63
15	Net earnings - - - - - Rs.	32,42,246	1,09,76,727	39,68,777	40,53,149	33,299
16	Net earnings per cent. on capital outlay (5) - - - - Per cent.	5.90	8.26	3.24	5.24	0.13
17	Net earnings per cent. on paid-up capital - - - - - "	...	...	...	...	...
18	Passenger train-miles - - - - - Miles	744,678	2,235,297	1,400,093	1,570,791	98,601
19	Goods train-miles - - - - - "	1,042,667	3,033,954	2,312,065	1,802,737	166,248
20	Total train-miles - - - - - "	1,787,345	5,269,251	3,712,158	3,373,528	264,849
21	Coaching earnings per passenger train-mile - - - - - Rs.	2.98	3.20	2.57	3.03	3.92
22	Goods earnings per goods train-mile - - - - - "	2.76	4.00	2.33	2.27	1.31
23	Gross earnings per train-mile - - - - - "	3.24	3.74	2.47	2.66	2.34
24	Working expenses per train-mile - - - - - "	1.42	1.66	1.40	1.46	2.21
25	Net earnings per train-mile - - - - - "	1.82	2.08	1.07	1.20	0.13
26	Cost of train staff per train-mile - - - - - Annas	0.51	(c) 0.63	0.52	(f) 0.36	0.81
27	Average number of passengers in a passenger train - - - - No.	255.84	261.34	210.35	267.54	233.85
28	Average distance travelled by a passenger - - - - - Miles	34.23	52.56	39.42	32.59	33.87
29	Average number of tons in a goods train - - - - - Tons	89.02	107.71	68.71	54.73	76.36
30	Average distance over which a ton of goods was hauled - - - - Miles	110.51	204.37	158.16	68.69	62.04
31	Average number of vehicles (excluding brake-vans)— In each passenger train - - - - - No.	16.00	12.71	8.69	13.11	27.00
32	In each goods train - - - - - "	29.00	25.54	23.20	15.07	26.00
33	In each mixed train { Passenger carriages - - - - - "	12.00	12.75	6.95	12.87	14.00
	{ Goods vehicles - - - - - "	12.00	9.25	12.04	10.99	15.00
34	Number of passengers carried one mile - - - - - Unit-miles.	190,519,559	584,180,016	294,511,611	420,247,182	23,057,215
35	Number of tons of goods carried one mile - - - - - Ton-miles.	92,817,453	326,784,079	158,870,618	98,665,916	12,694,662
36	Average cost of hauling for one mile— One passenger unit - - - - - Pies.	0.76	0.82	1.10	(f) 0.93	1.66
37	One ton of goods - - - - - "	2.79	3.36	3.98	(f) 4.94	5.32
38	Average sum received for carrying for one mile— One passenger unit - - - - - Pies.	2.11	2.11	2.11	2.06	3.07
33	One ton of goods - - - - - "	5.94	7.13	6.51	7.98	3.29

N.B.—For information given under progressive numbers 1 to 16, 18 to 24
* The capital outlay here referred to is that shown in Chapter
† The working of this line has been transferred to

No. 26—concl'd.

railways during the year ending with the 31st December 1896.

XLVIII Burma. †	STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			Total and average of principal metre gauge lines.	Pro-gres-sive No.	REMARKS.
	XLIX EASTERN BENGAL.			LXVI JODHPORE-BICKANEER.	LXVIII Bhāvnagar Gondal-Junāgarh- Porbandar. (i)				
	Northern and Behar sections (including the Kaunia-Dharla, 2' 0" gauge, branch).	Dacca section.				LII Rohilkund and Kumaon (Company's section.) (g)				Jodhpore section.	Bickaneer section.
886.45	478.47	85.92	285.09	320.50	43.50	(j) 379.69	7,862.48	1	
135.14	75.82	14.62	32.35	9.50	1.00	45.56	1,005.66	2	
1,080.59	554.29	100.54	317.44	330.00	44.50	425.25	8,878.28	3	(a) Excluding steam-boat service and suspense.
871.63	478.47	85.92	279.42	320.50	43.50	379.69	7,667.73	4	
7,70,83,536	4,01,48,938	67,39,174	1,10,42,091	64,55,244	9,73,294	1,90,92,660	57,55,12,454	5	(b) Including 3.07 miles of main line laid on the standard gauge.
7,49,59,689	3,91,73,368	67,39,174	1,08,19,634	64,55,244	9,73,294	1,88,32,653	55,75,33,873	6	(c) Including the Pālanpur-Deesa, the Gaekwar's Mehsāna and the Oodeypore - Chitor railways.
84,562	81,872	78,435	87,952	20,141	22,375	(k) 50,195	70,951	7	
72,735	70,673	67,030	34,084	19,561	21,872	(l) 45,287	62,864	8	
39,09,034	19,93,555	3,65,218	5,24,075	5,15,654	42,544	11,32,792	2,65,96,133	9	(d) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta) the Kolhāpur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangūd railways.
35,47,852	32,44,639	1,34,560	5,99,521	6,30,535	67,695	9,92,244	3,89,23,138	10	
76,08,559	57,76,778	5,11,741	12,54,504	11,64,465	1,20,727	21,77,995	6,28,94,841	11	
167	212	115	66	70	53	110	155	12	
46,22,808	23,12,757	2,72,619	7,98,704	4,26,192	45,345	11,04,482	3,15,88,841	13	(e) Including the Pondicherry railway.
60.76	40.04	53.27	63.67	36.60	37.56	50.71	50.22	14	(f) Including the Pondicherry and the Māyavaram-Mutupet railways.
29,85,751	34,64,021	2,39,122	4,55,800	7,38,273	75,382	10,73,513	3,13,06,000	15	
3.87	8.63	3.55	4.15	11.44	7.75	5.62	5.44	16	(g) Including the Lucknow-Bareilly section.
...	...	...	...	...	...	...	...	17	
1,050,601	618,204	120,714	168,962	144,489	15,045	317,008	8,484,483	18	(h) No passenger trains were run.
1,427,226	918,698	57,524	292,545	178,381	20,893	278,078	11,531,011	19	
2,477,827	1,536,897	178,238	461,507	322,870	35,938	595,086	20,015,494	20	(i) Including the Jetalsar-Rājkot railway.
3.72	3.22	3.03	3.10	3.57	2.83	3.57	3.13	21	(j) Including 4.50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.
2.49	3.53	2.34	2.05	3.53	3.24	3.57	2.94	22	
3.07	3.75	2.87	2.71	3.61	3.36	3.66	3.14	23	
1.87	1.50	1.53	1.73	1.32	1.26	1.86	1.58	24	
1.20	2.25	1.34	0.98	2.29	2.10	1.80	1.56	25	(k) Calculated on 375.19 miles, excluding dock mileage, vide note (j).
0.74	0.45	0.37	0.48	0.19	0.18	0.39	...	26	
220.72	205.04	210.61	192.29	296.71	228.76	224.09	241.20	27	(l) Calculated on 415.85 miles, excluding the length of single track including sidings of dock line.
30.04	41.06	22.20	33.89	56.74	36.91	34.12	38.20	28	
69.24	71.78	47.17	56.55	63.01	61.43	55.29	78.20	29	
98.98	106.33	51.11	57.84	94.08	40.93	58.34	120.98	30	
10.98	15.71	12.00	(h)	11.94	13.38	10.65	...	31	
23.97	32.69	16.38	18.00	21.42	22.18	20.85	...	32	
10.23	10.05	13.17	11.00	9.79	8.54	13.41	...	33	
12.70	10.93	5.83	13.00	11.50	11.73	5.85	...	33	
231,892,033	126,757,119	25,422,984	32,490,492	42,870,941	3,441,673	71,036,955	2,046,427,760	34	
98,816,871	65,941,962	2,713,592	16,543,406	11,240,016	1,283,475	15,375,685	901,747,735	35	
1.40	0.81	1.19	1.25	0.77	0.76	1.37	...	36	
5.30	3.77	6.37	4.56	3.85	3.08	6.35	...	37	
3.08	2.70	2.60	2.93	2.03	2.09	2.87	...	38	
6.89	9.45	9.52	6.96	10.77	10.13	12.39	...	39	

and 34 and 35, see also statements Nos. 22, 32, 33, 34, 35, 36, 37 and 40.
 VII. statement No. 22, which is that on lines open to traffic, excluding premia on lines purchased and expenditure on unopen extensions,
 company from the 1st September 1890.

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1896, the net revenue of these railways to the 30th June 1896 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest advanced to the 31st December 1896.	INTEREST ADVANCED DURING 1896.				Total. (b)	Aggregate of net revenue balance for the several half-years to the 30th June 1896.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital. (a)	Total.			
		£	£	£	£	£	£	£	
XVIII	Great Indian Peninsula - - - - -	36,945,184	1,199,267	1,549	258	1,201,074	38,146,258	34,923,558	3,222,700
XIX	Bombay, Baroda and Central India - - - - -	12,848,643	426,657	109	5,042	431,808	13,280,451	12,338,529	941,922
XX	Madras - - - - -	17,345,728	532,887	...	707	533,594	17,879,322	9,589,863	8,289,459
	TOTAL - - - - -	67,139,555	2,158,811	1,658	6,007	2,166,476	69,306,031	56,851,950	12,454,081

(a) Interest on overdrawn capital is for the year 1896, being charged in that year by transfer entry.

(b) Represents interest due up to the 30th June 1896 only, the interest for the half-year ended the 31st December 1896 not being paid until the succeeding half-year.

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

STATEMENT NO. 28.

Amount of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1896 inclusive.

Half-year ending.	XVIII Great Indian Peninsula railway.	XIX Bombay, Baroda and Central India railway.	XX Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
To the end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	36,90,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882... ..	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883 ... ..	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884 ... ..	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885 ... ..	...	6,66,993	...	6,66,993
June 1886	66,37,691	27,31,540	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887... ..	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888... ..	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,655	26,37,284	...	80,10,939
December 1889 ... ..	...	3,35,498	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890... ..	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891 ... ..	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,98,109	...	1,09,25,122
December 1892... ..	...	2,75,400	...	2,75,400
June 1893	58,62,262	39,97,617	...	98,59,879
December 1893 ... ..	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894 ... ..	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,959	1,12,099	84,13,780
December 1895 ... ..	...	12,14,280	...	12,14,280
June 1896	43,06,515	37,10,596	...	80,17,111
December 1896 ... ..	...	4,45,662	...	4,45,662
TOTAL	11,59,22,409	5,40,86,514	1,12,099	17,01,21,012
<i>Add—Guaranteed lines subsequently purchased by Government—</i>				
East Indian railway ... ..	...	...	...	6,38,77,385
Eastern Bengal railway ... ..	...	...	...	93,09,567
Sind, Punjab, and Delhi railway ... ..	...	...	...	2,96,825
South Indian railway... ..	...	...	...	2,92,112
TOTAL ... ..	...	...	...	24,38,96,911

STATEMENT No. 29.

Guaranteed railways.

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

YEAR.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870	83,910,587	2,846,600	4,344,113	1,497,513	...
1871	87,686,857	2,686,260	4,544,764	1,858,504	...
1872	90,183,585	2,869,223	4,603,853	1,734,630	...
1873	90,660,830	3,185,069	4,613,573	1,428,504	...
1874	91,353,883	3,956,071	4,651,088	695,017	...
1875	92,441,794	3,576,514	4,641,979	1,065,465	...
1876	93,392,600	4,442,430	4,658,947	216,517	...
1877	94,108,059	6,117,226	4,662,635	...	1,454,591
1878	95,430,863	5,002,028	4,708,134	...	293,894
1879	96,444,666	5,062,188	4,748,233	...	313,955
1880*	65,907,288	2,662,213	3,263,179	600,966	...
1881	66,349,320	3,110,824	3,272,651	161,827	...
1882	67,021,755	3,319,439	3,279,407	...	40,032
1883	67,431,448	3,542,973	3,289,439	...	253,534
1884	68,769,369	3,207,313	3,243,015	35,702	...
1885†	66,558,570	3,505,142	3,191,169	...	313,973
1886‡	56,814,758	3,378,242	2,702,701	...	675,541
1887	57,046,325	3,326,485	2,725,445	...	601,040
1888	57,694,898	3,433,689	2,688,848	...	744,841
1889§	49,045,463	2,853,584	2,345,383	...	508,201
1890	49,385,293	3,107,217	2,361,094	...	746,123
1891|| ... ..	45,091,263	3,266,586	2,151,338	...	1,115,248
1892	45,137,155	3,012,611	2,148,725	...	863,886
1893	45,207,409	3,046,225	2,157,007	...	889,218
1894	45,276,701	2,886,556	2,160,536	...	726,020
1895	45,594,262	2,909,568	2,164,151	...	745,417
1896	45,912,510	2,739,964	2,167,939	...	572,025

* East Indian railway excluded from this and subsequent years.

† Eastern Bengal railway ditto ditto.

‡ Sind, Punjab and Delhi railway ditto ditto.

§ Oudh and Rohilkhand railway ditto ditto.

|| South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1896.

Classification No.	RAILWAY.	Capital cost.	(f) Net revenue less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4-5.	Company's share of profits for the year.	(a) Dividend earned by company including guaranteed interest.	Amount of interest charges to Government sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc. 7+9+10.	Net result to Government. + gain. - loss.
1	2	3	4	5	6	7	8	9	10	11	12
	State lines worked by companies.	£	Rs.	Rs.	Rs.	Rs.	£ s. d.	Rs.	Rs.	Rs.	Rs.
I	East Indian	37,200,000 Rs. 4,85,41,858	3,69,74,939	(b) 3,05,50,017	64,24,922	12,84,984	5 3 5	(b) 2,79,22,444	...	(b) 2,92,07,428	+77,67,511
III	Bengal-Nagpur	11,05,30,319	28,62,727	48,27,504	...	...	4 0 0	46,37,307	...	46,37,307	-17,74,580
IV	Indian Midland	9,25,53,896	19,80,129	44,23,983	...	...	4 0 0	42,30,066	...	42,30,066	-22,49,937
VI & XL	Rajputana-Malwa	15,03,08,348	1,14,71,565	73,48,855	41,22,710	8,24,542	(c)	60,63,242	...	68,87,784	+45,83,781
XLII	Southern Mahratta	9,60,94,787	29,08,052	44,45,744	...	(e) 7,27,018	5 0 8	43,45,773	...	50,72,786	-21,64,734
XLIV	Southern Mahratta (Mysore section) ...	1,51,08,257	6,76,753	8,21,588	...	(e) 1,69,188		(d) 5,63,520	...	7,32,408	-55,655
XLV	South Indian	£ 5,692,557 Rs. 2,65,70,914	40,23,598	24,55,869	15,68,229	2,86,156	4 14 5	40,13,418	...	42,99,574	-2,75,976
	Guaranteed railways.										
XVIII	Great Indian Peninsula	27,90,29,173	1,54,10,558	1,30,83,439	43,06,515 -19,79,396	21,53,258	5 12 11	1,99,13,325	1,38,394	2,22,04,977	-67,94,410
XIX	Bombay, Baroda and Central India ...	10,31,57,107	89,00,863	47,44,605	41,56,258	20,78,129	7 6 3	71,93,997	63,524	93,35,650	-4,34,787
XX	Madras	12,11,52,091	53,85,290	58,11,677	...	...	4 19 0	88,55,588	97,606	89,53,194	-35,67,904

(a) This column shows approximately the dividends earned by the Companies and not those actually distributed.
 (b) Includes 65,500 for redemption of capital.
 (c) The profits were paid over to the Bombay, Baroda and Central India Railway Company and were distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India Railway.
 (d) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 2,33,980.
 (e) Company receive one-fourth of the net revenue.
 (f) The differences between the figures entered in this column and those given in Chapters VIII. and IX., statements Nos. 24, 25 and 36, are due to adjustments on account of outstandings recovered during the year.

CHAPTER IX.

Details of Revenue earnings and Expenditure.

The summary of principal commodities in statement No. 31 on page 137 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1896, on the standard and metre gauge railways, to Rs. 14,37,06,753. This however, includes a sum of Rs. 1,61,28,093 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 12,75,78,660) is mainly accounted for under seven heads of country produce, *viz.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, salt, and sugar, the earnings from which amounted to Rs. 8,12,30,717, or about 57 per cent. of the whole, leaving Rs. 4,63,47,943 as the earnings under the remaining twenty-three heads.

2. In grain and seeds, the most important traffic on Indian railways, there was a decrease, compared with the preceding year, of 517,165 tons, or 6·53 per cent., the actual figures being:

	Tons.
1895	7,919,991
1896	7,402,826

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows :

	Quantity. Tons.	Earnings. Rs.
1895	1,617,980	1,35,44,545
1896	1,009,269	64,79,096

The quantities of wheat carried by the important exporting railways during the past seven years were as follows : *

Railways.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula	313,459	544,877	388,180	319,472	161,923	131,965	127,796
Bombay, Baroda and Central India	40,678	215,323	140,659	49,669	60,818	107,798	54,235
East Indian	189,145	405,193	357,026	166,007	233,028	237,421	141,042
North Western	438,507	716,152	344,958	385,531	543,580	581,449	262,793
TOTAL ...	931,789	1,881,545	1,230,823	920,679	999,349	1,058,633	585,866

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given :

Ports.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	281,821	661,186	483,075	256,324	75,891	131,697	74,650
Calcutta	67,223	220,207	180,151	54,349	13,580	50,650	3,791
Kurrachee	332,508	524,809	263,376	263,923	298,524	356,688	48,528
TOTAL ...	681,552	1,406,202	926,602	574,596	387,995	539,035	126,969
Estimated outturn of wheat in India during each previous financial year in tons	1889-90. 6,123,000	1890-91. 6,876,000	1891-92. 5,535,000	1892-93. †7,193,000	1893-94. 6,923,000	1894-95. †6,836,880	1895-96. 5,506,685
Percentage of exports on outturn	11·13	20·45	16·74	†7·99	5·60	†7·88	2·31

* In this table through-bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire system of railways.

† Revised figures.

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that while the amount of wheat carried by the four principal exporting railways in 1896 for local consumption did not vary very greatly from the normal, the amount exported was very much below the average owing to short crops and high prices.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1896 as compared with the previous year. Statements giving detailed statistics for these railways will be found on pages 137 to 161.

East Indian Railway system (standard gauge).

5. The mean mileage worked, including branch lines and lines worked over, was 1,919·45 miles against 1,904·94 miles worked in the previous year. The increase was chiefly due to the working throughout the year of the Nandi-Panuria section and the Damoodur branch, which were respectively opened on the 1st and 30th June 1895.

The gross earnings fell from Rs. 5,59,05,001 in 1895 to Rs. 5,57,02,226 or by Rs. 2,02,775, and as the working expenses* were Rs. 4,10,719 more, the net earnings showed a decrease of Rs. 6,13,495, having fallen from Rs. 3,82,34,978 to Rs. 3,76,21,485.

There was an increase of Rs. 2,72,024 under coaching traffic and a decrease of Rs. 5,43,362 under goods traffic.

The increase in the coaching earnings is ascribed to a general development of the passenger traffic in the first half of 1896, also to increased receipts from marriage parties and from passengers travelling on pilgrimages, to the increased traffic to the riverside stations near the Ganges and to the opening of new stations, but in the second half of the year there was a falling off, owing to the impoverished condition of the people due to scarcity. The principal decrease under goods traffic occurred under "General merchandise," due to a falling off in the traffic in "Wheat," which is stated to be due to a reduction in sterling prices in Europe combined with a rise in prices in India owing to short crops in several parts of the country; in "Hides and skins," due to an exceptional demand in 1895 for shipment to Europe and America; in "Gunny bags and cloth," due to a falling off in the traffic in grain and pulse; and in "Rape and mustard," to the poor outturn in the Punjab during 1896.

The principal fluctuations in the working expenses were a decrease of Rs. 75,174 under "Maintenance of way, works and stations," increases of Rs. 3,27,406, Rs. 1,48,334 and Rs. 1,96,959 under "Locomotive expenses," "Carriage and wagon expenses," and "Traffic expenses," respectively, and a decrease of Rs. 2,70,451 under "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was chiefly due to a smaller expenditure on the improvement of the fencing owing to the non-arrival of materials. The increase in "Locomotive expenses" was chiefly under "Maintenance and renewals of locomotive engines," due to exceptionally heavy repairs and renewals of tubes, boiler-plates and axles, and under "Carriage of revenue stores," attributable to an increased charge for carriage of coal to replenish the stocks; that under "Carriage and wagon expenses" was due to the rebuilding of three third-class carriages and eleven open-sided wagons more during the year with higher-priced materials, and also to the replacement of a larger number of springs, while that under "Traffic expenses" was caused by the addition of 15 per cent. to the salaries of the train staff in lieu of exchange compensation, by the extension of Pintsch's system of gas lighting involving increased consumption of gas, and the opening of additional stations. The decrease under "Special and miscellaneous expenditure" was due partly to a smaller payment on account of the hire of vehicles owing to a fall in the goods traffic and partly to the decrease under "Mileage and demurrage charges on foreign stock" caused by the receipt of a smaller grain and seed traffic by this railway.

* Including contribution to the Provident Fund.

Bengal-Nágpur Railway (standard gauge).

6. Compared with the results of 1895, the gross earnings fell from Rs. 68,74,740 in 1895 to Rs. 63,68,525 or by Rs. 5,06,215, and as the working expenses were Rs. 1,07,359 more, the net earnings decreased by Rs. 6,13,574, having fallen from Rs. 35,41,443 to Rs. 29,27,869.

The coaching earnings showed an increase of Rs. 73,761, whereas the earnings under goods decreased by Rs. 4,85,911.

The increase in the coaching earnings is ascribed chiefly to a general development in all classes of passenger traffic, especially in the third class, due to a larger pilgrim traffic for Allahabad and Benares, to larger bookings of cooly emigrants from Chota Nágpur, Jharsuguda, Balaghat, Purulia, Chakardharpore and Jubbulpore *viâ* Katni to the Assam tea gardens, and to a large number of workmen and others travelling over this line for employment on the Sini-Midnapore-Calcutta-Cuttack extensions. The falling off in the goods traffic is explained to have been principally due to a considerable decrease in the traffic in grain and pulse, owing to the failure of the crops in the Central Provinces for want of rain.

The principal fluctuations in the working expenses were increases of Rs. 22,054, Rs. 1,35,894 and Rs. 21,595 under "Maintenance of way, works and stations," "Locomotive expenses" and "Special and miscellaneous expenditure," respectively, and a decrease of Rs. 72,095 under "General charges." The increase under "Maintenance of way, works and stations" was due to the relaying of four miles of permanent-way on the Katni-Umaria section and to ballasting the line in the Chakardharpore district; that under "Locomotive expenses" to the replacement of two locomotive boilers and nine crank axles during the year and to the greater portion of the arrear charges from December 1888 on account of shunting at Nágpur joint station having been debited to this abstract in the first half of 1896; and that under "Special and miscellaneous expenditure" was due to the debit to this head of these charges commencing from the second half of 1896. The decrease under "General charges" was consequent on the reduced expenditure in England for home charges, the write-back of supervision charges on account of the offices of the Agent, the Auditor and the Store-keeper to the Sini-Midnapore-Calcutta-Cuttack extensions and a reduction in the cost of rent and maintenance of telegraph instruments.

Indian Midland Railway system (standard gauge).

7. The mean mileage worked during 1896 was 941.53 miles against 819.21 miles worked in the previous year. The increase was due to the opening of the Bina-Gooná railway (71.74 miles) and Bhopal-Ujjain railway (113.52 miles) from the 1st May and 11th November respectively in 1895, while in 1896 they were open throughout the year. The Bhopal-Ujjain railway, however, was not opened for coaching traffic till the 11th April.

The gross earnings increased from Rs. 50,03,098 in 1895 to Rs. 58,37,258 or by Rs. 8,34,160, and as the working expenses were Rs. 2,09,035 more only, the net earnings showed an improvement of Rs. 6,25,125, having risen from Rs. 18,23,669 to Rs. 24,48,794.

Of the increase in the gross earnings, Rs. 2,64,503 were derived from coaching traffic and Rs. 6,07,304 from goods traffic. There was, however, a decrease of Rs. 37,647 under sundries due, it is said, principally to mileage and demurrage charges for vehicles over foreign lines.

The increase in the coaching traffic is ascribed to the increase in the mean mileage worked, to the development of the third class passenger traffic on account of the number travelling in connection with marriage parties and native festivals, and to the movements of famine-stricken people to the relief works and districts where scarcity was less severe. The principal increases under goods traffic occurred under "General merchandise," due to the importation of large quantities of food grain into the famine-stricken districts; under "Railway materials for construction (Home line only)," to the carriage of material for the Saugor-Katni extension; and under "Coal and coke for revenue only," to the larger consumption on account of the increased mileage worked.

The principal fluctuations in the working expenses were a decrease of Rs. 31,268 under "Maintenance of way, works and stations" and increases of Rs. 193,170, Rs. 10,196 and Rs. 26,508 under "Locomotive expenses," "Traffic expenses" and "Special and miscellaneous expenditure," respectively. The decrease under "Maintenance of way, works and stations" was chiefly due to savings in establishment and to less expenditure on extraordinary renewals on the Bhopal state railway. The increase in "Locomotive expenses" was chiefly under fuel, due to the increased mileage run, the larger quantity of Bengal coal used, and to the heavier repairs to boilers; that under "Traffic expenses" was due to the opening of a number of new stations and to the additional train-mileage run, and that under "Special and miscellaneous expenditure," to the increased payments on account of mileage and demurrage.

Godhra-Rutlam-Nágdá Railway (standard gauge).

8. There was an increase of 16·47 miles in the mean mileage worked during 1896, due to the opening of the Rutlam-Nágdá section (25·81 miles).

The gross earnings increased from Rs. 11,02,393 to Rs. 12,95,025, or by Rs. 1,92,632, but as the working expenses were Rs. 1,77,915 more, the net earnings showed an improvement of Rs. 14,717 only, having risen from Rs. 4,73,933 to Rs. 4,88,650.

Of the increase in the gross earnings, Rs. 39,537 were derived from coaching traffic and Rs. 1,46,230 from goods traffic.

The principal increases in the working expenses were Rs. 82,884 under "Maintenance of way, works and stations," Rs. 52,086 under "Locomotive expenses," Rs. 14,740 under "Carriage and wagon expenses," and Rs. 14,595 under "General charges."

Bezwada extension (East Coast State Railway) (standard gauge).

9. Compared with the results of 1895, the gross earnings decreased from Rs. 1,95,767 to Rs. 1,54,322, and as the working expenses were Rs. 15,142 more, the net earnings showed a decrease of Rs. 56,623, having fallen from Rs. 95,119 to Rs. 38,496.

The number of passengers carried was 172,817 against 157,618 in the previous year, while the earnings therefrom were Rs. 31,426 against Rs. 28,290.

The total tonnage of goods carried was 144,288 tons against 196,225 tons, and the earnings therefrom were Rs. 1,20,226 against Rs. 1,52,826 in the previous year.

This line is worked by the Nizam's Guaranteed State Railways Company at the same percentage of working expenses as obtains on the whole system plus 5 per cent. for hire of rolling-stock, and income-tax on the staff at Bezwada.

North-Western State Railway (standard gauge).

10. The mean mileage worked, including the Jammu and Kashmir railway (Native state section) and lines worked over, but excluding the Hyderabad-Shadipalli and Rájputra-Bhátinda railways, was 2,573·67 miles against 2,469·62 miles in the previous year. The increase was due to the extension of the Wazirabad-Lyallpur railway and the opening of the Kotri-Rohri chord line.

The gross earnings decreased from Rs. 3,52,18,381 to Rs. 2,94,41,750 or by Rs. 57,76,631, and as the working expenses were Rs. 12,16,043 less only, the net earnings showed a decrease of Rs. 45,60,588, having fallen from Rs. 1,64,46,997 to Rs. 1,18,86,409.

Of the decrease in the gross earnings, Rs. 5,64,652 were in coaching traffic and Rs. 51,03,706 in goods.

The decrease in the passenger earnings was mainly under third class traffic, as owing to the high prices people were less prosperous. The noticeable decreases in the goods traffic, which occurred chiefly under "General merchandise," were in "Grain and pulse," "Sugar," "Oil-seeds," and "Provisions," due almost entirely to less export traffic owing to the famine.

The principal fluctuations in the working expenses were an increase of Rs. 62,628 under "Maintenance of way, works and stations," and decreases of Rs. 11,27,602, Rs. 43,069, and Rs. 67,969 under "Locomotive expenses,"

“Carriage and wagon expenses,” and “Traffic expenses” respectively. The increase under “Maintenance of way, works and stations,” was mainly due to the larger outlay on maintenance and renewal of permanent-way. The decrease under “Locomotive expenses” was chiefly attributable to less consumption of fuel and to the issue of a smaller quantity of materials for the maintenance and renewals of machinery and plant; that under “Carriage and wagon expenses” to lighter repairs and renewals of vehicles; while that under “Traffic expenses” was accounted for by the reduction of expenditure under “Fuel, lighting, water and general stores.”

The following statement compares the North-Western State railway earnings through booking to and from Europe. with the through booking arrangements to and from Europe during the years 1895 and 1896 :

	Previous year.		1896.	
	Number or Weight.	Amount.	Number or Weight.	Amount.
<i>From India to England.</i>				
	No.	Rs.	No.	Rs.
1st class passengers	97	5,508	112	6,278
2nd class passengers	40	1,172	29	853
3rd class passengers	1	14	1	13
Luggage	Tons 3-205	509	Tons 1-719	263
Parcels	„ 4-316	813	„ 3-515	793
Total ... ..	...	8,016	...	8,200
<i>From England to India.</i>				
1st class passengers	25	1,705	57½	3,813
2nd class passengers	12	362	12	390
3rd class passengers ... ..	...	...	...	...
Luggage	Tons 0-087	14	Tons 4-043	623
Parcels	„ 0-240	39	„ 0-246	58
Total ... ..	...	2,120	...	4,884

Hyderabad-Shadipalli Railway (standard gauge).

11. Compared with the results of 1895, the gross earnings increased from Rs. 1,68,139 to Rs. 1,87,503 or by Rs. 19,364, and as the working expenses were Rs. 1,597 more only, the net earnings showed an improvement of Rs. 17,767, having risen from Rs. 46,609 to Rs. 64,376.

Of the increase in the gross earnings, Rs. 14,708 were derived from coaching traffic and Rs. 9,541 from “Sundries.”

The increase in the coaching earnings was due to a general development of the passenger traffic and that under “Sundries” to the haulage of vehicles for the Ketri-Rohri railway over the portion of the line from Giddu to Rahuki junction.

The line is worked by the North-Western State railway at 45 per cent. of the gross earnings *plus* actual maintenance charges.

Outh and Rohilkhand State Railway system (standard gauge).

12. Compared with the results of 1895, the gross earnings decreased from Rs. 1,02,94,880 to Rs. 86,97,076 or by Rs. 15,97,804, but as the working expenses were Rs. 6,92,763 less, the decrease in the net earnings was Rs. 9,05,041 only, the figures being Rs. 52,55,948 and Rs. 43,50,907, respectively.

Of the decrease in the gross earnings, Rs. 2,61,988 were due to coaching traffic and Rs. 15,07,939 to goods traffic. There was, however, an increase of Rs. 1,72,123 under sundries, chiefly derived, it is said, from the hire of rolling-stock and from the mileage and demurrage of vehicles over foreign lines.

The decrease in the number of passengers carried amounted to 456,487, and in the earnings realized from this source to Rs. 2,11,815, which is generally attributable to the famine, contracting the resources of the people, and thus restricting journeys by railway on pilgrimages, etc. The decrease in the goods traffic, as compared with 1895, is attributed to the partial failure of the *rabi* crops and to the practically entire failure of the *kharif* crops of the year.

The principal decreases under goods traffic occurred under "General merchandise" and "Railway materials for construction." The former consisted of decreases in the bookings of grain and pulse, hides and skins, jute, metals, oil-seeds and salt. These decreases were, however, partially counterbalanced by the large increase under "Sugar," due, it is stated, to the better crop of 1895 and to consequent heavier despatches from all exporting stations on the line; while the decrease under "Railway materials for construction" was due to reduced receipts from ballast trains which were largely employed on special girder renewals in progress during the previous year.

The decrease in the working expenses was mainly under "Maintenance of way, works and stations" Rs. 3,95,134, due to smaller expenditure on girder renewals, and under "Locomotive expenses" Rs. 2,34,188, consequent on reduced train-mileage.

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

13. The mean mileage worked during the year was 814.14 miles against 813.22 miles worked in the previous year. The small increase was due to the extension of the ghât line at Goalundo.

The gross earnings, excluding the Bengal Central railway, increased from Rs. 1,45,09,739 in 1895 to Rs. 1,50,81,671 or by Rs. 5,71,932, but as the working expenses were Rs. 5,44,120 more, the net earnings showed an improvement of Rs. 27,812 only, having risen from Rs. 89,74,474 to Rs. 90,02,286.

Of the increase in the gross earnings, Rs. 1,49,812 were derived from coaching traffic and Rs. 4,98,876 from goods traffic. There was, however, a decrease of Rs. 1,17,794 under steam-boat earnings, owing to the transfer of the working of the Goalundo-Narayanjanj steamer service to the India General Steam Navigation Company from the 1st July 1895. Under the transfer agreement, the Company pays interest and depreciation at the rate of 9 per cent. on the valuation of steamers, etc., chartered to them, of which 5 per cent. is credited to earnings.

The increase in the coaching earnings is ascribed to the general development of the passenger traffic; while that in the goods earnings occurred mainly under "Rice" and was due, it is explained, to the despatch of larger quantities from stations on the Northern and Behar sections, Chitpore, the Port Trust and the East Indian railways to East Bengal, the Darjeeling-Himalayan and the Bengal and North-Western railways in order to meet a heavy demand on account of deficient crops. The increase was also due to a heavy oil-seed traffic from Goalundo and the Eastern districts, to the improvement in the tea traffic, which was brisk, and to an increase in the tobacco traffic from the stations on the Northern and Behar sections.

The principal variations in the working expenses were increases of Rs. 56,674, Rs. 1,52,163, Rs. 59,899, Rs. 88,262 and Rs. 2,88,212 under "Maintenance of way, works and stations," "Locomotive expenses," "Carriage and wagon expenses," "Traffic expenses," and "Special and miscellaneous expenditure," respectively, and a decrease of Rs. 1,17,985 under "Steam-boat service." The increase under "Maintenance of way, works and stations" occurred chiefly under "Maintenance and renewals of permanent way," due to heavier renewals especially of Denham-Olphert sleepers; on the other hand there were decreases under "New minor works," due to the write-back of certain expenditure to capital and to the execution of a smaller number of works during the year, and under "Unclassified expenditure," to the carriage of less revenue stores. The increase under "Locomotive expenses" was chiefly due to the enhanced price of coal, to the carriage of a larger quantity of coal, especially for the metre gauge sections, and to heavier repairs. The increase under "Carriage and wagon expenses" is chiefly made up of an increase under "Repairs and renewals of goods vehicles" due to heavier renewals of goods wagons, and of a decrease under "Repairs and renewals of coaching vehicles" owing to less renewals of coaching vehicles; that under "Traffic expenses" was chiefly due to the opening of new stations and handling of more goods owing to the increased traffic; while that under "Special and miscellaneous expenditure" was mainly due to the hire, on account of the heavy traffic, of a larger number of wagons and timber trucks from the East Indian, the Bengal-Nagpur and the Oudh and Rohilkhand State railways. The decrease under "Steam-boat service," as above explained, was due to the transfer of the working of the Goalundo-Narayanjanj steamer service.

Bengal Central Railway (standard gauge).

14. Compared with the results of 1895, the gross earnings decreased from Rs. 9,47,391 to Rs. 9,33,266 or by Rs. 14,125, and as the working expenses were Rs. 37,952 more, the net earnings showed a decrease of Rs. 52,077, having fallen from Rs. 3,98,809 to Rs. 3,46,732.

The decrease in the gross earnings is made up by an increase of Rs. 7,985 in the coaching traffic and a decrease of Rs. 21,533 in the goods traffic.

The increase in the coaching earnings is explained to have been principally due to the increased traffic on account of the lunar eclipse in March 1896. The decrease in the goods earnings was mainly due to less exports of "Rice, unhusked" and "Spices," from Singia, Khoolna and the Bengal Central Flotilla *via* Khoolna to the Calcutta market.

The principal fluctuation in the working expenses was an increase of Rs. 42,788 under "Maintenance of way, works and stations," due chiefly to the renewal of a larger number of sleepers.

This line was worked during the year under review by the Eastern Bengal State railway at 40 per cent. of the gross earnings, maintenance being done by the Company. The working agreement was terminated on the 31st December, and the Company took over the working of their own line from the 1st January 1897.

Calcutta Port Commissioners' Railway (standard gauge).

15. Compared with the results of 1895, the gross earnings increased from Rs. 3,87,560 to Rs. 4,41,434 or by Rs. 53,874, and as the working expenses were Rs. 11,749 more only, the net earnings showed an improvement of Rs. 42,125, having risen from Rs. 1,77,139 to Rs. 2,19,264. The sources of income were goods and sundries.

The earnings under goods traffic increased from Rs. 3,41,045 to Rs. 4,00,640, and was mostly due to increased receipts from grain and pulse, jute and oil-seeds, while those under sundries fell from Rs. 46,515 to Rs. 40,794.

The principal fluctuations in the working expenses were increases of Rs. 2,553, Rs. 13,594 and Rs. 5,248 under "Maintenance of way, works and stations," "Locomotive expenses" and "Carriage and wagon expenses," and decreases of Rs. 2,751 and Rs. 6,647 under "Traffic expenses" and "General charges," respectively. The increase under "Maintenance of way, works and stations" was on account of heavier expenditure under "New minor works;"

that under "Locomotive expenses" was partly due to increased consumption of coal for the new locomotives, as well as on account of an adjustment during the year under review of the cost of coal issued during the half-year ending December 1895, and also to heavy expenditure due to the thorough overhauling of several locomotives; while that under "Carriage and wagon expenses" was due to heavier repairs of goods vehicles. The decrease under "Traffic expenses" was chiefly due to the debit in 1895 of a portion of handling charges of the previous year and that under "General charges" to the payment of less rent for a building for storing jute and to the advance payments made for the insurance of godowns for two years up to July 1897, so that no payments were made in 1896.

East Coast State Railway (standard gauge).

16. The mean mileage worked during the year 1896 was 483·87 miles against 395·88 miles in the previous year. The increase was due to the working during the whole year of the sections Palasa to Berhampore-Ganjám and Berhampore-Ganjám to Rambha against nine and four months, respectively, only in 1895, and to the opening of the sections Rambha to Khurda Road and Khurda Road to Bhubaneswar on the 1st March and 20th July 1896, respectively.

The gross earnings increased from Rs. 19,04,251 in 1895 to Rs. 24,05,423 or by Rs. 5,01,172, and as the working expenses were Rs. 3,00,652 more only, the net earnings showed an improvement of Rs. 2,00,520, having risen from Rs. 3,29,185 to Rs. 5,29,705.

Of the increase in the gross earnings, Rs. 2,50,876 were derived from coaching traffic and Rs. 2,33,337 from goods traffic.

The increase in both the coaching and goods traffic is ascribed to the increase in the mean mileage worked and to the development of traffic.

The principal fluctuations in the working expenses were increases of Rs. 1,25,732, Rs. 52,759, Rs. 54,144, and Rs. 46,172 under "Maintenance of way, works and stations," "Locomotive expenses," "Traffic expenses" and "General charges." The increase under "Maintenance of way, works and stations" was principally due to the extra mileage open, to the repairs of the damage caused by floods in 1895, and to the debit to revenue of ballast train charges, which in the previous year were debited to capital on the portion of the line under construction. The increases under "Locomotive expenses," "Traffic expenses" and "General charges" were principally due to the extra mileage open.

Great Indian Peninsula Railway system (standard gauge).

17. The mean mileage worked during the year 1896 was 1,490·35 miles against 1,490·23 miles in the previous year. The increase was due to the opening of the extension of the Mohpáni branch to Gotitoria on the 22nd November 1896.

The gross earnings increased from Rs. 3,37,90,193 in 1895 to Rs. 3,44,19,629 or by Rs. 6,29,436, and as the working expenses were Rs. 52,729 less, the net earnings showed an improvement of Rs. 6,82,165, having risen from Rs. 1,47,38,432 to Rs. 1,54,20,597.

The increase in the gross earnings was chiefly derived from goods traffic, which increased by Rs. 7,82,596. The earnings from coaching traffic were less by Rs. 1,79,981.

The increase in the goods earnings was chiefly under the head of "Grain and pulse" and "Oil-seeds," the former being due to the importation of jawar and bajra from the Madras Presidency to meet the demands in the famine districts, the latter to an abundant linseed crop in Khandeish and in the Deccan. The carriage of a large quantity of Singareni coal consequent on its introduction into the Bombay market also produced considerable revenue.

The increase of 2,638,406 in the number of passengers carried with the decrease of Rs. 91,074 in the earnings was due principally to the reduction in the third-class fares from 2½ pies to 2 pies and to the conveyance of passengers by goods trains. The decreases under the other heads of coaching traffic were chiefly due to the conveyance of transport animals for the Chitral expedition in 1895, and to the running of a smaller number of special trains for Native Princes.

The principal fluctuations in the working expenses were an increase of Rs. 1,86,507 under "Maintenance of way, works and stations" and decreases of Rs. 1,12,552, Rs. 25,813, Rs. 55,559 and Rs. 30,315 under "Locomotive expenses," "Traffic expenses," "General charges" and "Rent of leased lines," respectively. The increase under "Maintenance of way, works and stations" was due to the extraordinary outlay in connection with the restoration of bridges destroyed by the floods of 1895. The decrease under "Locomotive expenses" was due to a reduction in the ton-mile rate for revenue stores and to an improvement in the exchange value of the rupee. The decrease under "Traffic expenses" was mostly due to a reduction in the staff of guards and brakemen. "General charges" were reduced owing to a reduction in the staff of signallers and inspectors. The decrease under "Rent of leased lines" was due to the smaller traffic on the state lines.

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

18. Compared with the results of 1895, the gross earnings decreased from Rs. 1,75,53,067 in 1895 to Rs. 1,62,03,932 or by Rs. 13,49,135, and as the working expenses* were Rs. 6,87,066 more, the net earnings decreased by Rs. 20,36,201, having fallen from Rs. 1,09,37,063 to Rs. 89,00,862.

The earnings from goods traffic decreased by Rs. 17,30,984; but the earnings from coaching traffic increased by Rs. 2,89,874.

The decrease in the goods traffic is chiefly ascribed to the falling off in the traffic in "Grain and pulse" and "Oil-seeds" from stations on the Anand-Godhra branch and from foreign lines *via* Godhra and Sábarmati to Bombay.

The increase in the coaching traffic was due chiefly to the increase in the Bombay local and suburban traffic and to bookings from stations in the island of Bombay to stations north of Mahim, due apparently to the exodus from Bombay in consequence of the plague.

The principal fluctuations in the working expenses were an increase of Rs. 7,53,924 under "Maintenance of way, works and stations," and a decrease of Rs. 88,159 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was principally due to more extensive renewals of permanent-way material, to increase expenditure on Warren girder renewals and to repairs to banks damaged by heavy rain. The decrease under "Special and miscellaneous expenditure" was due principally to the settlement of heavy claims for damages to goods in 1895.

Madras Railway system (standard gauge).

19. The mean mileage worked during the year 1896 was 856.47 miles against 849.22 miles in the previous year. The increase was due to the opening of the Madras-Ennúr section of the Bezwada-Madras railway on the 22nd February 1896.

The gross earnings decreased from Rs. 1,13,61,360† in 1895 to Rs. 1,10,96,897 or by Rs. 2,64,463, and as the working expenses increased by Rs. 2,21,874, the net earnings were Rs. 4,86,337 less, having fallen from Rs. 59,45,110 to Rs. 54,58,773.

There was an increase of 1,127,296 in the number of passengers carried, but a decrease of Rs. 94,690 in the earnings, due to the reduction of the third-class fare by day trains for short distances.

The decrease of Rs. 1,84,673 under goods earnings was chiefly due to the falling off in the local traffic, especially in unhusked rice due to the scarcity of rain, to the falling off of the timber traffic between Podanur and Calicut stations and of the local traffic in provisions.

The principal fluctuations in the working expenses were increases of Rs. 1,00,869, Rs. 63,088, Rs. 26,800 and Rs. 34,781 under "Maintenance of way, works and stations," "Locomotive expenses," "Carriage and wagon expenses" and "Traffic expenses," respectively. The increase under "Maintenance of way, works and stations," was chiefly due to heavier renewals with 30 feet bull-headed steel rails, to the amount charged off for depreciation on bridge materials in stock, and to a smaller credit on account of stores returned to

* Including contribution to the Provident Fund.

† Revised figures.

stock. There were also maintenance charges on account of the Madras-Ennūr section of the Bezwada-Madras railway. The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel during the year. The increase under "Carriage and wagon expenses" was principally owing to the renewal of a larger number of vehicles during the year. The increase under "Traffic expenses" was due to the promotion of officers, to the increased consumption and a higher cost of lighting oils, and to the charge for the revenue portion of the cost of the installation of gas lighting of railway carriages. On the other hand, there was a decrease under loss by exchange, due to the substitution of country for English forms and books, and to a more favourable rate of exchange.

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

20. Compared with the results of 1895, the gross earnings of the entire system increased from Rs. 34,11,308 in 1895 to Rs. 34,57,844 or by Rs. 46,536, and as the working expenses* were Rs. 82,447 less, the net earnings showed an improvement of Rs. 1,28,983, having risen from Rs. 16,72,269 to Rs. 18,01,252.

Of the increase in the gross earnings, Rs. 32,707 were derived from coaching traffic and Rs. 13,027 from goods traffic.

The increase in the coaching earnings is ascribed partly to the increase in the third class passengers by trains other than mail, partly to the general development of the ordinary public traffic and partly to the improvement in cross traffic with the East Coast State and the Great Indian Peninsula railways; while that in the goods earnings is explained to have been principally under "Rice (unhusked)" in the local inward traffic of Warangal.

The principal fluctuations in the working expenses were decreases of Rs. 17,564, Rs. 20,216 and Rs. 40,499 under "Maintenance of way, works and stations," "Locomotive expenses," and "Carriage and wagon expenses," respectively. The decrease under "Maintenance of way, works and stations" was due to the outlay on special renewals of permanent-way on the Wadi-Secunderabad section and the Trimulgherry branch being very small; that under "Locomotive expenses," to decreases under running expenses and fuel; while that under "Carriage and wagon expenses" was attributed to less repairs and renewals to vehicles during the year under review.

Nāgdā-Ujjain Railway (standard gauge.)

21. The line was opened for traffic on the 15th July 1896, and the mean mileage worked during the year was 16·10 miles.

The gross earnings amounted to Rs. 40,701, the working expenses to Rs. 22,939 and the net earnings to Rs. 17,762.

Of the total earnings, Rs. 12,554 were derived from coaching traffic and Rs. 27,904 from goods traffic.

The line is worked by the Bombay, Baroda and Central India Railway Company at the home line percentage.

The Gaekwar's Petlūd Railway (standard gauge.)

22. Compared with the results of 1895, the gross earnings increased from Rs. 73,891 in 1895 to Rs. 1,17,540 or by Rs. 43,649, and as the working expenses were Rs. 7,386 more only, the net earnings showed an improvement of Rs. 36,263, having risen from Rs. 46,584 to Rs. 82,847.

Of the increase in the gross earnings, Rs. 1,576 were derived from coaching traffic and Rs. 43,017 from goods traffic.

The increase in the coaching traffic is ascribed to the development of the third class passenger traffic, while that in the goods traffic was chiefly due to the credit of Rs. 32,507 during 1896 on account of terminal charges due for previous half-years.

The increase in the working expenses was due to the increase in the varying percentage of expenses on the gross earnings at which the line is worked by the Bombay, Baroda and Central India Railway Company.

* Including contribution to the Provident Fund, but excluding rent paid for the lease of the Bezwada extension (East Coast State railway).

Rijpura-Bhātinda Railway (standard gauge).

23. Compared with the results of 1895, the gross earnings decreased from Rs. 13,18,902 in 1895 to Rs. 9,97,826 or by Rs. 3,21,076, but as there was a reduction of Rs. 1,76,592 in the working expenses, the net earnings showed a decrease of Rs. 1,44,484 only, having fallen from Rs. 5,93,506 to Rs. 4,49,022.

Of the decrease in the gross earnings, Rs. 10,297 were due to coaching traffic and Rs. 3,10,209 to goods traffic.

The decrease in the coaching traffic occurred mainly under third-class passengers, while that in the goods traffic is explained to have occurred under "Grain and pulse," Rs. 2,81,290, and under "Oil-seeds," Rs. 47,485, and to be due to the failure of the crops.

The line is worked by the North-Western State railway at a fixed percentage on the gross earnings.

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

24. The mean mileage worked during the year 1896 was 760·47 miles against 756·30 miles in the previous year. The increase was due to the opening of the branch from Jarwal Road to Burhwal (9·30 miles) from the 24th November 1896, and of the Gonda-Balrampur (22 miles), Nanpara-Jangal Motipur (15 miles) and Bhatni-Bhagalpur-Gogra (17·14 miles) branches from the 15th December 1896.

The gross earnings increased from Rs. 56,60,679 in 1895 to Rs. 57,87,067 or by Rs. 1,26,388, but as the working expenses were Rs. 1,41,967 more, the net earnings showed a decrease of Rs. 15,579, having fallen from Rs. 32,57,825 to Rs. 32,42,246.

The earnings from coaching traffic decreased by Rs. 1,38,644, whereas the earnings from goods traffic increased by Rs. 2,03,129.

The decrease in the coaching earnings is ascribed to the falling off in the third class passenger traffic, owing to a smaller attendance at *melas* and to the restriction of the general movement of the masses to a limited area on account of the apprehended scarcity, while the increase in the goods earnings is explained to have been due partly to the opening of the extensions, but mainly to the rise in the price of food grains on account of the anticipated failure of crops, and brisk imports and exports due to favourable markets in consequence. There was also an increase in the oil-seed traffic due to better crops.

The principal fluctuations in the working expenses were increases of Rs. 95,892, Rs. 47,487, and Rs. 27,059 under "Maintenance of way, works and stations," "Locomotive expenses," and "Carriage and wagon expenses," respectively, and a decrease of Rs. 25,576 under "General charges." The increase under "Maintenance of way, works and stations" was due to the laying of new rails, that under "Locomotive expenses," to the rise in the price of coal and the heavier consumption of wood, and that under "Carriage and wagon expenses" to the erection of some iron covered goods wagons to replace old wooden ones. The decrease under "General charges" was chiefly due to the absence of any charges for the line of telegraph instruments which were purchased from Government during 1895.

Rajputana-Malwa Railway (metre gauge).

25. Compared with the results of 1895, the gross earnings fell from Rs. 2,34,40,581 in 1895 to Rs. 1,97,25,977 or by Rs. 37,14,604, and as the working expenses were Rs. 6,96,069 less only, the net earnings showed a decrease of Rs. 30,18,535, having fallen from Rs. 1,39,95,262 to Rs. 1,09,76,727.

Of the decrease in the gross earnings, Rs. 3,56,825 were due to coaching traffic and Rs. 33,69,117 to goods traffic.

The decrease in the coaching earnings was due to a falling off in the number of Hindu marriage parties, while that under goods traffic is explained to have chiefly occurred under "Cotton," "Grain and pulse," "Salt" and "Oil-seeds," due to a decrease in the traffic from stations on the Rewāri-Ferozepore section, Delhi and beyond to Cawnpore and to foreign lines *viâ* Sābarmati, Bhātinda and Delhi, as also from stations on the Cawnpore-Achnera section to foreign lines beyond Cawnpore.

The principal variations in the working expenses as compared with the previous year were an increase of Rs. 87,308 under "Maintenance of way, works and stations," and decreases of Rs. 6,09,664, Rs. 79,607, Rs. 46,780 and Rs. 37,912 under "Locomotive expenses," "Carriage and wagon expenses," "Traffic expenses," and "General charges," respectively. The increase under "Maintenance of way, works and stations" was partly due to the payment of grain compensation allowances, partly to the heavy expenditure on renewal of sleepers and partly to a larger credit in the previous year for materials returned to stock. The decrease under "Locomotive expenses" is attributed to less train-mileage run consequent on the fall in the traffic, to the reduction both of the price of coal and of the quantity used; that under "Carriage and wagon expenses," to less repairs and renewals to rolling-stock during the year under review; that under "Traffic expenses," partly to the adjustment in the previous year of arrear undercharges on castor oil, and to a smaller consumption of stores owing to a decrease in the traffic; while that under "General charges," chiefly to the reduction in the charges for rent and maintenance paid to the Telegraph Department.

Pálanpur-Deesa Railway (metre gauge).

26. Compared with the results of 1895, the gross earnings increased from Rs. 38,182 in 1895 to Rs. 51,629 or by Rs. 13,447, but as the working expenses were Rs. 7,120 more, the net earnings showed an improvement of Rs. 6,327 only, having risen from Rs. 22,845 to Rs. 29,172.

Of the increase in the gross earnings, Rs. 593 were derived from coaching traffic and Rs. 12,823 from goods traffic.

The increase in the coaching earnings is ascribed to the development of the third-class passenger traffic, and that in the goods earnings was chiefly due to the credit of Rs. 11,602 during 1896 on account of terminal charges due for previous half-years.

The principal increases in the working expenses were Rs. 1,682 under "Maintenance of way, works and stations," Rs. 2,281 under "Locomotive expenses," Rs. 1,281 under "Traffic expenses," and Rs. 1,016 under "General charges."

The line is worked by the Bombay, Baroda and Central India Railway Company at the same percentage of gross earnings as prevails on the Rajputana-Malwa railway, and the increase under the various heads is due to the fluctuations in the percentage on that railway.

Southern Mahratta Railway system (metre gauge).

27. Compared with the results of 1895, the gross earnings increased from Rs. 88,38,028 in 1895 to Rs. 91,62,980 or by Rs. 3,24,952, and as the working expenses were Rs. 1,02,923 less, the net earnings showed an improvement of Rs. 4,27,875, having risen from Rs. 35,40,902 to Rs. 39,68,777.

The principal variations in the gross earnings were a decrease of Rs. 39,452 under coaching traffic and an increase of Rs. 3,84,106 under goods traffic.

The increase in the number of passengers carried and in the earnings therefrom amounted to 136,035, and Rs. 2,904, respectively. The improvement in numbers carried was due to an increase in the short distance passenger traffic, and that in amount to the troop specials run from Belgaum. There was, however, a decrease of Rs. 49,356 under other coaching traffic.

The increase in the goods earnings is explained to have been mainly due to the heavy exportation to the famine districts of food grains, chiefly jawar and other grains from Harihar, Devangeri, Dhárwár and Belgaum stations. There was, however, a large decrease under "Coal," due to the cessation of bookings from foreign lines *via* Bezwada to Dharmavaram and beyond.

The principal fluctuations in the working expenses were a decrease of Rs. 1,34,272 under "Maintenance of way, works and stations" and an increase of Rs. 42,535 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was principally due to the curtailment of the special renewal of sleepers. The increase under "Traffic expenses" was mainly attributable to the heavier share of the joint station expenses at Bangalore City and Bezwada, to the employment of additional hands for working the traffic

diverted *via* Poona, to promotions to the staff, and in some measure also to the issue of old and obsolete forms for rough use at stations in the previous corresponding period.

South Indian, including the Pondicherry Railway (metre gauge).

28. Compared with the results of 1895, the gross earnings increased from Rs. 89,65,275 in 1895 to Rs. 89,85,262 or by Rs. 19,987, and as the working expenses decreased by Rs. 99,156, the net earnings showed an improvement of Rs. 1,19,143, having risen from Rs. 39,34,006 to Rs. 40,53,149.

The increase in the earnings from coaching traffic amounted to Rs. 75,590, and is ascribed to a general development owing to a very favourable season during the first half of the year. The result for the year would have been even better but for a break in the line, caused by floods, between Coleroon and Vaithisvarankoil in August 1896. An outbreak of cholera also reduced the attendance at the festivals of Srirangam and Chidambaram towards the close of the year. The earnings from goods traffic, were, however, Rs. 83,243, less, the falling off being chiefly in the long lead traffic, due to the want of rain in the northern districts.

The principal fluctuations in the working expenses were decreases of Rs. 46,243 under "Maintenance of way, works and stations," of Rs. 70,838 under "Locomotive expenses," and of Rs. 46,313 under "Carriage and wagon expenses," and increases of Rs. 48,072 under "Traffic expenses" and of Rs. 16,456 under "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was chiefly due to the renewal with 50 lb. rails of 16.12 miles only against 18.01 in 1895, to the issue of large quantities of tools and plant and to the depreciation in permanent-way chairs in stock charged off in the previous corresponding period; that under "Locomotive expenses" occurred chiefly under "Maintenance and renewals of locomotive engines." Coal supplies were delivered at various locomotive centres instead of only at Dharmavaram and Madras as in the previous year; hence "Carriage of revenue stores" was considerably less than in 1895. There was also a saving due to the purchase of coal at cheaper rates. The decrease in "Carriage and wagon expenses" was chiefly due to the repairs of a smaller number of vehicles consequent, to a great extent, upon the temporary closing of the workshops owing to the Negapatam riot. The increase under "Traffic expenses" was due to the opening of two trial stations at Serandanur and Adyakamangalam, to the employment of six additional ticket examiners, to the substitution of European and Eurasian station masters for natives at some of the principal stations, to the appointment of platform inspectors at Tanjore, Trichinopoly and Madura stations, and to the purchase of two ticket printing machines from England; while that under "Special and miscellaneous expenditure" was almost entirely due to the adjustment of arrear debits by the Southern Mahratta railway on account of interest charges on the capital outlay on joint works at Dharmavaram station from January 1893 to December 1895.

Máyavaram-Mutupet Railway (metre gauge).

29. Compared with the results of 1895, the gross earnings increased from Rs. 2,42,023 to Rs. 2,47,772, or by Rs. 5,749, and as there was a slight increase in the working expenses of Rs. 55, the net earnings showed an improvement of Rs. 5,694, having risen from Rs. 93,668, to Rs. 99,362.

There was an increase of Rs. 8,635 under coaching traffic, due to the ordinary development of this class of traffic. The earnings from goods traffic, however, showed a falling off of Rs. 3,610, due, it is said, to the carriage of a smaller quantity of railway materials for construction.

The line is worked by the South Indian railway, and the working expenses are calculated in the ratio of total expenditure to total receipts of both railways, *plus* a charge of 5 per cent. of the MÁYavaram-Mutupet railway gross receipts for hire of rolling-stock lent by the South Indian railway. No charge has been made to the MÁYavaram-Mutupet railway on account of interest charges on the capital cost of the joint stations at MÁYavaram and Tiruvalur pending sanction to the working agreement.

Assam-Bengal Railway (metre gauge).

50. The mean mileage worked during the year 1896 was 168·61 miles. No comparison can be made with the previous year, as the first portion of the line was only opened to traffic on the 1st July 1895.

The gross earnings for the year 1896 amounted to Rs. 6,18,786 and the working expenses to Rs. 5,85,547, leaving Rs. 33,239 as net earnings.

The number of passengers carried was 680,834 and the total earnings from coaching traffic Rs. 3,86,076.

The weight of goods lifted was 204,617 tons and the earnings therefrom Rs. 2,17,236, which were chiefly derived from "General merchandize" and "Railway materials for construction."

The working expenses were high as compared with other railways, but the matter is receiving attention, and as additional lengths of the line are opened to traffic, reductions will be effected.

Burma Railways (metre gauge).

31. The mean mileage worked during the year 1896 was 871·63 miles against 762·91 miles in the previous year. The increase was due to the opening of the sections from Nankan to Mohnyin and Nahakaung to Katha, 88·75 miles, for two months and eleven days only in 1895, and also to the opening of the section from Mohnyin to Mogaung, 52·34 miles, from the 1st March 1896, except for a period of about a month during the rains.

The gross earnings increased from Rs. 67,11,062 in 1895 to Rs. 76,08,559 or by Rs. 8,97,497, but as the working expenses were Rs. 6,14,102 more, the net earnings showed an improvement of Rs. 2,83,395 only, having risen from Rs. 27,02,356 to Rs. 29,85,751.

Of the increase in the gross earnings, Rs. 3,61,018 were derived from coaching traffic and Rs. 4,53,922 from goods traffic.

The increase in the coaching earnings is explained to have been due to the increased mileage worked, to the reduction of the third-class passenger fares on the Mu Valley section from pies 3 to pies 2 per mile, and to the general development of the passenger traffic. A considerable portion of the increase is also attributable to the prevalence of scarcity in certain districts of Upper Burma, which caused the emigration of large numbers of the population to Lower Burma.

The increase in the goods earnings is said to be chiefly due to the increased mileage worked, to the increased traffic in husked rice owing to the scarcity in Upper Burma, to the development of the timber traffic and to the export of sleepers to India. The increase is also ascribed to the increased earnings from "Railway materials for construction," due to the construction of the Mandalay-Kunlon railway.

The principal increases in the working expenses were Rs. 1,73,813 under "Maintenance of way, works and stations," Rs. 1,35,819 under "Locomotive expenses," Rs. 68,355 under "Carriage and wagon expenses," Rs. 1,09,572 under "Traffic expenses" and Rs. 95,952 under "General charges." The increase under "Maintenance of way, works and stations" was due to the renewal with 50 lb. rails of 22 miles against 11 miles, to the increased mileage worked, to heavy repairs to stations and buildings and to depreciation on stores; that under "Locomotive expenses" to the increased train-mileage run and to the carriage of coal and wood fuel to the Upper district on account of the shortness of wood fuel; that under "Carriage and wagon expenses," to the increased length of line and to the heavy repairs and renewals of vehicles which could not be taken in hand in former years owing to the erection of new stock; that under "Traffic expenses," to the appointment and promotion of certain superior officers and to the employment of additional staff consequent on the increased length of line open; and that under "General charges" to the charges for the Home Board establishment and Government supervision.

Deoghur Railway (metre gauge).

32. Compared with the results of 1895, the gross earnings decreased from Rs. 33,611 to Rs. 30,014, or by Rs. 3,597, and as the working expenses were Rs. 212 more, the net earnings showed a decrease of Rs. 3,809, having fallen from Rs. 15,308 to Rs. 11,499.

The decrease in the gross earnings was due to a falling off of 30,412 in the number of passengers carried and of Rs. 3,545 in the earnings therefrom, owing to a smaller number of pilgrims visiting the shrine at Baidyanath on account of the famine.

The principal fluctuations in the working expenses were an increase of Rs. 472 under "Maintenance of way, works and stations," a decrease of Rs. 382 under "Locomotive expenses," an increase of Rs. 145 under "Carriage and wagon expenses," a decrease of Rs. 123 under "Traffic expenses" and an increase of Rs. 185 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations," was due, it is explained, to the renewal of a larger number of sleepers.

Rohilkund and Kumaon Railway system (metre gauge).

33. The mean mileage worked during the year 1896 was 279.42 miles against 281.82 miles in the previous year. The decrease was due to the closing of the Dudwa branch for a longer period.

The gross earnings increased from Rs. 12,30,438 in 1895 to Rs. 12,54,504, or by Rs. 24,066, but as the working expenses were Rs. 35,929 more, the net earnings showed a decrease of Rs. 11,863, having fallen from Rs. 4,67,663 to Rs. 4,55,800.

The principal fluctuations in the gross earnings were a decrease of Rs. 22,728 in the passenger traffic, and increases of Rs. 24,666 in the goods traffic and of Rs. 23,853 in sundries including telegraph.

The decrease in the passenger earnings is ascribed to a falling off of passenger traffic at all the stations on the Lucknow-Bareilly section, owing to a general scarcity among the people of the districts served by this railway; while the increase in the goods earnings is explained to have been mainly due to the larger exports of potatoes from Haldwani to foreign railways *via* Lucknow, and of sugar, chiefly from Pilibhit *via* Bareilly, and from Gola, Lakhimpur and Sitapur *via* Lucknow.

The principal fluctuations in the working expenses were an increase of Rs. 23,718 under "Maintenance of way, works and stations," a decrease of Rs. 15,197 under "Locomotive expenses," and an increase of Rs. 28,500 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was, it is stated, mainly due to a larger renewal of sleepers and to heavier repairs of bridges and stations. The decrease in the "Locomotive expenses" was consequent on the introduction of wood fuel on the Lucknow-Bareilly section and on the improved quality of the fuel used; while the increase under "Special and miscellaneous expenditure" was due to the inclusion of the expenses of all out-agencies in the working expenses of the open system.

Benjal Dooars Railway (metre gauge).

34. Compared with the results of 1895, the gross earnings increased from Rs. 2,53,537 to Rs. 2,70,451, or by Rs. 16,914, but as the working expenses were Rs. 12,558 more, the net earnings showed an improvement of Rs. 4,356 only, having risen from Rs. 1,27,458 to Rs. 1,31,814.

The increase in the gross earnings was entirely due to the large increase of Rs. 24,855 under goods traffic, derived almost entirely from general merchandise.

The principal fluctuations in the working expenses were increases of Rs. 2,916 under "Locomotive expenses," Rs. 2,043 under "Carriage and wagon expenses," Rs. 8,516 under "Traffic expenses," Rs. 1,075 under "General charges," a decrease of Rs. 4,399 under "Steam-boat expenses," and an increase of Rs. 1,684 under "Special and miscellaneous expenditure."

Dibru-Sadiya Railway (metre gauge)

35. Compared with the results of 1895, the gross earnings increased from Rs. 6,01,142 to Rs. 6,47,360, or by Rs. 46,218, and as the working expenses were Rs. 3,475 more only, the net earnings showed an increase of Rs. 42,743, having risen from Rs. 2,69,543 to Rs. 3,12,286.

Of the increase in the gross earnings, Rs. 5,469 were derived from coaching traffic and Rs. 22,088 from goods traffic.

The increase in the coaching earnings was due to the general development of the passenger traffic; and that in the goods earnings principally to the exports of a larger quantity of Makum coal and increased imports of food grains for tea gardens and the collieries. The increase was also due to an improvement in the oil traffic owing to the development of the Digboi Petroleum works and in the traffic in tea shooks for the tea gardens.

The principal fluctuations in the working expenses were a decrease of Rs. 5,744 under "Maintenance of way, works and stations," and increases of Rs. 3,565 and Rs. 4,732 under "Locomotive expenses" and "Carriage and wagon expenses," respectively. The decrease under "Maintenance of way, works and stations" was chiefly due to a credit for materials and labour supplied to the Powai, Bisacopi and Makum (Assam) tea gardens for the construction of sidings. The increase under "Locomotive expenses" was due to the entertainment of increased running staff, owing to the increased traffic and train-mileage, and that under "Carriage and wagon expenses," to heavier repairs and renewals of rolling-stock and to the conversion of 6 covered goods wagons into 4 luggage and 2 inspector's vans.

The Gaekwar's Mehsána Railway (metre gauge).

36. Compared with the results of 1895, the gross earnings increased from Rs. 3,38,445 to Rs. 4,23,283 or by Rs. 84,838, and as the working expenses were Rs. 16,016 more only, the net earnings showed an improvement of Rs. 68,822, having risen from Rs. 2,02,440 to Rs. 2,71,262.

Of the increase in the gross earnings, Rs. 7,196 were derived from coaching traffic and Rs. 78,644 from goods traffic; there was a decrease of Rs. 1,002 under sundries.

The increase in the coaching earnings is ascribed to the development of the passenger traffic, and that in the goods earnings was chiefly due to the credit of Rs. 80,834 during 1896 on account of terminal charges due for previous half-years.

The increase in the working expenses was due to the increase in the varying percentage of expenses to the gross earnings at which the line is worked by the Bombay, Baroda and Central India Railway Company.

Jodhpore-Bickaneer Railway (metre gauge).

37. Compared with the results of 1895, the gross earnings increased from Rs. 9,74,738 to Rs. 11,64,465 or by Rs. 1,89,727, on the Jodhpore section, and from Rs. 86,538 to Rs. 1,20,727 or by Rs. 34,189, on the Bickaneer section; and as the working expenses were Rs. 20,700 more on the Jodhpore section and Rs. 3,903 more on the Bickaneer section, the net earnings showed an improvement of Rs. 1,69,027 and Rs. 30,286 respectively, having risen from Rs. 5,69,246 to Rs. 7,38,273 on the Jodhpore section and from Rs. 45,096 to Rs. 75,382 on the Bickaneer section.

Of the increase in the gross earnings, Rs. 11,508 were derived from coaching traffic and Rs. 1,75,853 from goods traffic on the Jodhpore section, while on the Bickaneer section the increases were Rs. 3,352 and Rs. 29,014 from coaching and goods traffic, respectively.

The increase in the coaching earnings is mainly ascribed to a large number of Hindu marriages during the year, while that in the goods earnings is explained to have been due to the increased traffic in grains, chiefly from Balotra to Bickaneer on account of the famine.

On the Jodhpore section, the principal fluctuations in the working expenses were an increase of Rs. 15,625 under "Locomotive expenses," a decrease of Rs. 16,152 under "Carriage and wagon expenses," and an increase of Rs. 13,460 under "Special and miscellaneous expenditure." The increase under "Locomotive expenses" is said to be due to the consumption of more fuel on account of the additional train-mileage run. The decrease under "Carriage and wagon expenses" is accounted for by less repairs and renewals of vehicles. The increase under "Special and miscellaneous expenditure" was due to the payment

of additional mileage and demurrage charges on account of the heavier goods traffic during the year. There were no important variations on the Bickaneer section.

Oodeypore-Chitor Railway (metre gauge).

38. As the line was only opened for five months in 1895, no useful comparison can be made between the earnings and expenditure for that year and for 1896.

The mean mileage worked during the year was 60·35 miles.

The gross earnings amounted to Rs. 1,35,220, the working expenses to Rs. 81,469 and the net earnings to Rs. 53,751.

Of the gross earnings, Rs. 96,713 were derived from coaching traffic, Rs. 37,517 from goods and Rs. 990 from sundries.

The line is worked as regards Engineering maintenance for the actual expenditure incurred, *plus* a charge of 10 per cent. for Engineering supervision, the expenses under the remaining abstracts being calculated at the same percentage of expenditure to earnings as prevails on the Rajputana-Malwa railway.

Bhavnagar-Gondal-Junágarh-Porbandar Railway system (metre gauge).

39. Compared with the results of 1895, the gross earnings increased from Rs. 21,35,558 to Rs. 21,77,995 or by Rs. 42,437, and as the working expenses were Rs. 1,32,410 less, the net earnings showed an improvement of Rs. 1,74,847, having risen from Rs. 8,98,666 to Rs. 10,73,513.

Of the increase in the gross earnings, Rs. 31,836 were derived from coaching traffic and Rs. 9,506 from goods traffic.

The increase in the coaching earnings is ascribed to a general development of the passenger traffic and to a larger number of special trains run during the year, while that in the goods earnings is explained to have been mainly due to a larger inwards traffic in grains from the Bombay, Baroda and Central India railway *via* Wadhwan junction and from Bombay by sea. The increase is also ascribed to an improvement in the outwards traffic in "Cotton, raw."

The principal fluctuations in the working expenses were a decrease of Rs. 1,54,993 under "Maintenance of way, works and stations," and an increase of Rs. 23,403 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was mainly due to a smaller renewal of sleepers and the collection of less ballast during the year, and to the abnormal expenditure incurred on the restoration of the Oojet bridge in the previous year. The increase under "Locomotive expenses" was chiefly due to heavier repairs and renewals of locomotive engines and to the increased consumption of coal which was purchased at a higher rate.

40. Statistics of working of the special gauge railways for the year 1896
 Statistics of working of the will be found in statement No. 37-A., on pages 162
 special gauge railways. and 163. The general results of working these
 railways for the past five years are given in statement No. 37-B., on pages 164
 and 165.

STATEMENT NO. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways, during the year 1896, as compared with the previous year (details given in Appendix H).

Pro- gressive No.	DESCRIPTION OF COMMODITY.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.		Pro- gressive No.
		Previous year.	1896.	Previous year.	1896.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	4,416,776	4,505,758	1,28,84,420	1,34,98,668	88,982	...	6,14,248	...	
2	Cotton, raw	738,499	734,375	1,06,68,677	1,01,96,181	...	3,624	...	4,72,496	2
	Cotton, manufactured	453,415	442,326	76,90,630	73,25,547	...	11,089	...	3,65,083	
4	Drugs and chemicals	57,195	60,922	8,16,020	8,46,352	3,727	...	30,332	...	4
5	Dyes and tans	231,155	217,750	26,15,895	23,42,110	...	13,405	...	2,73,785	5
6	Grain and pulse	6,140,643	5,701,249	3,77,99,631	3,01,86,439	...	4,39,394	...	76,13,192	6
7	Hides and skins	185,200	165,876	23,49,078	21,02,908	...	19,324	...	2,46,175	7
8	Horns.	16,751	13,663	1,37,519	1,16,181	...	3,088	...	21,338	8
9	Jute	1,179,716	1,200,312	68,64,696	63,73,532	20,596	...	...	4,91,164	9
10	Lac	40,448	44,231	4,58,813	5,13,463	3,783	...	54,650	...	10
11	Leather manufactured	14,040	13,400	2,62,435	2,54,266	...	640	...	8,169	11
12	Liquors	82,541	82,211	9,92,204	9,82,010	...	330	...	10,194	
13	Metals	437,434	468,347	46,67,026	47,49,904	30,913	...	82,878	...	
14	Oils	385,885	393,811	30,24,500	30,03,888	7,926	...	...	20,612	14
15	Oil-seeds	1,779,348	1,701,577	1,20,64,994	1,10,95,251	...	77,771	...	9,69,743	15
16	Opium	21,920	25,049	4,54,088	4,66,344	3,129	...	12,256	...	16
17	Paper and paste-board	30,112	32,474	3,86,835	3,78,017	2,362	...	...	8,818	17
18	Provisions	677,425	654,657	64,87,460	60,66,859	...	22,768	...	4,20,601	18
19	Railway plant and rolling-stock carried for the public and foreign railways	283,025	468,566	13,92,131	26,29,425	185,541	...	12,37,294	...	19
20	Salt	1,444,345	1,471,713	85,86,833	84,51,630	27,368	...	...	1,35,203	20
21	Saltpetre, etc.	84,045	104,349	6,73,147	8,31,034	20,304	...	1,57,887	...	21
22	Silk, raw	3,143	3,401	69,472	78,114	258	...	8,642	...	22
23	Silk, piece-goods	900	767	26,305	21,811	...	133	...	4,494	23
24	Spices	239,693	213,409	23,03,423	20,39,803	...	26,284	...	2,63,620	24
25	Stone and lime... ..	823,039	830,215	18,69,055	21,37,046	7,176	...	2,67,991	...	25
26	Sugar	1,075,074	1,161,703	74,49,736	76,02,137	86,629	...	1,52,401	...	26
27	Tea	88,505	119,362	10,81,378	11,37,635	30,857	...	56,257	...	27
28	Timber	813,450	773,348	29,37,374	28,74,649	...	40,102	...	62,725	28
29	Tobacco	178,477	220,209	15,24,061	19,13,409	41,732	...	3,89,348	...	29
30	Wool, raw	36,525	39,301	8,43,545	9,13,145	2,776	...	69,600	...	30
31	Wool, manufactured	9,918	9,205	1,95,559	1,92,332	...	713	...	3,227	31
32	All other articles of merchandise	1,916,214	1,978,171	1,28,24,479	1,23,86,668	61,957	...	...	4,37,811	32
	Total	23,884,856	23,852,207	15,24,01,419	14,37,06,753	...	32,649	...	86,94,665	

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of siding.	Total length of single track, including sidings.		
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
I	East Indian	474.25	1,225.86	1,701.11	456.97	2,632.33	1,736.29	(a)
III	Bengal-Nágpur ... ..	...	860.88	860.88	99.38	960.26	862.33	(a') (a)
IV	Indian Midland ... ..	...	679.56	679.56	85.80	765.36	941.53	(b)
V	Bhopal-Itársi (British section) ... ..	...	13.11	13.11	3.01	16.12	(c)(13.11)	(b)
VI	Godhra-Rutlam-Nágdá ... ..	...	140.91	140.91	14.32	155.23	131.69	(c)
VII	Wardha Coal ... ..	...	44.88	44.88	6.04	50.92	(d)(44.88)	(c)
VIII	Dhond-Manmád... ..	...	145.44	145.44	14.24	159.68	(145.44)	(d)
IX	Bezwada extension (East Coast State) ... ..	...	20.58	20.58	0.96	21.54	(e)(20.58)	(e)
X	Madras-Enndr section (Berwada-Madras) ... ..	...	8.45	8.45	2.11	10.56	(f)(7.25)	(f)
	Total	474.25	3,140.67	3,614.92	682.83	4,772.00	3,671.84	
	State lines worked by the State.							
XI	North-Western	41.26	2,672.65	2,713.91	697.88	3,453.05	2,573.67	(g)
XII	Hyderabad-Shadipalli ... ..	...	58.91	58.91	5.14	64.05	58.91	(h)
XIII	Oudh and Rohilkhand ... ..	...	812.37	812.37	123.95	936.32	797.51	(i)
XIV	Eastern Bengal	55.48	194.52	250.00	107.56	413.04	249.75	(j)
...	Bengal Central ... ..	...	125.01	125.01	20.83	145.84	125.01	(k)
XV	Calcutta Port Commissioners' ... ..	...	8.53	8.53	12.28	20.81	8.53	(l)
XVI	East Coast ... ..	...	503.50	503.50	72.74	576.24	483.87	(m)
	Total	96.74	4,375.49	4,472.23	1,040.38	5,609.35	4,297.25	
	Lines worked by guaranteed companies.							
XVIII	Great Indian Peninsula	461.92	826.08	1,288.00	254.23	2,004.15	1,490.35	(n)
XIX	Bombay, Baroda and Central India	70.89	390.01	460.90	112.76	644.55	460.90	(o)
XX	Madras	42.41	796.82	839.23	140.87	1,022.51	856.47	(p)
	Total	575.22	2,012.91	2,588.13	507.86	3,671.21	2,807.72	
	Assisted companies.							
XXI	Delhi-Umballa-Kalka ... ..	...	160.47	160.47	17.11	177.58	160.93	(q)
XXII	Tarkessur ... ..	...	22.23	22.23	2.93	25.16	22.23	(r)
	Total ... ..	...	182.70	182.70	20.04	202.74	183.16	
	Lines owned by native states and worked by companies.							
XXVII	Khámgaon ... ..	...	7.55	7.55	0.87	8.42	(d)(7.55)	(s)
XXVIII	Amráoti ... ..	...	5.44	5.44	0.65	6.09	(d)(5.44)	(t)
XXIX	Bína-Gooná ... ..	...	71.74	71.74	5.31	77.05	(e)(71.74)	(u)
XXX	Bhopal-Ujjain ... ..	...	113.52	113.52	7.20	120.72	113.52	(v)
XXXI	Bhopal-Itársi (Native state section) ... ..	...	44.28	44.28	8.66	52.94	(c)(44.28)	(w)
XXXII	The Nizam's Guaranteed state ... ..	...	332.32	332.32	35.08	367.40	354.70	(x)
XXXIII	Nágdá-Ujjain ... ..	...	34.67	34.67	1.06	35.73	16.10	(y)
XXXIV	The Gaekwar's Petlád ... ..	...	13.35	13.35	1.77	15.12	13.35	(z)
XXXV	Kolar Gold-fields ... ..	...	10.00	10.00	3.52	13.52	(q)(10.00)	(aa)
	Total ... ..	...	632.87	632.87	64.12	696.99	384.15	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of siding.	Total length of single track, including sidings.		
	STANDARD GAUGE.— <i>concl'd.</i>							
	Lines owned by native states and worked by state railway agency.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
XXXVI	Rájpura-Bhátinda ... ..	...	107·94	107·94	14·86	122·80	107·94	
XXXVII	Jammu and Kashmir (Native state section) ... ..	...	15·92	15·92	4·59	20·51	(a) (15·92)	(a) Included with XI.
	Total ... ..	...	123·86	123·86	19·45	143·31	107·94	
	Total standard gauge ...	1,146·21	10,468·50	11,614·71	2,334·68	15,095·60	11,452·06	
	METRE GAUGE.							
	State lines worked by companies.							
XXXVIII	Bengal and North Western—							
	Tirhoot section ... ..	...	341·80	341·80	51·92	393·72	} 760·47	
	Company's section ... ..	...	478·63	478·63	67·00	545·63		
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon) ... ..	...	231·17	231·17	27·76	258·93	(b)(213·50)	(b) Included with LII.
XL	Rajputana-Malwa	1·14	1,672·79	1,673·93	(c) 249·69	1,924·76	1,673·93	(c) Including 3·07 miles of main line laid on the standard gauge.
XLI	Pálanpur-Deesa ... ..	...	17·28	17·28	1·29	18·57	17·28	
XLII	Southern Mahratta ... ..	...	1,042·04	1,042·04	111·01	1,153·05	(d) 1,556·20	(d) Including XLIII, XLIV, LXI, LXII, and LXIII; also 2·88 miles of the East Coast State railway worked over.
XLIII	Guntakal-Mysore frontier ... ..	...	119·50	119·50	9·31	128·81	(e)(119·50)	
XLIV	Mysore section (Southern Mahratta) ... ..	...	296·00	296·00	27·62	323·62	(f)(296·00)	(e) Included with XLII.
XLV	South Indian ... ..	...	1,041·59	1,041·59	133·33	1,174·92	(f) 1,049·39	(f) Including LXXII.
XLVI	Máyavaram-Mutupet ... ..	...	53·99	53·99	5·40	59·39	53·99	
XLVII	Assam-Bengal ... ..	...	285·90	285·90	33·81	319·71	168·61	
XLVIII	Burma (g)	9·00	877·45	886·45	135·14	1,030·59	871·63	(g) The working of this line has been transferred to a company from the 1st September 1896.
	Total	10·14	6,458·14	6,468·28	583·28	7,331·70	6,151·50	
	State lines worked by the State.							
XLIX	Eastern Bengal—							
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch) ... ..	...	478·47	478·47	75·82	554·29	478·47	
	Dacca section ... ..	...	85·92	85·92	14·62	100·54	85·92	
L	Cawnpore-Burhwal (Metre gauge link) ... ..	...	34·57	34·57	2·77	37·34	3·59	
	Total ... ..	...	598·96	598·96	93·21	692·17	567·98	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY.)					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of siding.	Total length of single track, including sidings.		
	METRE GAUGE.—contd.							
	Assisted companies.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
LI	Deoghur ... ..	...	4.79	4.79	0.62	5.41	4.79	
LII	Rohilkund and Kumaon (Company's section) ... ..	...	53.92	53.92	4.59	58.51	(a) 379.42	(a) Including XXXIX; all miles of the Lucknow-Ba section worked over.
LIII	Bengal Doocars ... ..	...	36.40	36.40	7.23	43.63	36.40	
LIV	Dihru-Sadiya ... ..	...	77.50	77.50	9.66	87.16	77.50	
	Total ... ..	...	172.61	172.61	22.10	194.71	398.11	
	Lines owned by native states and worked by companies.							
LX	The Gaekwar's Mehsána ... ..	...	92.63	92.63	11.73	104.36	92.63	
LXI	Kolhápúr ... ..	...	29.07	29.07	1.70	30.77	(b) (29.07)	(b) Included with XLII.
LXII	Yeavantpur-Mysore frontier ... ..	...	51.35	51.35	3.37	54.72	(b) (51.35)	
LXIII	Mysore-Nanjangúd ... ..	...	15.25	15.25	1.09	16.34	(b) (15.25)	
	Total ... ..	...	188.30	188.30	17.89	206.19	92.63	
	Lines owned and worked by native states.							
LXVI	Jodhpore-Bickaneer—							
	Jodhpore section ... ..	...	320.50	320.50	9.50	330.00	320.50	
	Bickaneer section ... ..	...	43.50	43.50	1.00	44.50	43.50	
LXVII	Odeypore-Chitor ... ..	...	60.39	60.39	3.76	64.15	60.35	
LXVIII	Bhávñagar-Gondal-Junágarh— Porbandar (c) ... ..	...	333.46	333.46	41.95	375.41	379.69	(c) Including 4.50 miles of mileage in dock estates quarry lines constructed maintained by the states themselves, also LXIX only in case of mean mileage work
LXIX	Jetálsar-Rajkot ... ..	...	46.23	46.23	3.61	49.84	(d) (46.23)	(d) Included with LXVIII.
	Total ... ..	...	804.08	804.08	59.82	863.90	804.04	
	Foreign lines.							
LXXI	West of India Portuguese ... ..	...	51.00	51.00	11.85	62.85	51.00	
LXXII	Pondicherry ... ..	...	7.80	7.80	1.82	9.62	(e) (7.80)	(e) Included with XLV.
	Total ... ..	...	58.80	58.80	13.67	72.47	51.00	
	Total metre gauge	10.14	8,280.89	8,291.03	1,059.97	9,361.14	8,065.26	

N.B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT NO. 32—concl'd.

Mileage of railways open for traffic on the 31st December 1896, and the mean mileage worked during the year—concl'd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY.)					Mean mileage worked including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of siding.	Total length of single track, including sidings.		
	SPECIAL GAUGES.							
	State line worked by the State.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
LXXV	Jorhát (2' 0") ... ..	...	28·00	28·00	1·80	29·80	26·78	
	Assisted company.							
LXXVI	Darjeeling-Himalayan (2' 0")... ..	...	51·00	51·00	3·00	54·00	51·00	
	Line owned by native state and worked by company.							
LXXVIII	The Gaekwar's Dabhoi (2' 6") ... ..	...	71·66	71·66	4·98	76·64	71·66	
	Line owned by native state and worked by state railway agency.							
LXXX	Cooch Behar (2' 6") ... ..	...	22·12	22·12	1·62	23·74	22·12	
	Line owned and worked by native state.							
LXXXI	Morvi (2' 6") ... ..	..	94·36	94·36	4·00	98·36	94·36	
	Total special gauges ... ..	...	267·14	267·14	15·40	282·54	265·92	
	Total of all railways	1,156·35	19,016·53	20,172·88	3,410·05	24,739·28	19,783·24	

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1st class.		2nd class.		3rd or intermediate class.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.						
	STATE LINES WORKED BY COMPANIES.		Rs.		Rs.		Rs.
I	East Indian... ..	60,147	5,88,614	194,171	7,80,477	1,096,982	11,50,164
III	Bengal-Nágpur	6,746	39,751	17,177	36,268	40,991	29,297
IV	Indian Midland (a)	12,441	1,26,774	40,361	1,51,502	402,618	492,820
VI	Godhra-Rutlam-Nágdá	546	2,886	2,731	6,569	2,402	3,414
	Total ...	79,880	7,57,975	254,440	9,74,816	1,542,993	16,75,695
	STATE LINES WORKED BY THE STATE.						
XI	North-Western (b)	46,831	3,45,504	149,113	4,34,275	940,737	9,45,213
XII	Hyderabad-Shadipalli	565	981	3,456	2,263	16,757	6,908
XIII	Oudh and Rohilkhand	22,977	1,18,054	68,372	1,56,248	142,088	1,37,822
XIV	Eastern Bengal	43,665	1,09,046	122,717	1,17,125	757,401	3,30,086
	Bengal Central	2,662	5,302	33,052	18,745	116,283	63,917
XV	Calcutta Port Commissioners' (c) ... ..	...	...	...	..	...	...
XVI	East Coast	3,796	23,144	21,341	33,821	1,584	2,233
	Total ...	120,496	6,02,031	398,051	7,62,477	1,974,850	14,86,179
	LINES WORKED BY GUARANTEED COMPANIES.						
XVIII	Great Indian Peninsula (d)	100,008	5,19,165	764,640	8,05,396	429,090	7,77,407
XIX	Bombay, Baroda and Central India	136,826	1,48,776	1,210,535	4,35,009	548,799	8,51,737
XX	Madras (e)	26,455	2,00,986	114,973	2,47,335	...	...
	Total ...	263,289	8,68,927	2,090,148	14,87,740	977,889	16,29,144
	ASSISTED COMPANIES.						
XXI	Delhi-Umballa-Kalka	8,250	73,493	20,975	75,001	45,400	55,733
XXII	Tarkessur	322	294	3,146	1,335	119,984	28,232
	Total ...	8,572	73,787	24,121	76,336	165,384	83,965
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.						
XXXII	The Nizam's Guaranteed state (f)	7,544	53,031	38,143	74,634	323,200	1,65,144
XXXIII	Nágdá-Ujjain	50	126	164	205	143	66
XXXIV	The Gaekwar's Petlád	132	114	2,301	917	...	...
	Total ...	7,726	53,271	40,608	75,756	323,343	1,65,210
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.						
XXXVI	Rájpura-Bhátinda... ..	4,077	8,106	5,796	5,417	43,984	17,336
	Total ...	4,077	8,106	5,796	5,417	43,984	17,336
	Total standard gauge ...	484,040	23,64,097	2,813,164	33,82,542	5,028,443	50,57,529

No. 33.

railways during the year ending with the 31st December 1896.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstanding irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
15,934,316	1,32,96,821	17,285,616	1,58,16,076	18,74,636	1,76,90,712	I	(a) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways.
2,194,151	13,33,212	2,259,065	14,38,252	1,56,423	15,94,951	III	
1,383,269	12,56,075	1,838,689	20,26,171	3,76,169	24,02,340	IV	
347,809	1,66,318	353,488	1,79,137	21,687	2,00,824	VI	
19,859,545	1,60,51,426	21,736,858	1,94,59,912	24,28,915	2,18,88,827		
12,903,014	79,50,850	14,039,695	96,75,842	12,82,595	1,09,58,437	XI		(b) Including the Jammu and Kashmir railway (Native state section).
325,558	80,868	346,336	91,020	3,908	94,928	XII	
5,282,117	30,22,571	5,515,554	34,34,695	3,40,411	37,75,106	XIII	
6,576,854	19,95,309	7,500,637	25,51,566	3,11,823	28,63,389	XIV	
1,611,031	4,95,791	1,763,028	5,83,755	15,282	5,99,037	XV	(c) There is no passenger traffic on this line.
...	
2,725,191	11,60,453	2,751,912	12,19,651	84,710	13,04,361	XVI	
29,423,765	1,47,05,842	31,917,162	1,75,56,529	20,38,729	1,95,95,258		
16,145,075	59,56,158	17,438,813	80,58,126	15,61,870	96,19,496	XVIII	(d) Including the Wardha Coal, Dhond - Manmad, Khamsaon, and Amraoti railways.
14,777,339	35,19,106	16,673,499	49,54,628	6,78,770	56,33,398	XIX	
10,469,610	36,32,018	10,611,038	40,80,339	5,88,038	46,68,377	XX	
41,392,024	1,31,07,282	44,723,350	1,70,93,093	28,28,178	1,99,21,271		(e) Including the Madras-Ennur section (Bezawada-Madras) and the Kolar Gold-fields railway.
912,736	4,92,861	987,361	6,97,088	1,43,222	8,40,310	XXI	
1,093,840	2,52,381	1,217,292	2,82,242	5,193	2,87,435	XXII	
2,006,576	7,45,242	2,204,653	9,79,330	1,48,415	11,27,745		
1,053,532	5,45,574	1,422,419	8,38,383	1,05,627	9,44,010	XXXII	(f) Including the Bezawada extension (East Coast State).
41,275	11,725	41,632	12,122	432	12,554	XXXIII	
279,263	48,705	281,696	49,736	2,267	52,003	XXXIV	
1,374,070	6,06,004	1,745,747	9,00,241	1,08,326	10,08,567		
945,293	3,40,116	999,150	3,70,975	22,047	3,93,022	XXXVI	
945,293	3,40,116	999,150	3,70,975	22,047	3,93,022		
95,001,273	4,55,55,912	103,326,920	5,63,60,080	75,74,610	6,39,34,690		

* See also statements Nos. 26 and 36.

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1st class.		2nd class.		3rd or intermediate class.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	METRE GAUGE.						
	STATE LINES WORKED BY COMPANIES.						
XXXVIII	Bengal and North-Western— Tirhoot section	16,435	Rs. 53,229	23,450	Rs. 41,098	78,026	Rs. 40,995
	Company's section						
XL	Rajputana-Malwa	18,851	1,39,211	67,145	2,07,850	264,902	2,90,482
XLI	Pálanpur-Deesa	544	568	1,782	767	...	...
XLII	Southern Mahratta (a)	18,022	1,04,364	56,937	1,44,001	...	...
XLV	South Indian (b)	22,324	71,733	2,29,260	1,82,072	...	...
XLVI	Máyavaram-Mutupet	355	425	11,126	3,914	...	...
XLVII	Assam-Bengal	1,006	4,441	4,126	7,688	...	...
XLVIII	Burma†	20,829	92,514	2,55,263	2,11,183	...	...
	Total	98,376	4,66,485	6,49,089	7,98,573	342,928	3,31,477
	STATE LINE WORKED BY THE STATE.						
XLIX	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge branch)	8,965	69,689	21,775	80,936	144,717	1,29,628
	Dacca section	3,517	5,021	11,243	9,177	79,141	23,836
	Total	12,482	74,710	33,018	90,113	223,858	1,53,464
	ASSISTED COMPANIES.						
LI	Deoghur	820	410	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (c)	4,267	31,386	14,657	56,653	9,702	7,818
LIII	Bengal Dooars	441	1,490	1,557	2,700	1,065	663
LIV	Dibru-Sadiya	3,823	9,653	2,497	3,715	...	...
	Total	9,351	42,939	18,711	63,068	10,767	8,481
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.						
LX	The Gaekwar's Mehsána	377	833	4,311	3,881	...	...
	Total	377	833	4,311	3,881	...	...
	LINES OWNED AND WORKED BY NATIVE STATES.						
LXVI	Jodhpore-Bickaneer— Jodhpore section	1,325	9,518	6,133	13,503	...	...
	Bickaneer section	311	1,020	766	1,032	...	...
LXVII	Oodeypore-Chitor	510	1,830	1,714	3,238	...	...
LXVIII	Bhávnapar-Gondal-Junágarh-Porbandar (d)	6,261	17,993	52,187	62,078	...	...
	Total	8,407	30,361	60,800	79,851	...	...
	FOREIGN LINE.						
LXXI	West of India Portuguese	1,886	1,984	11,089	4,498	...	...
	Total	1,886	1,984	11,089	4,498	...	...
	Total metre gauge	130,879	6,17,312	777,018	10,39,984	577,553	4,93,422

† The working of this line has been transferred to a company from the 1st September 1896.

No. 33—concl'd.

railways during the year ending with the 31st December 1896—concl'd.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstanding irrecoverable.	Total coaching traffic.*	Classification No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.	XXXVIII	
5,447,180	19,54,787	5,565,091	20,90,109	1,31,171	22,21,280		
10,763,829	57,84,869	11,114,727	64,22,412	7,25,626	71,48,038	XL	
113,789	19,373	116,125	20,708	1,791	22,499	XLI	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhapur, Yesvantpur-Mysore frontier, and Mysore-Nanjacud railways.
7,396,506	29,90,546	7,471,465	32,38,911	3,61,108	36,00,019	XLII	
12,644,762	42,62,277	12,896,346	45,16,082	2,41,766	47,57,848	XLV	
1,077,938	1,75,752	1,089,419	1,80,091	3,265	1,83,356	XLVI	
675,702	3,56,613	680,834	3,68,742	17,334	3,86,076	XLVII	(b) Including the Pondicherry railway
7,443,334	34,20,317	7,719,426	37,24,014	1,85,020	39,09,034	XLVIII	
45,563,040	1,89,64,534	46,653,433	2,05,61,069	16,67,081	2,22,28,150		
						XLIX	
2,911,448	14,99,641	3,086,905	17,79,894	2,13,661	19,93,555		
1,051,098	3,06,823	1,144,999	3,44,857	20,361	3,65,218		
3,962,546	18,06,464	4,231,904	21,24,751	2,34,022	23,58,773		
190,134	25,684	190,954	26,094	...	26,094	LI	
930,168	3,59,773	958,794	4,55,630	68,445	5,24,075	LII	(c) Including the Lucknow-Bareilly section.
147,239	37,908	150,302	42,761	7,232	49,993	LIII	
210,764	96,257	217,084	1,09,625	18,114	1,27,739	LIV	
1,478,305	5,19,622	1,517,134	6,34,110	93,791	7,27,901		
692,815	1,66,149	697,503	1,70,863	9,923	1,80,486	LX	
692,815	1,66,149	697,503	1,70,863	9,623	1,80,486		
748,099	4,41,014	755,557	4,64,035	51,619	5,15,654	LXVI	
92,165	35,393	93,242	37,445	5,099	42,544		
199,124	84,761	201,348	89,829	6,884	96,713	LXVII	
2,023,442	9,81,591	2,081,890	10,61,662	71,130	11,32,792	LXVIII	(d) Including the Jetalsar-Rajkot railway.
3,062,830	15,42,759	3,132,037	16,52,971	1,34,732	17,87,703		
237,229	53,471	250,204	59,953	7,738	67,691	LXXI	
237,229	53,471	250,204	59,953	7,738	67,691		
54,996,765	2,30,52,999	56,482,215	2,52,03,717	21,46,987	2,73,50,704		

* See also statements Nos. 26 and 36.

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	General Merchandise.		Military Stores.		Railway Materials for Construction (Home Line only).		Coal and Coke for the Public and Foreign Railways.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.								
	STATE LINES WORKED BY COMPANIES.		Rs.		Rs.		Rs.		Rs.
I	East Indian	2,821,480	2,34,04,956	6,449	2,64,327	80,029	82,693	2,879,056	1,01,40,512
III	Bengal-Nágpur	477,349	36,61,158	356	6,743	99,552	59,730	570,928	2,80,093
IV	Indian Midland (a) ...	397,233	29,82,696	1,938	23,038	135,557	1,25,882	2,120	7,888
VI	Godhra-Rutlam-Nágdá ...	249,182	9,83,695	356	3,192	36,154	43,815	40	96
	Total	3,945,194	3,10,32,505	9,099	2,97,300	291,592	3,12,120	3,452,144	1,04,28,591
	STATE LINES WORKED BY THE STATE.								
XI	North-Western (b) ...	1,920,904	1,54,00,917	22,626	4,31,884	785,612	3,60,204	30,318	1,04,630
XII	Hyderabad-Shadipalli ...	55,619	76,514	126	77	21,830	1,972	143	40
XIII	Oudh and Rohilkhand ...	977,185	40,54,789	3,526	39,879	242,061	1,05,003	22,018	72,874
XIV	Eastern Bengal	1,140,179	52,72,190	325	1,505	56,767	73,661	126,093	1,11,893
	Bengal Central	120,340	2,96,765	113	107	175	68	24,616	26,702
XV	Calcutta Port Commissioners'	761,507	3,99,104	...	...	...	...	16,345	6,080
XVI	East Coast	291,876	5,85,921	4	58	128,990	1,65,288	8,660	12,903
	Total	5,267,610	2,60,86,200	26,720	4,73,510	1,235,435	7,15,196	228,193	3,35,131
	LINES WORKED BY GUARANTEED COMPANIES.								
XVIII	Great Indian Peninsula (c) ...	1,856,418	2,22,93,132	10,411	2,05,471	26,832	30,267	170,627	6,00,984
XIX	Bombay, Baroda and Central India	1,203,389	90,83,601	969	28,223	142,415	1,50,437	52,571	2,97,389
XX	Madras (d)	786,429	55,05,278	1,903	78,319	1,115	3,461	95,002	4,45,348
	Total	3,846,236	3,68,82,011	13,283	3,12,013	170,362	1,84,165	318,200	13,43,721
	ASSISTED COMPANIES.								
XXI	Delhi-Umballa-Kalka ...	106,325	4,35,947	1,066	12,365	1,076	393	4,193	8,874
XXII	Tarakesur	18,697	23,694	...	...	212	56	2,529	1,062
	Total	125,022	4,59,641	1,066	12,365	1,288	449	6,722	9,936
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
XXXII	The Nizam's Guaranteed State (e)	291,152	13,68,867	766	12,159	10,278	10,756	229,804	9,43,038
XXXIII	Nágdá-Ujjain	13,560	27,680	...	...	141	41	28	40
XXXIV	The Gaekwar's Petlád ...	24,296	31,296	...	...	...	...	...	...
	Total	269,008	14,27,843	766	12,159	10,419	10,797	229,832	9,43,078
	LINES OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
XXXVI	Rájpura-Bhátinda ...	192,503	5,57,634	2,264	22,519	268	474	2,050	4,580
	Total	192,503	5,57,634	2,264	22,519	268	474	2,050	4,580
	Total standard gauge ...	13,645,573	9,64,45,834	53,198	11,29,866	1,709,364	12,23,201	4,237,141	1,30,65,037

No. 34.

during the year ending with the 31st December 1896.

Coal and Coke for Construction (Home Line only).		Coal and Coke for Revenue only.		Revenue Stores other than Coal and Coke.		Live-stock.		Rents, Miscellaneous, &c., less Outstanding irrecoverable.	Total.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
3,228	9,540	397,023	8,37,923	520,381	4,27,426	4,144	1,61,943	1,05,685	6,711,740	3,54,35,005	I	
1,702	12,900	39,331	1,29,277	138,140	99,163	43	1,324	14,032	1,267,401	42,64,420	III	
199	610	51,200	1,14,434	61,920	26,402	343	11,228	9,231	650,810	33,01,409	IV	(a) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways.
9,265	17,375	3,449	5,323	30,763	34,717	72	495	834	329,281	10,89,544	VI	
14,394	40,425	491,003	10,86,957	751,204	5,87,708	4,602	1,74,990	1,29,782	8,959,232	4,40,90,378		
7,253	17,511	165,233	3,58,833	1,293,669	3,57,573	2,955	82,795	1,28,242	4,228,570	1,77,51,598	XI	(b) Including the Jammu and Kashmir railway (Native state section).
...	...	3	3	5,991	2,079	...	...	448	83,712	81,133	XII	
3,953	10,637	34,161	1,23,923	323,474	1,03,325	424	20,725	19,142	1,606,802	45,50,297	XIII	
...	...	91,905	61,190	59,870	52,322	41	674	32,836	1,475,180	56,06,271	XIV	
...	...	797	302	4,818	2,079	7	76	-1,509	150,866	3,24,590		
...	...	...	...	...	...	...	...	-4,544	777,852	4,00,640	XV	
1,017	2,135	28,412	64,143	130,105	1,54,542	9	119	16,291	589,073	10,01,400	XVI	
12,223	30,233	320,511	6,08,394	1,817,927	11,71,920	3,436	1,04,389	1,90,906	8,912,055	2,97,15,929		
66	345	182,050	3,80,376	380,255	6,53,970	10,071	1,87,000	38,139	2,636,730	2,43,89,684	XVIII	(c) Including the Wardha Coal, the Dhond-Manmad, the Khambgaon and the Amratoli railways.
1,136	2,439	89,412	1,79,289	76,965	89,382	17,609	3,46,801	10,026	1,584,466	1,01,37,587	XIX	
...	...	32,037	29,121	222,565	90,440	1,757	34,591	25,373	1,140,808	62,11,931	XX	(d) Including the Madras-Ernur section (Bezwada-Madras railway), and the Kolar Gold-fields railway.
1,202	2,784	303,499	5,88,786	679,785	3,33,792	29,437	5,68,392	73,533	5,362,004	4,07,89,202		
...	...	...	...	...	...	288	3,570	2,068	112,948	4,63,217	XXI	
...	...	3	1	686	198	...	...	34	22,127	24,985	XXII	
...	...	3	1	686	198	288	3,570	2,102	135,075	4,88,202		
171	899	20,298	50,571	179,440	34,263	270	6,005	6,940	672,179	24,33,498	XXXII	(e) Including the Bezwada extension (East Coast State railway).
22	6	...	...	...	...	...	...	137	13,751	27,904	XXXIII	
...	...	401	93	62	18	307	501	(f) 32,695	25,066	(f) 64,603	XXXIV	(f) Including Rs. 32,507, credited for terminal charges for previous years.
193	905	20,699	50,664	179,502	34,281	577	6,506	39,772	710,996	25,26,005		
...	...	2,809	3,918	37,573	6,980	74	591	1,833	237,541	5,98,529	XXXVI	
...	...	2,809	3,918	37,573	6,980	74	591	1,833	237,541	5,98,529		
28,012	74,397	1,138,524	23,38,720	3,466,667	26,34,819	38,414	8,56,438	4,37,933	24,316,903	11,82,08,245		

* See also statements Nos. 26 and 36.

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	General merchandise.		Military stores.		Railway materials for construction (Home line only).		Coal and coke for the public and foreign railways.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.								
	STATE LINES WORKED BY COMPANIES.		Rs.		Rs.		Rs.		Rs.
XXXVIII	Bengal and North-Western—								
	Tirhoot section ...	695,963	26,60,511	...	...	41,406	74,900	41,324	73,038
	Company's section ...								
XL	Rajputana-Malwa ...	1,398,370	1,14,66,043	5,558	81,227	84,201	53,984	10,762	42,976
XLI	Pálanpur-Deesa ...	13,603	16,743	127	218	240	53	...	...
XLII	Southern Mahratta (b) ...	841,276	49,69,471	1,088	13,715	19,273	18,101	4,913	21,925
XLV	South Indian (c) ...	878,976	38,75,804	99	2,143	71,950	19,027	15,755	12,278
XLVI	Máyavaram-Mutupet ...	57,657	57,511	12	23	9,383	953	...	...
XLVII	Assam-Bengal ...	20,591	74,437	...	...	174,181	1,31,032	3,172	1,596
XLVIII	Burma† ...	668,148	31,46,897	739	19,639	186,309	1,29,446	349	235
	Total ...	4,574,584	2,62,67,417	7,623	1,17,015	536,943	4,30,496	76,275	1,52,048
	STATE LINE WORKED BY THE STATE.								
XLIX	Eastern Bengal—								
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch) ...	566,387	31,20,366	76	1,062	14,282	15,760	12,000	45,037
	Dacca section ...	46,832	1,28,339	1	1	462	271	1,328	2,249
	Total ...	613,219	32,48,705	77	1,063	14,744	16,031	13,328	47,286
	ASSISTED COMPANIES.								
LI	Deoghur ...	11,851	3,778	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (c) ...	215,197	5,60,563	610	4,122	37,870	14,624	193	191
LIII	Bengal Dooars ...	26,623	1,93,405	...	...	724	4,228	954	4,429
LIV	Dibru-Sadiya ...	38,140	2,69,174	...	...	...	...	170,955	2,01,175
	Total ...	291,811	10,26,920	610	4,122	38,594	18,852	172,102	2,05,795
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.								
LX	The Gaekwar's Mehsána... ..	94,396	1,55,072	3	11	551	304	7	14
	Total ...	94,396	1,55,072	3	11	551	304	7	14
	LINES OWNED AND WORKED BY NATIVE STATES.								
LXVI	Jodhpore-Bickaneer—								
	Jodhpore section ...	112,167	6,14,784	15	250	1,559	636	344	2,296
	Bickaneer section ...	29,721	64,986	8	60	...	...	344	816
LXVII	Oodeypore-Chitor... ..	12,077	33,607	10	72	155	100	...	...
LXVIII	Bhávsnagar-Gondal-Junágarh-Porbandar (g) ...	241,967	9,57,469	17	129	4,742	4,058	6,027	19,236
	Total ...	395,932	16,70,846	50	511	6,456	4,794	6,715	22,288
	FOREIGN LINE.								
LXXI	West of India Portuguese	53,584	1,50,678	...	4	...	...	1	4
	Total ...	53,584	1,50,678	...	4	...	...	1	4
	Total metre gauge ...	6,023,526	3,25,19,638	8,363	1,22,726	597,288	4,70,477	268,428	4,27,435

The working of this line has been transferred to a company from the 1st September 1896.

No. 34—concl'd.

during the year ending with the 31st December 1896—concl'd.

Coal and coke for construction (Home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live stock.		Rents, miscellaneous, &c., less outstanding irrecoverable.	Total.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.		Rs.			
90	341	28,499	35,375	32,546	35,190	49	650	-6,862	839,877	28,73,143	XXXVIII	
1,245	4,811	83,858	2,69,296	60,514	1,22,081	4,479	67,455	23,480	1,598,987	1,21,31,353	XL	(a) Including Rs. 11,002 credited for terminal charges for previous years.
...	...	...	...	139	32	45	114	11,797	14,154	28,957	XLI	
...	...	34,611	2,03,378	102,950	1,22,090	398	8,684	26,459	1,004,509	53,83,823	XLII	(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yesvantpur-Mysore frontier and the Mysore - Nanjangud railways.
...	...	39,079	55,215	430,297	1,17,685	287	3,741	14,644	1,436,448	41,00,537	XLV	
...	...	2,586	797	28,988	2,588	16	38	360	98,642	62,270	XLVI	
1,217	1,163	2,930	3,417	2,526	2,190	...	...	401	204,617	2,17,236	XLVII	(c) Including the Pondicherry railway.
1,886	632	44,400	64,565	91,891	71,838	4,644	1,08,656	5,894	998,366	35,47,852	XLVIII	
4,438	6,947	235,963	6,32,043	749,851	1,73,694	9,918	1,89,338	76,173	6,195,595	2,83,45,171		
...	...	13,651	33,129	13,703	17,161	57	1,336	10,788	620,156	32,44,639	XLIX	
...	...	1,292	273	3,168	1,914	7	37	1,476	53,090	1,34,560		
...	...	14,948	33,402	16,871	19,075	64	1,373	12,261	673,246	33,79,199		
...	...	255	(d)	...	...	...	...	...	12,106	3,778	LI	(d) Carried free.
...	...	31	61	32,135	15,999	17	234	3,727	286,058	5,99,521	LII	(e) Including the Lucknow-Bareilly section.
...	...	...	...	802	1,346	...	...	2,374	29,103	2,03,782	LIII	
...	...	...	...	4,164	872	52	470	332	213,311	4,72,023	LIV	
...	...	286	61	37,101	18,217	69	704	6,433	540,573	12,81,104		
...	...	...	...	80	37	65	233	(f) 81,397	95,102	2,37,073	LX	(f) Including Rs. 80,834 credited for terminal charges for previous years.
...	...	...	...	80	37	65	238	81,397	95,102	2,37,073		
...	...	3,648	8,173	1,683	1,612	53	977	1,867	119,469	6,30,535	LXVI	
...	...	1,120	870	164	93	2	25	845	31,359	67,695		
...	...	...	...	11,566	2,645	...	...	1,093	23,808	37,517	LXVII	
770	708	4,498	3,478	5,435	4,622	97	1,258	1,286	263,553	9,92,244	LXVIII	
770	708	9,266	12,521	18,848	8,972	152	2,260	5,091	438,189	17,27,991		
...	...	20	10	3,349	2,024	9	53	210	56,963	1,52,983	LXXI	(g) Including the Jetalsar-Rajkot railway.
...	...	20	10	3,349	2,024	9	53	210	56,963	1,52,983		
5,208	7,655	260,478	6,78,037	826,100	5,22,019	10,277	1,93,966	1,81,568	7,999,668	3,51,23,521		

* See also statements Nos. 26 and 36.

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						Number
		Number of passenger miles (expressed in the number of passengers carried one mile).					Other coaching traffic.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.		General merchandise.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
I	East Indian	7,550,632	23,488,246	66,276,567	1,024,368,102	1,121,683,547	12,294,160	704,697,807
III	Bengal-Nágpur	563,226	1,287,033	1,978,548	129,242,194	133,071,001	738,911	91,224,579
IV	Indian Midland (a)	2,211,721	6,287,634	31,753,521	94,871,790	135,124,666	1,948,878	73,064,339
VI	Godhra-Rutlam-Nágdá	39,551	173,801	221,569	16,002,469	16,437,390	125,080	22,348,672
	Total	10,365,130	31,236,714	100,230,205	1,264,484,555	1,406,316,604	15,107,029	891,335,397
STATE LINES WORKED BY THE STATE.								
XI	North-Western (b)	6,067,351	19,363,487	60,227,677	673,751,464	759,414,979	7,511,487	472,478,096
XII	Hyderabad-Shadipalli	15,768	73,042	442,111	6,900,775	7,431,686	9,825	1,334,724
XIII	Oudh and Rohilkhand	1,976,066	6,052,741	6,615,453	232,133,474	246,777,734	1,625,176	117,390,786
XIV	Eastern Bengal	1,613,887	3,518,847	21,093,986	154,384,005	180,610,725	1,118,706	108,113,528
	Bengal Central	103,808	743,369	3,711,939	32,286,693	36,845,809	150,377	9,416,755
XV	Calcutta Port Commissioners'	There is no passenger traffic on this line.						
XVI	East Coast	240,971	799,546	95,289	111,250,700	112,386,506	297,874	26,402,561
	Total	10,017,841	30,566,032	92,186,455	1,210,707,111	1,343,467,439	10,713,444	735,136,450
LINES WORKED BY GUARANTEED COMPANIES.								
XVIII	Great Indian Peninsula (c)	90,85,021	39,149,840	49,765,472	586,039,488	684,039,821	7,930,268	464,604,236
XIX	Bombay, Baroda and Central India	2,908,090	17,656,633	54,659,535	286,205,492	361,429,750	4,308,464	199,571,045
XX	Madras (d)	3,627,183	10,039,268	...	331,882,146	345,548,597	3,135,351	116,904,059
	Total	15,620,294	66,845,741	104,425,007	1,204,127,126	1,391,018,168	15,374,083	781,079,340
ASSISTED COMPANIES.								
XXI	Delhi-Umballa-Kalka	685,348	1,790,461	2,673,519	33,739,304	38,893,632	799,398	7,608,875
XXII	Tarkessur	5,802	55,813	1,790,379	16,347,326	18,199,320	26,114	383,347
	Total	691,150	1,846,274	4,463,898	50,086,630	57,092,952	825,512	7,992,222
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
XXXII	The Nizam's Guaranteed state (e)	677,406	3,077,170	12,633,058	52,375,119	68,812,753	481,946	27,300,167
XXXIII	Nágdá-Ujjain	1,720	5,133	4,234	1,000,536	1,011,623	1,800	453,764
XXXIV	The Gaekwar's Petlád	1,936	31,686	...	3,762,893	3,796,515	10,930	320,595
	Total	681,062	3,113,989	12,637,292	57,138,548	73,620,891	494,676	28,074,526
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
XXXVI	Rájpura-Bhátinda	131,621	186,756	1,109,504	29,023,231	30,451,112	75,928	15,491,400
	Total	131,621	186,756	1,109,504	29,023,231	30,451,112	75,928	15,491,400
	Total standard gauge	37,507,098	133,785,506	315,107,361	3,815,567,201	4,301,967,166	42,590,672	2,459,109,337

* See also statements

CHAPTER IX.—DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

No. 35.

railways during the year ending with the 31st December 1896.

GOODS TRAFFIC.								Classification No.	REMARKS
of ton-miles (expressed in the number of tons moved one mile).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
2,708,965	6,639,220	549,193,160	655,971	98,852,019	37,701,527	1,581,162	1,402,029,831	I	(a) Including the Bhopal-Itarsi, the Bina-Goonna and Bhopal-Ujjain railways.
76,855	4,584,539	14,450,352	1,011,056	10,131,910	5,137,277	8,508	126,625,076	III	
555,946	8,795,547	416,463	47,793	8,968,634	1,895,882	71,585	93,816,189	IV	
41,313	1,476,147	5,352	1,038,756	348,129	842,934	3,915	26,105,218	VI	
3,383,079	21,495,458	564,065,327	2,753,576	118,300,692	45,577,620	1,665,170	1,648,576,314		
5,692,616	23,908,386	5,602,606	1,395,388	27,472,940	63,634,919	674,448	600,859,399	XI		(b) Including the Jammu and Kashmir railway (Native state section).
491	147,730	1,481	...	154	129,891	...	1,614,471	XII	
469,727	7,001,096	3,246,574	833,022	9,697,050	7,292,431	127,347	146,058,033	XIII	
17,167	5,772,641	5,229,843	...	4,795,525	4,100,076	4,229	128,033,009	XIV	
225	5,348	1,219,448	...	23,671	162,940	441	10,828,928		
Mileage not recorded.	...	...	...	...	...	...	...	XV	
754	12,991,799	583,592	168,362	4,630,424	12,223,600	640	57,001,732	XVI	
6,180,980	49,827,000	15,883,544	2,396,772	46,619,764	87,543,857	807,105	944,395,472		
1,992,007	2,316,938	36,153,852	28,973	28,834,303	45,229,120	2,172,639	581,332,068	XVIII	(c) Including the Wardha-Coal, the Dhond-Man - mad, the Khangaon and the Amratoli railways.
289,551	6,954,413	16,274,139	140,446	10,580,500	4,638,119	3,459,202	241,907,415	XIX	
515,562	108,524	17,359,130	...	1,430,525	4,455,870	190,733	140,964,403	XX	(d) Including the Madras-Ennur section (Bez-wada - Madras) and the Kolar Gold-fields railway.
1,797,120	9,397,875	69,787,121	169,419	40,845,328	54,323,109	5,822,574	964,203,886		
121,585	33,833	514,064	...	...	...	22,998	8,301,405	XXI	
...	4,095	43,442	...	56	6,460	...	437,360	XXII	
121,585	37,978	557,486	...	36	6,460	22,998	8,738,765		
92,565	389,033	45,648,442	29,946	2,338,914	2,640,153	27,608	78,466,828	XXXII	(e) Including the Bez-wada extension (East Coast State).
...	2,753	952	437	...	...	...	457,906	XXXIII	
...	...	...	...	5,424	1,078	4,359	331,456	XXXIV	
92,565	391,786	45,649,394	30,383	2,344,338	2,641,231	31,967	79,256,190		
181,869	28,651	193,438	...	302,818	489,349	3,644	16,691,169	XXXVI	
181,869	28,651	193,438	...	302,818	489,349	3,644	16,691,169		
12,757,198	81,160,743	696,136,310	5,350,150	208,412,976	190,581,626	8,353,458	3,661,861,796		

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						Number
		Number of passenger miles (expressed in the number of passengers carried one mile).					Other coaching traffic.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total *.	Ton-miles.		General merchandise.
	METRE GAUGE.							
	STATE LINES WORKED BY COMPANIES.							
XXXVIII	Bengal and North-Western—							
	Tirhoot section	485,322	793,473	1,621,431	187,619,313	190,519,539	567,591	78,331,949
	Company's section							
XL	Rajputana-Malwa	1,965,431	6,609,697	18,649,586	556,955,302	584,180,016	4,399,293	297,507,757
XLI	Pālanpur-Deesa	7,750	19,419	...	1,653,160	1,680,329	12,731	228,100
XLII	Southern Mahratta (a)	1,750,619	5,487,780	...	287,273,262	294,511,611	1,550,889	131,157,233
XLV	South Indian (b)	1,173,747	9,108,219	...	409,965,216	420,247,182	884,546	83,747,443
XLVI	Máyavaram-Mutupet	6,805	187,860	...	16,897,132	17,091,797	8,485	12,44,677
XLVII	Assam-Bengal	54,184	179,794	...	22,823,237	23,057,215	66,558	1,700,841
XLVIII	Burina (c)	1,281,829	7,727,051	...	222,883,153	231,892,033	716,663	76,892,848
	Total ...	6,725,687	30,113,243	20,271,017	1,706,069,775	1,763,179,722	8,206,756	670,810,848
	STATE LINE WORKED BY THE STATE.							
XLIX	Eastern Bengal—							
	Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch)	990,496	2,541,115	8,053,112	115,172,396	126,757,119	826,120	58,904,492
	Dacca section	67,633	241,598	1,549,755	23,563,998	25,422,984	77,182	2,426,778
	Total ...	1,058,129	2,782,713	9,602,867	138,736,394	152,180,103	903,302	61,331,270
	ASSISTED COMPANIES.							
LI	Deoghur	3,928	...	...	910,742	914,670	...	56,766
LII	Rohilkund and Kumaon (Company's section) (e)	216,904	847,086	374,747	31,051,755	32,490,492	206,203	14,084,805
LIII	Bengal Dooars	9,273	29,212	24,278	2,426,104	2,488,867	28,047	625,123
LIV	Dibru-Sadiya	89,392	65,957	...	4,620,307	4,775,656	16,839	1,434,239
	Total ...	319,497	942,255	399,025	39,008,908	40,669,635	251,089	16,200,935
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.							
LX	The Gaekwar's Mehsána	11,290	101,227	...	14,178,043	14,290,560	40,601	2,902,059
	Total ...	11,290	101,227	...	14,178,043	14,290,560	40,601	2,902,059
	LINES OWNED AND WORKED BY NATIVE STATES.							
LXVI	Jodhpore-Bickaneer—							
	Jodhpore section	101,525	432,100	...	42,337,316	42,870,941	270,353	10,638,082
	Bickaneer section	10,874	33,045	...	3,397,754	3,441,673	29,036	1,214,154
LXVII	Oodeypore-Chitor	25,160	79,708	...	7,233,004	7,337,872	35,707	500,698
LXVIII	Bhávsnagar - Gondal - Junágarh - Porbandar (f)	312,662	2,191,387	...	68,532,906	71,036,955	290,332	13,808,781
	Total ...	450,221	2,736,240	...	121,500,980	124,687,441	625,478	26,161,715
	FOREIGN LINE.							
LXXI	West of India Portuguese	31,744	143,936	...	4,106,573	4,282,253	31,357	2,133,009
	Total ...	31,744	143,936	...	4,106,573	4,282,253	31,357	2,133,009
	Total metre gauge ...	8,596,568	36,819,614	30,272,909	2,023,600,673	2,099,289,764	10,058,583	779,539,834

* See also statements

No. 35—concl'd.

railways during the year ending with the 31st December 1896—concl'd.

GOODS TRAFFIC.								Classification No.	REMARKS.
of ton-miles (expressed in the number of tons moved one mile).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores of other than coal and coke.	Live stock.	Total.		
...	5,777,263	3,380,227	26,841	2,815,265	2,464,201	21,707	92,817,453	XXXVIII	
835,104	2,960,999	1,773,764	300,595	15,612,425	7,239,503	553,932	326,784,079	XL	
2,164	4,062	...	...	...	1,928	770	237,024	XLI	(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, Yesvantpur-Mysore frontier and the Mysore-Nanjangud railways.
127,882	1,891,559	1,000,443	...	14,442,839	10,202,226	48,436	158,870,618	XLII	
18,899	1,306,080	265,404	...	4,297,977	8,998,576	31,537	98,665,916	XLV	(b) Including the Pondicherry railway.
278	83,432	...	...	61,999	201,733	338	1,592,457	XLVI	
...	10,411,954	71,782	81,388	260,935	167,762	...	12,694,662	XLVII	(c) The working of this line has been transferred to a company from the 1st September 1896.
244,195	18,803,068	1,565	25,561	4,413,897	5,780,410	655,327	98,816,871	XLVIII	(d) Information not yet received.
1,228,522	33,238,417	6,493,185	434,335	41,905,337	35,056,339	1,312,047	790,479,080		
								XLIX	
13,171	1,235,056	1,841,415	...	2,596,207	1,344,902	6,719	65,941,962		
7	21,203	93,939	...	21,371	150,022	272	2,713,592		
13,178	1,256,259	1,935,354	...	2,617,578	1,494,924	6,991	68,655,554		
...	...	...	...	1,222	...	...	57,988	LI	
41,851	1,146,111	10,961	...	4,781	1,253,909	988	16,543,406	LII	(e) Including the Lucknow-Bareilly section.
...	16,196	24,454	...	...	5,151	...	670,924	LIII	
(d)	(d)	10,297,184	...	...	92,211	1,660	11,825,294	LIV	
41,851	1,162,307	10,332,599	...	6,003	1,351,271	2,648	29,097,612		
105	17,303	285	...	...	2,263	1,545	2,923,560	LX	
105	17,303	285	...	...	2,263	1,545	2,923,560		
1,518	26,930	40,793	...	447,976	79,597	5,120	11,240,016	LXVI	
343	...	14,942	...	48,525	5,439	72	1,283,475		
603	6,031	...	...	...	93,724	...	601,056	LXVII	
939	413,586	501,753	29,746	150,226	462,106	8,546	15,375,685	LXVIII	(f) Including the Jetal-sar-Rajkot railway.
3,403	446,547	557,488	29,746	646,727	640,868	13,738	28,500,232		
14	...	35	...	380	54,362	300	2,188,100	LXXI	
14	...	35	...	380	54,362	300	2,188,100		
1,287,073	36,120,833	19,318,946	464,131	45,176,025	38,600,027	1,337,269	921,844,138		

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	Coaching earnings.*			Goods earnings†			Total traffic earnings.		Sundries, including electric telegraph.	
		Amount	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount	Per goods train-mile.	Per cent. on total traffic earnings.	Amount	Per train-mile.	Amount	Per train-mile.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	STATE LINES WORKED BY COMPANIES.										
I	East Indian	1,76,90,712	4.00	33.30	3,54,35,005	5.07	66.70	5,31,25,717	4.66	7,87,736	0.06
III	Bengal-Nágpur	15,94,951	3.16	27.22	42,64,420	3.99	72.78	58,59,371	3.72	5,09,154	0.33
IV	Indian Midland (a)	24,02,340	3.14	42.12	33,01,409	3.94	57.88	57,03,749	3.55	1,33,509	0.08
VI	Godhra-Ruclam-Nágdá	2,00,824	2.86	15.56	10,89,544	4.46	84.44	12,90,368	4.10	4,657	0.02
VII	Wardha Coal ... ..	...	...	...	...	...	...	...	...	...	...
VIII	Dhond-Manmád ... ..	...	...	...	...	...	...	...	...	...	...
IX	Bezwada extension (East Coast State) ... ..	...	...	...	...	...	...	...	...	...	...
	Total	2,18,88,827	3.80	33.18	4,40,90,378	4.83	66.82	6,59,79,205	4.43	14,35,056	0.09
	STATE LINES WORKED BY THE STATE.										
XI	North-Western (d)	1,09,58,437	3.05	38.17	1,77,51,598	3.90	61.83	2,87,10,035	3.53	6,69,018	0.08
XII	Hyderabad-Shadipalli... ..	94,928	3.89	59.92	81,133	2.73	46.08	1,76,061	3.25	11,442	0.21
XIII	Oudh and Rohilkhand	37,75,106	3.45	45.34	45,50,297	3.38	54.66	83,25,403	3.41	3,71,673	0.16
XIV	Eastern Bengal	28,63,389	3.14	33.81	56,06,271	6.17	66.19	84,69,660	4.65	3,03,062	0.17
	Bengal Central... ..	5,99,037	3.06	64.86	3,24,590	2.49	35.14	9,23,627	2.83	9,639	0.03
XV	Calcutta Port Commissioners' ... ..	...	...	...	4,00,640	(e)	100.00	4,00,640	(e)	40,794	(e)
XVI	East Coast	13,04,361	3.67	56.57	10,01,400	1.86	43.43	23,05,761	2.58	56,050	0.06
	Total	1,95,95,258	3.17	39.74	2,97,15,929	3.91	60.26	4,93,11,187	3.58	14,61,678	0.10
	LINES WORKED BY GUARANTEED COMPANIES.										
XVIII	Great Indian Peninsula (f)	96,19,496	2.44	28.28	2,43,89,684	4.82	71.72	3,40,09,180	3.78	4,10,449	0.04
XIX	Bombay, Baroda and Central India... ..	56,33,398	4.21	35.61	1,01,87,587	9.02	64.39	1,58,20,985	6.41	3,82,947	0.16
XX	Madras (g)	46,68,377	3.56	42.91	62,11,931	5.04	57.09	1,08,80,308	4.28	2,16,589	0.09
	Total	1,99,21,271	3.02	32.81	4,07,89,202	5.50	67.19	6,07,10,473	4.33	10,09,985	0.07
	ASSISTED COMPANIES.										
XXI	Delhi-Umballa-Kalka	8,40,310	2.38	64.46	4,63,217	2.56	35.54	13,03,527	2.44	15,313	0.03
XXII	Tarkessur	2,87,435	4.91	92.00	24,985	6.21	8.00	3,12,420	4.99	823	0.01
	Total	11,27,745	2.74	69.79	4,88,202	2.65	30.21	16,15,947	2.71	16,136	0.02
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										
XXVII	Khámgaon ... ..	...	...	...	...	...	...	...	...	...	...
XXVIII	Amráoti ... ..	...	...	...	...	...	...	...	...	...	...
XXXII	The Nizam's Guaranteed state (h)	9,44,010	4.08	27.95	24,33,498	4.45	72.05	33,77,508	4.34	80,336	0.10
XXXIII	Nágdá-Ujjain	12,554	2.14	31.03	27,904	1.01	68.97	40,458	1.21	243	0.01
XXXIV	The Gaekwar's Petlád	52,003	3.93	44.60	64,603	10.34	55.40	1,16,606	5.99	934	0.05
	Total	10,08,567	4.03	28.53	25,26,005	4.35	71.47	35,34,572	4.25	81,513	0.10
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.										
XXXVI	Rájpura-Bhátinda	3,93,022	4.24	39.64	5,98,529	3.91	60.36	9,91,551	4.03	6,275	0.03
XXXVII	Jammu and Kashmir (Native state section) ... ..	...	...	...	...	...	...	...	...	...	...
	Total	3,93,022	4.24	39.64	5,98,529	3.91	60.36	9,91,551	4.03	6,275	0.03
	Total standard gauge	6,39,34,690	3.32	35.10	11,82,08,245	4.73	64.90	18,21,42,935	4.11	40,10,643	0.09

(a) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
 (b) Represent amounts received by the State as rent from the working railways.
 (c) Expenditure incurred direct by the State.
 (d) Including the Jammu and Kashmir railway (Native state section). The percentage of net earnings is for the North-Western State railway only percentage of branch line being shown separately.
 (e) Train-mileage not recorded.
 (f) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.

No. 36.

week, on the standard and metre gauge railways during the year ending with the 31st December 1896.

Total earnings, excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat.†			Working expenses, including steam-boat, rent of leased lines and contribution to Provident Fund.‡			Net earnings.§			Classification No.
Amount	Per mean mile worked per week. †	Per train-mile.	Amount	Amount	Per train-mile.	Per cent. on total standard gauge.	Amount	Per train-mile.	Per cent. on gross earnings.	Amount	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, pages 98 to 100).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
5,39,13,453	597.13	4.72	1,56,690	5,40,70,143	4.74	29.01	1,72,91,460	1.52	31.98	3,67,78,683	3.22	9.56	I
63,68,525	142.02	4.05	...	63,68,525	4.05	3.42	34,40,656	2.19	54.03	29,27,869	1.86	2.95	III
58,37,258	119.23	3.63	...	58,37,258	3.63	3.13	33,88,464	2.11	58.05	24,48,794	1.52	2.27	IV
12,95,025	189.12	4.12	...	12,95,025	4.12	0.69	8,06,375	2.56	62.27	4,88,650	1.56	2.80	VI
...	...	...	...	(b) 85,345	...	...	(c) 1,485	...	...	83,860	1.01	1.68	VII
...	...	...	...	(b) 3,80,360	...	...	(c) 12,965	...	...	3,67,395	0.74	3.23	VIII
...	...	...	...	(b) 73,057	...	...	(e) 34,561	...	...	33,496	1.18	2.68	IX
6,74,14,261	353.07	4.52	1,56,690	6,81,09,713	4.53	36.25	2,49,75,966	1.67	36.89	4,31,33,747	2.78	6.87	
2,93,79,053	219.52	3.61	62,697	2,94,41,750	3.62	15.79	1,75,55,341	2.16	59.63	1,18,86,409	1.46	2.55	XI
1,87,503	61.21	3.46	...	1,87,503	3.46	0.10	1,23,127	2.27	65.67	64,376	1.19	8.58	XII
86,97,076	209.23	3.57	...	86,97,076	3.57	4.66	43,46,169	1.78	49.97	43,50,907	1.79	4.11	XIII
87,72,722	675.50	4.82	20,430	87,93,152	4.83	4.72	34,94,009	1.92	39.74	52,99,143	2.91	8.37	XIV
9,33,266	143.57	2.86	...	9,33,266	2.86	0.50	5,86,534	1.80	62.85	3,46,732	1.06	3.20	
4,41,434	395.67	(e)	...	4,41,434	(e)	0.24	2,22,170	(e)	50.33	2,19,264	(e)	3.20	XV
23,61,811	93.87	2.64	43,612	24,05,423	2.69	1.29	18,75,718	2.10	77.98	5,29,705	0.59	0.97	XVI
5,07,72,365	227.12	3.63	126,739	5,08,99,604	3.69	27.30	2,82,03,068	2.05	55.41	2,26,96,536	1.64	3.20	
3,44,19,629	444.10	3.82	...	3,44,19,629	3.82	18.46	1,89,99,032	2.11	55.20	1,54,20,597	1.71	5.51	XVIII
1,62,03,932	676.09	6.57	...	1,62,03,932	6.57	8.69	73,03,070	2.96	45.07	89,00,862	3.61	8.63	XIX
1,10,96,897	249.16	4.37	...	1,10,96,897	4.37	5.95	56,88,124	2.22	50.81	54,58,773	2.15	4.46	XX
6,17,20,458	422.66	4.40	...	6,17,20,458	4.40	33.10	3,19,40,226	2.28	51.75	2,97,80,232	2.22	5.89	
13,18,840	157.60	2.47	...	13,18,840	2.47	0.71	6,33,043	1.19	48.00	6,85,797	1.28	4.44	XXI
3,13,243	270.98	5.00	...	3,13,243	5.00	0.17	1,56,238	2.49	49.88	1,57,065	2.51	8.94	XXII
16,32,083	171.36	2.73	...	16,32,083	2.73	0.88	7,89,281	1.32	48.36	8,42,802	1.41	4.90	
...	...	...	...	(b) 24,446	...	...	...	...	...	24,446	1.65	4.68	XXVII
...	...	...	...	(b) 43,756	...	...	(c) 885	...	...	42,871	1.80	9.50	XXVIII
34,57,844	187.47	4.44	...	34,57,844	4.44	1.86	17,29,649	2.22	50.02	17,28,195	2.22	4.23	XXXII
40,701	48.62	1.22	...	40,701	1.22	0.02	22,939	0.69	56.36	17,762	0.53	0.86	XXXIII
1,17,540	169.32	6.03	...	1,17,540	6.03	0.06	34,693	1.78	40.80	82,847	4.25	11.46	XXXIV
36,16,085	181.02	4.35	...	36,84,287	4.35	1.94	17,88,166	2.15	49.43	18,96,121	2.27	4.25	
9,97,826	177.78	4.06	...	9,97,826	4.06	0.53	5,48,804	2.23	55.00	4,49,022	1.83	6.71	XXXVI
...	...	...	...	(b) 31,321	...	...	...	...	...	31,321	1.30	3.26	XXXVII
9,97,826	177.78	4.06	...	10,29,147	4.06	0.53	5,48,804	2.23	55.00	4,80,343	1.78	6.27	
18,61,53,578	312.55	4.20	2,33,429	18,70,75,292	4.22	100.00	8,82,45,511	1.99	47.17	9,88,29,781	2.23	5.17	

(g) Including the Madras-Ennūr section (Bezavada-Madras) and the Kolar Gold-fields railway.
 (h) Including the Bezavada extension (East Coast State railway). The percentage of net earnings on capital outlay is for the Nizam's Guaranteed state railway only, percentage of the branch line being shown separately.
 † See also statements Nos. 28 and 33.
 ‡ See also statements Nos. 28 and 34.
 § See also statements Nos. 23 and 30 and paragraph 9 of Chapter VIII.
 ¶ See also statement No. 26.
 †† See also statements Nos. 28 and 37.

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per week

Classification No.	RAILWAY.	Coaching earnings.*			Goods earnings.†			Total traffic earnings.		Sundries, including electric telegraph.	
		Amount	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	STATE LINES WORKED BY COMPANIES.										
XXXVIII	Bengal and North-Western—										
	Tirhoot section	22,21,280	2·98	43·60	28,73,143	2·76	56·40	50,94,423	2·85	2,22,982	0·12
	Company's section... ..										
XL	Rajputana-Malwa	71,48,038	3·20	37·08	1,21,31,353	4·00	62·92	1,92,79,391	3·66	4,46,586	0·08
XLI	Pálanpur-Deesa	22,499	2·83	43·72	28,957	5·89	56·28	51,456	4·00	173	0·01
XLII	Southern Mahratta (a)	36,00,019	2·57	40·07	53,83,823	2·33	59·93	89,83,842	2·42	1,79,138	0·05
XLV	South Indian (b)	47,57,848	3·03	53·71	41,00,537	2·27	46·29	88,58,385	2·62	1,26,877	0·04
XLVI	Máyavaram-Mutupet	1,83,356	2·06	74·65	62,270	1·75	25·35	2,45,626	1·97	2,146	0·02
XLVII	Assam-Bengal	3,86,076	3·92	63·99	2,17,236	1·31	36·01	6,03,312	2·28	15,474	0·06
XLVIII	Burma (c)	39,09,034	3·72	52·42	35,47,852	2·49	47·56	74,56,886	3·01	1,22,683	0·05
	Total	2,22,28,150	3·09	43·95	2,83,45,171	2·88	56·05	5,05,73,321	2·97	11,16,059	0·07
	STATE LINE WORKED BY THE STATE.										
XLIX	Eastern Bengal... ..										
	Northern and Behar sections (including the Kaunia-Dharlu, 2' 6" gauge, branch)	19,93,555	3·22	38·06	32,44,639	3·53	61·94	52,38,194	3·41	45,634	0·08
	Dacca section	3,65,218	3·03	73·08	1,34,560	2·34	26·92	4,99,778	2·80	11,963	0·07
	Total	23,58,773	3·19	41·11	33,79,199	3·46	58·89	57,37,972	3·35	57,647	0·03
	ASSISTED COMPANIES.										
LI	Deoghur... ..	26,094	...	87·35	3,778	...	12·65	29,872	2·45	142	0·01
LII	Rohilkund and Kumaon (Company's section) (d)... ..	5,24,075	3·10	46·64	5,99,521	2·05	53·36	11,23,596	2·43	1,30,908	0·28
LIII	Bengal Doonars	49,993	2·32	19·55	2,05,782	8·27	80·45	2,55,775	5·51	849	0·02
LIV	Dibru-Sadiya	1,27,739	3·35	21·30	4,72,023	3·13	78·53	5,99,762	3·17	47,598	0·25
	Total	7,27,901	3·07	36·23	12,81,104	2·73	63·77	20,09,005	2·83	1,79,497	0·25
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.										
LX	The Gaekwar's Mehsána	1,80,486	2·99	43·22	2,37,073	5·69	56·78	4,17,559	4·09	5,724	0·06
	Total	1,80,486	2·99	43·22	2,37,073	5·69	56·78	4,17,559	4·09	5,724	0·06
	LINES OWNED AND WORKED BY NATIVE STATES.										
LXVI	Jodhpore-Bickaneer—										
	Jodhpore section	5,15,654	3·57	44·99	6,30,535	3·53	55·01	11,46,189	3·55	18,276	0·06
	Bickaneer section	42,544	2·83	38·59	67,695	3·24	61·41	1,10,239	3·07	10,488	0·29
LXVII	Oodeypore-Chitor	96,713	3·09	72·05	37,517	2·35	27·95	1,34,230	2·84	990	0·02
LXVIII	Bhávsnagar - Gondal - Junágarh - Porbandar (e)	11,32,792	3·57	53·31	9,92,244	3·57	46·69	21,25,036	3·57	52,959	0·09
	Total	17,87,703	3·52	50·85	17,27,991	3·50	49·15	35,15,694	3·51	82,713	0·08
	FOREIGN LINE.										
LXXI	West of India Portuguese	67,691	2·06	30·67	1,52,983	3·86	69·33	2,20,674	3·04	17,916	0·25
	Total	67,691	2·06	30·67	1,52,983	3·86	69·33	2,20,674	3·04	17,916	0·25
	Total metre gauge... ..	2,73,50,704	3·12	43·78	3,51,23,521	2·96	56·22	6,24,74,225	3·03	14,59,556	0·07

(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápúr, the Yesvantpur-Mysore frontier, and the Mysore-Naniangud railways.
 (b) Including the Pondicherry railway.
 (c) The working of this line has been transferred to a company from the 1st September 1896.
 (d) Including the Lucknow-Bareilly section.
 (e) Including the Jetalsar-Rajkot railway.
 (f) Harbour earnings.

No. 36—concl'd.

on the standard and metre gauge railways during the year ending with the 31st December 1896—concl'd.

Total earnings, excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat.‡			Working expenses, including steam-boat, rent of leased lines and contribution to Provident Fund.‡			Net earnings.§			Classification No.
Amount.	Per mean mile worked per week. †	Per train-mile.		Amount.	Amount.	Per train-mile.	Per cent. on total metre gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.		Per cent. on total capital outlay on open line (statement No. 22, pages 98 to 100).
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
53,17,405	134.47	2.97	4,69,662	57,87,067	3.24	8.90	25,44,821	1.42	43.97	32,42,246	1.82	5.99	XXXVIII
1,97,25,977	226.62	3.74	...	1,97,25,977	3.74	30.35	87,49,250	1.66	44.35	1,09,76,727	2.08	8.26	XL
51,629	57.46	4.01	...	51,629	4.01	0.08	22,457	1.75	43.50	29,172	2.26	6.98	XLI
91,62,980	113.23	2.47	...	91,62,980	2.47	14.10	51,94,203	1.40	56.69	39,68,777	1.07	3.24	XLII
89,85,262	164.66	2.66	...	89,85,262	2.66	13.82	49,32,113	1.46	54.89	40,53,149	1.20	5.24	XLV
2,47,772	88.25	1.99	...	2,47,772	1.99	0.38	1,48,410	1.19	59.90	99,352	0.80	4.06	XLVI
6,18,786	70.57	2.34	...	6,18,786	2.34	0.95	5,85,547	2.21	94.63	33,239	0.13	0.13	XLVII
75,79,569	167.22	3.06	28,990	76,08,559	3.07	11.71	46,22,808	1.87	60.76	29,85,751	1.20	3.87	XLVIII
5,16,89,380	161.59	3.04	4,98,652	5,21,88,032	3.06	80.29	2,67,99,609	1.57	51.35	2,53,88,423	1.49	5.14	
													XLIX
52,83,878	212.37	3.44	4,92,900	57,76,778	3.75	8.88	23,12,757	1.50	40.04	34,64,021	2.25	8.63	
5,11,741	114.54	2.87	...	5,11,741	2.87	0.79	2,72,619	1.53	53.27	2,39,122	1.34	3.55	
57,95,619	197.48	3.38	4,92,900	62,88,519	3.67	9.67	25,85,376	1.51	41.11	37,03,143	2.16	7.90	
30,014	120.49	2.46	...	30,014	2.46	0.04	18,515	1.52	61.68	11,498	0.94	3.96	LI
12,54,504	86.34	2.71	...	12,54,504	2.71	1.93	7,98,704	1.73	63.67	4,55,800	0.98	4.15	LII
2,56,624	135.58	5.53	13,826	2,70,450	5.83	0.42	1,38,637	2.99	51.26	1,31,813	2.84	5.42	LIII
6,47,360	160.64	3.42	...	6,47,360	3.42	1.00	3,35,074	1.77	51.76	3,12,286	1.65	4.29	LIV
21,88,502	105.72	3.08	13,826	22,02,328	3.11	3.39	12,90,930	1.82	58.62	9,11,398	1.29	4.29	
4,23,283	87.88	4.15	...	4,23,283	4.15	0.65	1,52,021	1.49	35.91	2,71,262	2.66	8.32	LX
4,23,283	87.88	4.15	...	4,23,283	4.15	0.65	1,52,021	1.49	35.91	2,71,262	2.66	8.32	
11,64,465	69.87	3.61	...	11,64,465	3.61	1.79	4,26,192	1.32	36.60	7,38,273	2.29	11.44	LXVI
1,20,727	53.37	3.36	...	1,20,727	3.36	0.19	45,345	1.26	37.56	75,382	2.10	7.75	
1,35,220	43.09	2.86	...	1,35,220	2.86	0.21	81,469	1.72	60.25	53,751	1.14	3.44	LXVII
21,77,995	110.31	3.66	...	21,77,995	3.66	3.35	11,04,482	1.86	50.71	10,73,513	1.80	5.62	LXVI
35,98,407	86.07	3.59	...	35,98,407	3.59	5.54	16,57,488	1.65	46.06	19,40,919	1.94	6.91	
2,38,590	89.97	3.29	(f) 58,586	2,97,176	4.10	0.46	3,76,069	5.19	126.55	-78,893	-1.09	...	LXXI
2,38,590	89.97	3.29	58,586	2,97,176	4.10	0.46	3,76,069	5.19	126.55	-78,893	-1.09	...	
6,39,33,781	152.51	3.10	10,63,964	6,49,97,745	3.15	100.00	3,28,61,493	1.59	50.56	3,21,36,252	1.56	5.27	

* See also statements Nos. 26 and 33.

† See also statements Nos. 26 and 34.

‡ See also statements Nos. 23 and 26 and paragraph 9 of Chapter VIII.

§ See also statement No. 26.

¶ See also statements Nos. 26 and 37.

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, pages 133-141).	Maintenance of way, works and stations.			Locomotive.			Carriage and wagon.			Total
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
	STANDARD GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	STATE LINES WORKED BY COMPANIES.											
I	East Indian (a)	1,736.29	47,26,667	0.41	8.74	51,50,212	0.45	9.52	16,63,619	0.15	3.08	33,76,974
III	Bengal-Nagpur	862.33	8,91,021	0.57	13.99	10,10,348	0.64	15.86	2,53,947	0.17	3.99	5,41,246
IV	Indian Midland (c)	941.53	6,53,840	0.41	11.20	11,59,514	0.72	19.87	2,63,423	0.16	4.51	4,94,027
VI	Godhra-Rutlam-Nagdá	131.69	1,98,182	0.68	15.30	3,87,843	1.23	29.95	53,572	0.17	4.14	90,524
VII	Wardha Coal	(44.88)	...	...	...	...	...	...	...	...	...	...
VIII	Dhond-Manmád	(145.44)	...	...	...	...	...	...	...	...	...	...
IX	Bezwađa extension (East-Coast State)	(20.58)	(d)	...	...	...	...	...	...	...	...	...
	Total	3,671.84	65,04,271	0.42	9.52	77,07,917	0.50	11.29	22,34,561	0.14	3.27	45,02,771
	STATE LINES WORKED BY THE STATE.											
XI	North-Western (e)	2,573.67	57,81,692	0.71	19.64	60,34,915	0.74	20.50	15,23,621	0.19	5.17	25,94,319
XII	Hyderabad-Shádipalli	58.91	38,751	0.71	20.67	42,391	0.78	22.61	13,078	0.24	6.97	16,753
XIII	Oudh and Rohilkhand	797.51	12,88,795	0.53	14.82	10,98,407	0.45	12.63	6,60,109	0.27	7.59	7,64,627
XIV	Eastern Bengal	249.75	7,21,626	0.40	8.21	8,13,995	0.45	9.26	3,36,133	0.18	3.82	8,76,585
	Bengal Central	125.01	1,49,732	0.46	16.04	1,22,359	0.38	13.11	44,022	0.13	4.72	1,16,362
XV	Calcutta Port Commissioners'	8.53	23,987	(g)	5.43	43,668	(g)	9.89	18,085	(g)	4.10	1,13,206
XVI	East Coast	483.87	4,82,482	0.54	20.06	6,58,053	0.74	27.36	75,503	0.08	3.14	2,97,938
	Total	4,297.25	84,87,065	0.62	16.67	88,13,788	0.64	17.32	26,70,551	0.19	5.25	47,79,790
	LINES WORKED BY GUARANTEED COMPANIES.											
XVIII	Great Indian Peninsula (h)	1,490.35	47,44,622	0.53	13.78	73,43,666	0.81	21.34	15,97,155	0.18	4.64	29,11,607
XIX	Bombay, Baroda and Central India	460.90	22,50,406	0.91	13.89	26,62,585	1.08	16.43	5,85,805	0.24	3.62	9,99,263
XX	Madras (i)	856.47	13,00,911	0.51	11.72	21,44,808	0.84	19.33	6,28,565	0.25	5.66	8,78,948
	Total	2,807.72	82,95,939	0.59	13.44	1,21,51,059	0.87	19.69	28,11,525	0.20	4.55	47,89,818
	ASSISTED COMPANIES.											
XXI	Delhi-Umballa-Kalka	160.93	...	...	...	...	...	...	...	...	...	...
XXII	Tarkessur	22.23	26,807	0.43	8.56	29,221	0.47	9.33	9,394	0.15	3.00	19,045
	Total	183.16	26,807	0.43	8.56	29,221	0.47	9.33	9,394	0.15	3.00	19,045
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.											
XXVIII	Amráoti	(5.44)	...	...	...	...	...	...	...	...	...	...
XXXII	The Nizam's Guaranteed state (j)	354.70	5,05,547	0.65	14.62	4,48,490	0.58	12.97	1,10,080	0.14	3.18	2,60,146
XXXIII	Nagdá-Ujjain	16.10	7,978	0.24	19.60	7,705	0.23	18.93	1,856	0.06	4.56	3,065
XXXIV	The Gaekwar's Petlád	13.35	8,257	0.42	9.71	14,115	0.73	16.60	3,140	0.16	3.69	5,336
	Total	384.15	5,21,782	0.63	14.43	4,70,310	0.57	13.01	1,15,076	0.14	3.18	2,68,547
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.											
XXXVI	Rájputra-Bhátinda	107.94	1,56,164	0.63	15.65	1,98,024	0.80	19.85	60,858	0.25	6.10	77,980
	Total	107.94	1,56,164	0.63	15.65	1,98,024	0.80	19.85	60,858	0.25	6.10	77,980
	Total standard gauge	11,452.06	2,39,92,028	0.54	12.82	2,93,70,319	0.66	15.70	79,01,965	0.18	4.22	1,44,37,951

(a) Including the Delhi-Umballa-Kalka railway in the case of details as they are not given separately in the accounts.
(b) Excluding the working expenses of the Delhi-Umballa-Kalka railway (Rs. 6,33,043), which are shown separately against that railway to arrive at net earnings of that line.
(c) Including the Bhopal-Itársi, the Bina-Gooná and the Bhopal-Ujjain railways.
(d) Expenditure incurred direct by the State.
(e) Including the Jammu and Kashmir railway (Native state section).
(f) Including Rs. 31,321 on account of rent of leased lines.
(g) Train-mileage not recorded.
N.B.—The mileages shown within brackets are not included in the totals, as they are included with the mileages of the Home lines.

No. 37.

gauge railways during the year ending with the 31st December 1896.

No.		General.			Steam-boat.			Special and miscellaneous, including rent of leased lines and contribution to Provident Fund			Total.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0.30	6.24	18,61,097	0.16	3.44	1,65,329	0.02	0.31	9,80,605	0.08	1.82	(b) 1,72,91,460	1.52	31.98	I
0.34	8.50	5,88,121	0.37	9.24	...	...	...	1,55,978	0.10	2.45	34,40,656	2.19	54.03	III
0.31	8.46	5,13,317	0.32	8.79	...	...	...	3,04,343	0.19	5.22	33,88,464	2.11	58.05	IV
0.29	6.99	69,137	0.22	5.34	...	...	...	7,117	0.02	0.55	8,06,375	2.56	62.27	VI
...	...	(d) 1,485	...	...	...	...	...	...	...	...	(d) 1,485	...	...	VII
...	...	(d) 12,965	...	...	...	...	...	...	...	...	(d) 12,965	...	...	VIII
...	...	...	...	...	...	...	...	...	...	...	(d) 34,561	...	...	IX
0.29	6.60	30,46,122	0.20	4.46	1,65,329	0.01	0.24	14,48,038	0.09	2.12	2,49,75,966	1.67	36.89	
0.32	8.81	11,80,472	0.14	4.01	50,558	0.01	0.17	(f) 3,89,764	0.05	1.33	1,75,55,341	2.16	59.63	XI
0.32	8.93	9,425	0.17	5.03	...	...	...	2,729	0.05	1.46	1,23,127	2.27	65.67	XII
0.31	8.79	4,28,683	0.17	4.93	...	...	...	1,05,548	0.05	1.21	43,46,169	1.78	49.97	XIII
0.48	9.97	3,04,183	0.17	3.46	31,956	0.02	0.36	4,09,531	0.22	4.66	34,94,009	1.92	39.74	XIV
0.36	12.47	1,11,031	0.34	11.90	...	...	...	43,028	0.13	4.61	5,86,534	1.80	62.85	
(g)	25.65	15,087	(g)	3.42	...	...	...	8,137	(g)	1.84	2,22,170	(g)	50.33	XV
0.33	12.39	2,09,331	0.23	8.70	1,21,817	0.14	5.06	30,594	0.04	1.27	18,75,718	2.10	77.98	XVI
0.34	9.39	22,58,212	0.17	4.44	2,04,331	0.02	0.40	9,89,331	0.07	1.94	2,82,03,068	2.05	55.41	
0.32	8.46	13,14,277	0.15	3.82	...	...	...	10,87,705	0.12	3.16	1,89,99,032	2.11	55.20	XVIII
0.40	6.17	5,65,705	0.23	3.49	...	...	...	2,39,306	0.10	1.47	73,03,070	2.96	45.07	XIX
0.35	7.92	5,87,677	0.23	5.30	...	...	...	97,215	0.04	0.88	56,38,124	2.22	50.81	XX
0.34	7.76	24,67,659	0.18	4.00	...	...	...	14,24,226	0.10	2.31	3,19,40,226	2.28	51.75	
the East Indian railway.		...	...	...	...	...	...	...	...	...	6,33,043	1.19	48.00	XXI
0.30	6.08	11,404	0.18	3.64	...	...	...	60,367	0.96	19.27	1,56,238	2.49	49.88	XXII
0.30	6.08	11,404	0.18	3.64	...	...	...	60,367	0.96	19.27	7,89,281	1.32	48.36	
...	...	(d) 885	...	...	...	...	...	...	...	...	(d) 885	...	...	XXVIII
0.34	7.52	3,06,479	0.39	8.87	...	...	...	(k) 98,907	0.12	2.86	17,29,649	2.22	50.02	XXXII
0.09	7.53	1,792	0.05	4.40	...	...	...	543	0.02	1.34	22,939	0.69	56.36	XXXIII
0.27	6.28	3,030	0.16	3.56	...	...	...	815	0.04	0.96	34,693	1.78	40.80	XXXIV
0.32	7.43	3,12,186	0.37	8.61	...	...	...	1,00,265	0.12	2.77	17,88,166	2.15	49.43	
0.32	7.81	43,246	0.18	4.33	...	...	...	12,532	0.05	1.26	5,48,804	2.23	55.00	XXXVI
0.32	7.81	43,246	0.18	4.33	...	...	...	12,532	0.05	1.26	5,48,804	2.23	55.00	
0.33	7.72	81,98,829	0.18	4.35	3,69,660	0.01	0.20	40,34,759	0.09	2.16	8,82,45,511	1.99	47.17	

(b) Including the Wardha Coal, the Dhond-Manmad, the Khamgaon and the Amriti railways, but excluding the charges incurred direct by the State.

(f) Including the Madras-Ennur section (Bezavada-Madras) and the Kolar Gold-fields railway.

(g) Including the Bezavada extension (East Coast State).

(k) Including Rs. 73,037 on account of rent of leased line.

* See also statements Nos. 26 and 30.

† See also statements Nos. 26 and 30, and paragraph 9 of Chapter VIII.

Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, pages 138-141).	Maintenance of way, works and stations.			Locomotive.			Carrriage and wagon.			Total Amount.
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
	METRE GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	STATE LINES WORKED BY COMPANIES.											
XXXVIII	Bengal and North-Western—											
	Tirhoot section ...	760.47	6,87,868	0.38	11.89	5,24,031	0.29	9.05	1,77,489	0.10	3.07	4,42,628
	Company's section ...											
XL	Rajputana-Malwa ...	1,673.93	17,21,929	0.33	8.73	33,87,737	0.64	17.17	8,81,196	0.17	4.47	14,76,466
XLI	Pálanpur-Deesa ...	17.28	4,334	0.34	8.39	8,786	0.68	17.02	2,282	0.18	4.42	3,752
XLII	Southern Mahratta (a) ...	1,556.20	11,73,582	0.32	12.81	17,88,491	0.48	19.52	4,04,082	0.11	4.41	9,06,090
XLV	South Indian (b) ...	1,049.39	10,79,712	0.32	12.02	18,01,676	0.53	20.05	5,53,621	0.16	6.16	7,20,360
XLVI	Máyavaram-Mutupet ...	53.99	29,629	0.24	11.96	49,707	0.40	20.06	15,225	0.12	6.14	21,626
XLVII	Assam-Bengal ...	168.61	1,48,794	0.56	24.05	1,52,059	0.57	24.57	31,742	0.12	5.13	1,10,054
XLVIII	Burma (c) ...	871.63	12,72,100	0.51	16.72	14,36,896	0.58	18.88	4,15,689	0.17	5.46	8,20,094
	Total ...	6,151.50	61,17,948	0.36	11.72	91,49,383	0.54	17.53	24,81,326	0.14	4.75	45,61,070
	STATE LINES WORKED BY THE STATE.											
XLIX	Eastern Bengal—											
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch) ...	478.47	4,72,434	0.31	8.18	5,59,287	0.36	9.68	1,75,785	0.11	3.04	4,22,629
	Dacca section ...	85.92	78,227	0.44	15.29	69,610	0.39	13.60	18,729	0.11	3.65	72,044
	Total ...	564.39	5,50,661	0.32	8.76	6,28,897	0.37	10.00	1,94,514	0.11	3.09	4,94,673
	ASSISTED COMPANIES.											
LI	Deoghur ...	4.79	4,707	0.39	15.68	4,642	0.38	15.46	1,366	0.11	4.55	4,852
LII	Rohilkund and Kumaon (Company's section) (d) ...	279.42	1,84,165	0.40	14.68	1,65,544	0.36	13.19	59,327	0.13	4.73	1,16,095
LIII	Bengal Dooars ...	36.40	20,853	0.45	7.71	21,262	0.46	7.86	6,355	0.14	2.35	29,096
LIV	Dibru-Sadiya ...	77.50	96,849	0.51	14.96	73,696	0.39	11.38	43,945	0.23	6.79	40,715
	Total ...	398.11	3,06,574	0.43	13.92	2,65,144	0.38	12.04	1,10,993	0.16	5.04	1,90,758
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.											
LX	The Gaekwar's Mehsána ...	92.63	30,013	0.29	7.09	58,695	0.58	13.87	15,344	0.15	3.62	25,627
	Total ...	92.63	30,013	0.29	7.09	58,695	0.58	13.87	15,344	0.15	3.62	25,627
	LINES OWNED AND WORKED BY NATIVE STATES.											
LXVI	Jodhpore-Bickaneer—											
	Jodhpore section ...	320.50	1,19,202	0.37	10.24	1,64,467	0.51	14.12	24,381	0.08	2.09	62,479
	Bickaneer section ...	43.50	10,214	0.28	8.46	18,002	0.50	14.91	2,691	0.08	2.23	8,009
LXVII	Oodeypore-Chitor ...	60.35	30,414	0.64	22.49	23,244	0.49	17.19	6,130	0.13	4.53	10,181
LXVIII	Bhávnapar-Gondal-Junágarh Porbandar (e) ...	379.69	2,63,200	0.44	12.08	3,33,359	0.56	15.30	55,780	0.10	2.58	2,05,518
	Total ...	804.04	4,23,030	0.42	11.76	5,39,072	0.54	14.98	88,982	0.09	2.47	2,86,187
	FOREIGN LINE.											
LXXI	West of India Portuguese ...	51.00	57,470	0.79	19.34	82,318	1.14	27.70	16,386	0.23	5.52	57,039
	Total ...	51.00	57,470	0.79	19.34	82,318	1.14	27.70	16,386	0.23	5.52	57,039
	Total metre gauge ...	8,061.67	74,85,696	0.36	11.52	1,07,23,509	0.52	16.50	29,07,545	0.14	4.47	56,15,354

(a) Including the Guntakul-Mysore frontier, the Mysore section (Southern Mahratta), the Kollápúr, the Yesvantpur-Mysore frontier and the Mysore-Nanjand railway.

(b) Including the Pondicherry railway.

(c) The working of this line has been transferred to a company from the 1st September 1896.

(d) Including the Lucknow-Bareilly section.

(e) Including the Jetalpur-Rajkot railway.

(f) Harbour charges.

No. 37—concl'd.

during the year ending with the 31st December 1896—concl'd.

No.		General.			Steam-boat.			Special and miscellaneous, including rent of leased lines and contribution to Provident Fund.			Total.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0.25	7.55	3,93,562	0.22	6.80	1,98,162	0.11	3.42	1,21,081	0.07	2.09	25,44,821	1.42	43.97	XXXVIII
0.28	7.49	11,34,518	0.21	5.75	...	...	...	1,47,404	0.08	0.74	87,49,250	1.66	44.35	XL
0.29	7.27	2,915	0.23	5.65	...	...	...	388	0.08	0.75	22,457	1.75	43.50	XLI
0.24	9.89	8,16,993	0.22	8.92	...	...	...	1,04,965	0.08	1.14	51,94,203	1.40	56.69	XLII
0.23	8.68	6,38,745	0.19	7.11	...	...	...	77,999	0.08	0.87	49,32,113	1.46	54.85	XLV
0.17	8.73	17,654	0.14	7.13	...	...	...	14,569	0.12	5.88	1,48,410	1.19	59.90	XLVI
0.42	17.79	1,35,042	0.51	21.82	...	...	...	7,856	0.08	1.27	5,85,547	2.21	94.63	XLVII
0.33	10.78	5,08,517	0.21	6.68	83,390	0.08	1.10	86,122	0.04	1.14	46,22,808	1.87	60.76	XLVIII
0.27	8.75	36,47,946	0.21	6.99	2,81,552	0.02	0.54	5,60,384	0.08	1.07	2,67,99,609	1.57	51.35	
														XLIX
0.28	7.32	2,32,499	0.15	4.03	3,76,178	0.24	6.51	73,945	0.05	1.28	23,12,757	1.50	40.04	
0.40	14.08	24,249	0.14	4.74	...	...	...	9,760	0.05	1.91	2,72,619	1.53	53.27	
0.29	7.87	2,56,748	0.15	4.08	3,76,178	0.22	5.98	83,705	0.05	1.33	25,85,376	1.51	41.11	
0.40	16.16	2,564	0.21	8.54	...	...	...	384	0.03	1.27	18,515	1.52	61.68	LI
0.25	9.26	1,57,363	0.34	12.54	...	...	...	1,16,210	0.25	9.27	7,98,704	1.73	63.67	LII
0.63	10.76	32,281	0.69	11.94	23,933	0.51	8.85	4,857	0.11	1.79	1,33,637	2.99	51.26	LIII
0.21	6.29	78,500	0.42	12.13	...	...	...	1,369	0.01	0.21	3,35,074	1.77	51.76	LIV
0.27	8.66	2,70,708	0.38	12.29	23,933	0.08	1.09	1,22,820	0.17	5.58	12,90,930	1.82	58.62	
0.25	6.05	19,733	0.19	4.66	...	...	...	2,609	0.03	0.62	1,52,021	1.49	35.91	LX
0.25	6.05	19,733	0.19	4.66	...	...	...	2,609	0.03	0.62	1,52,021	1.49	35.91	
														LXVI
0.19	5.37	36,579	0.11	3.14	...	...	...	19,084	0.06	1.64	4,26,192	1.32	36.60	
0.22	6.63	4,665	0.13	3.86	...	...	...	1,764	0.05	1.47	45,345	1.26	37.56	
0.21	7.53	7,869	0.17	5.82	...	...	...	3,631	0.08	2.69	81,469	1.72	60.25	LXVII
0.35	9.44	2,05,025	0.34	0.41	...	...	...	41,609	0.07	1.90	11,04,482	1.86	50.71	LXVIII
0.28	7.95	2,54,138	0.25	7.06	...	...	...	66,079	0.07	1.84	16,57,488	1.65	46.06	
0.79	19.19	1,04,007	1.43	35.00	(f)48,390	0.67	16.28	10,459	0.14	3.52	3,76,069	5.19	126.55	LXXI
0.79	19.19	1,04,007	1.43	35.00	48,390	0.67	16.28	10,459	0.14	3.52	3,76,069	5.19	126.55	
0.27	8.64	45,53,280	0.22	7.01	7,30,653	0.04	1.12	8,46,076	0.04	1.30	3,28,61,493	1.59	50.56	

* See also statements Nos. 26 and 36.
 † See also statements Nos. 26 and 36 and paragraph 9 of Chapter VIII.

Statistics of working of the special gauge railways

Classification No.	RAILWAY.	Mileage open on the 31st December 1896. (from statement No. 32.)	Mean mileage worked. (from statement No. 32.)	Train-mileage.	Total capital outlay on open line to the 31st December 1896, including steamboat service and suspense. (from statement No. 22.)	Average cost per mile open, exclusive of steam-boat service and suspense. (from statement No. 22.)	Total cost of rolling-stock on open line on the 31st December 1896.	Cost of rolling-stock per mile open.	Total number of passengers carried.	Total tonnage of goods lifted, including live-stock.	Gross	
											Coaching.	Goods.
		Miles.	Miles.	Trainmiles	Rs.	Rs.	Rs.	Rs.	No.	Tons.	Rs.	Rs.
	2' 6" GAUGE.											
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.											
LXXVIII	The Gawkwar's Dabhoi	71-66	71-66	83,989	19,14,411	26,306	2,80,276	3,911	473,147	53,450	1,48,548	1,06,931
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.											
LXXX	Cooch Behar	22-12	22-12	17,582	7,66,734	33,450	1,35,045	6,105	77,767	13,187	28,577	35,051
	LINE OWNED AND WORKED BY NATIVE STATE.											
LXXXI	Morvi	94-36	94-36	165,995	23,82,315	25,051	3,85,967	4,090	397,365	35,500	2,53,048	1,25,502
	Total 2' 6" gauge ...	188-14	188-14	267,566	50,63,460	26,517	8,01,288	4,259	888,279	102,137	4,30,173	2,67,484
	2' 0" GAUGE.											
	STATE LINE WORKED BY THE STATE.											
LXXV	Jorhât	28-00	26-78	30,183	8,65,300	29,029	1,56,538	5,591	56,724	17,663	10,816	78,275
	ASSISTED COMPANY.											
LXXXVI	Darjeeling-Himalayan...	51-00	51-00	178,616	33,12,732	61,792	5,34,733	10,485	63,129	34,964	2,96,509	4,73,980
	Total 2' 0" gauge ...	79-00	77-78	208,799	41,78,032	50,180	6,91,271	8,750	119,858	52,627	3,07,325	5,52,255
	GRAND TOTAL SPECIAL GAUGE RAILWAYS ...	267-14	265-92	476,365	92,41,492	33,514	14,92,559	5,587	1,008,132	154,764	7,37,498	8,19,739

No. 37-A.

during the year ending with the 31st December 1896.

Earnings.				Working expenses.									Not earnings.			Classification No.
Sundries, including electric telegraph and steam-boat.	Total.	Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boat and Special and miscellaneous, including contribution to the Provident Fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
3,309	2,58,788	69	3.08	37,780	40,536	24,027	20,200	10,569	18	1,33,130	1.58	51.44	1,25,658	1.50	6.56	LXXVIII
6,500	70,128	61	3.98	11,426	5,093	1,848	9,879	2,962	350	31,558	1.79	.00	38,570	2.19	5.03	LXXXI
8,333	3,86,883	79	2.33	40,136	74,381	9,726	42,870	37,489	660	2,05,262	1.24	53.06	1,81,621	1.09	7.62	LXXX
18,142	7,15,799	73	2.67	89,342	1,20,010	35,601	72,949	51,020	1,028	3,69,950	1.38	51.68	3,45,849	1.29	6.83	
905	89,996	65	2.99	17,162	17,715	13,692	18,468	8,642	573	76,252	2.53	84.73	13,744	0.46	1.59	LXXV
11,104	7,81,593	294	4.37	81,040	1,32,399	55,614	57,384	74,965	22,267	4,23,669	2.37	54.20	3,57,924	2.00	10.80	LXXXVI
12,009	8,71,689	215	4.17	98,202	1,50,114	69,306	75,552	83,607	22,840	4,99,921	2.39	57.36	3,71,668	1.78	8.90	
30,151	15,87,318	115	3.33	1,87,544	2,70,124	1,04,907	1,48,801	1,34,627	23,868	8,69,871	1.82	54.80	7,17,517	1.51	7.76	

STATEMENT
General results of working the special

Classification No.	RAILWAY.	GROSS EARNINGS, INCLUDING STEAM-BOAT.				
		1892.	1893.	1894.	1895.	1896.
	2' 6" GAUGE.					
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.					
XXVIII	The Gaekwar's Dabhoi	2,38,609	2,52,106	2,40,315	2,34,473	2,58,788
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.					
LXXX	COOCH BEHAR* ... ..	...	...	40,280	53,174	70,128
	LINE OWNED AND WORKED BY NATIVE STATE.					
LXXXI	MORVI	3,09,171	3,22,818	3,20,348	3,69,972	3,86,883
	Total 2' 6" gauge	5,47,780	5,74,924	6,00,943	6,57,619	7,15,799
	2' 0" GAUGE.					
	STATE LINE WORKED BY THE STATE.					
LXXV	Jorhát	66,079	69,810	71,933	84,696	89,996
	ASSISTED COMPANY.					
LXXVI	Darjeeling-Himalayan	6,35,778	6,34,181	6,36,284	7,39,618	7,81,593
	Total 2' 0" gauge	7,01,857	7,03,991	7,08,217	8,24,314	8,71,589
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	12,49,637	12,78,915	13,09,160	14,81,933	15,87,388
		MEAN MILEAGE WORKED.				
		1892.	1893.	1894.	1895.	1896.
	2' 6" GAUGE.					
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.					
LXXVIII	The Gaekwar's Dabhoi	71.66	71.66	71.66	71.66	71.66
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.					
LXXX	Cooch Behar ... ..	...	...	22.12	22.12	22.12
	LINE OWNED AND WORKED BY NATIVE STATE.					
LXXXI	Morvi	94.00	94.00	94.24	94.36	94.36
	Total 2' 6" gauge	165.66	165.66	188.02	188.14	188.14
	2' 0" GAUGE.					
	STATE LINE WORKED BY THE STATE.					
LXXV	Jorhát	25.98	25.72	25.83	26.64	26.78
	ASSISTED COMPANY.					
LXXVI	Darjeeling-Himalayan	51.00	51.00	51.00	51.00	51.00
	Total 2' 0" gauge	76.98	76.72	76.83	77.64	77.78
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	242.64	242.38	264.85	265.78	265.92

* This line was open for goods traffic

No. 37-B.

gauge railways during 1892 to 1896.

WORKING EXPENSES, INCLUDING STEAM-BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1,32,099	1,19,599	1,44,887	1,37,709	1,33,130	1,06,510	1,92,507	95,428	96,764	1,25,658	LXXVIII
...	...	91,704	33,974	31,558	...	...	3,576	19,200	38,570	LXXX
1,78,801	1,77,086	1,77,681	1,69,845	2,05,262	1,30,370	1,45,732	1,42,667	2,00,127	1,81,621	LXXXI
3,10,900	2,96,635	3,54,272	3,41,528	3,69,950	2,36,880	2,78,239	2,46,671	3,16,091	3,45,849	
54,291	55,373	60,732	65,976	76,252	11,788	14,437	11,201	18,720	13,744	LXXV
3,65,334	3,48,531	3,77,125	3,80,249	4,23,669	2,70,444	2,85,650	2,59,159	3,59,369	3,57,924	LXXVI
4,19,625	4,03,904	4,37,857	4,46,225	4,99,921	2,82,232	3,00,087	2,70,360	3,78,089	3,71,668	
7,30,525	7,00,589	7,92,129	7,87,753	8,69,871	5,19,112	5,78,326	5,17,031	6,94,180	7,17,517	
PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE, INCLUDING STEAM-BOAT AND SUSPENSE.					
1892.	1893.	1894.	1895.	1896.	1892.	1893.	1894.	1895.	1896.	
55·36	47·44	60·29	58·73	51·44	5·77	7·14	5·10	5·12	6·56	LXXVIII
...	...	78·71	63·89	45·00	...	...	1·20	2·62	5·03	LXXX
57·83	54·86	55·46	45·91	53·06	6·19	6·76	6·42	8·34	7·62	LXXXI
56·75	51·60	58·95	51·93	51·68	6·01	6·96	5·13	6·29	6·83	
82·16	79·32	84·43	77·90	84·73	1·56	1·31	1·37	2·26	1·59	LXXV
57·46	54·96	59·27	51·41	54·20	8·70	9·00	8·16	11·23	10·80	LXXVI
59·79	57·37	61·82	54·01	57·36	7·30	7·56	6·77	9·39	8·90	
58·46	54·78	60·51	53·16	54·80	6·65	7·25	5·87	7·67	7·76	

only during a short period of 1893.

CHAPTER X.

Rates and Fares.

N.B.—*In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at 1s. 4d., and a ton as equivalent to 27·22 maunds.*

Owing to the scarcity prevailing in many parts of the country, the normal direction of the flow of the traffic in food-grains was largely altered, and in some cases actually reversed. **Reduction of goods rates on account of the famine.** To encourage anticipated imports, the principal railways quoted for import traffic despatched from the ports up-country the reduced rates normally applicable to exports, and also made other large reductions in order to develop traffic and stimulate the movement of food-grains into the distressed tracts.

2. A new class "explosives," providing for the carriage of dangerous and explosive goods at a maximum rate of $1\frac{1}{2}$ pies per maund ($3\cdot403d.$ per ton) and a minimum of $\frac{1}{6}$ th pie per maund ($0\cdot378d.$ per ton) per mile, was added to the schedules of maximum and minimum rates for the carriage of goods traffic issued for adoption on the East Indian, Bengal-Nágpur, Indian Midland, Bengal and North-Western, Southern Mahratta, South Indian and Rajputana-Malwa railways, and also on the Lucknow-Bareilly section of the Rohilkund and Kumaon railway, and on all railways administered directly by the State. **Carriage of dangerous and explosive goods.**

3. At a meeting held in Poona on the 14th January, the Great Indian Peninsula, Southern Mahratta and Madras railways agreed that all goods traffic interchanged between them should be carried by the shortest route unless otherwise consigned, and that the lowest rates in force by any route should be made applicable to the shortest route. At a meeting held in Bombay on the 8th October, the South Indian railway also gave their adherence to the principle described, and it now applies to all traffic (with certain specified exceptions) exchanged between the four railways named. **Through booking arrangements.**

4. Statement No. 38, on pages 170 to 173, shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1896. **Ordinary passenger fares and goods rates.**

5. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below. **Alterations in rates and fares.**

COACHING FARES.

East Indian Railway system (standard gauge).

6. From the 1st January, in order to encourage the pilgrim traffic, an experimental issue of 3rd class return tickets was made at reduced fares from stations on the Bengal-Nágpur railway to Allahabad and Benares.

Indian Midland Railway system (standard gauge).

7. From the 1st August, the fares from Agra to Ujjain, and *viâ*, were reduced so as to make the Indian Midland railway route the cheaper, in accord-

ance with an arrangement come to with the Bombay, Baroda and Central India railway; and from the 1st December, the fares between *viâ* Ujjain and *viâ* Itârsi were reduced for certain stations on the Great Indian Peninsula railway, north of Itârsi, so as to equalize with the fares charged *viâ* Khandwa.

Bengal Central Railway (standard gauge).

8. The concession of half fares in the suburban monthly tickets was granted to home line "employés" during the year.

From the 1st January, through booking of passengers and their luggage, parcels, specie and dogs was introduced between stations on the Assam-Bengal railway and this railway *viâ* Khoolna, Barisal and Chandpur in conjunction with the Indian General Steam Navigation Company and Bengal Central Flotilla Company's steamer services.

Great Indian Peninsula Railway system (standard gauge).

9. From the 1st January, the third class fare by ordinary passenger and mixed trains was reduced from $2\frac{1}{2}$ pies to 2 pies (0.208*d.* to 0.167*d.*) per mile.

Burma Railways (metre gauge).

10. From the 1st May, the 3rd class fare on the Mu Valley section of the line was reduced from 3 pies to 2 pies (0.250*d.* to 0.167*d.*) per mile.

GOODS RATES.

East Indian Railway system (standard gauge.)

11. Various reductions were made during the year in the rates charged for grain and seeds, iron, kerosine oil, salt, and saltpetre, in order to encourage traffic, and for grain and seeds, iron and piece-goods between various competitive stations and Howrah, in response to similar reductions made by the Bombay railways.

Bengal-Nâgpur Railway (standard gauge).

12. From the 1st March, the rate for grain and seeds from Katni to Asansol for traffic to Howrah was reduced from Re. 0-5-10 to Re. 0-4-11 per maund (1*s.* 2.783*d.* to 1*s.* 1.832*d.* per ton), so as to equalize with the rate from Katni to Howrah by the East Indian Railway route.

Indian Midland Railway system (standard gauge).

13. From the 1st January, a reduced rate of Re. 0-9-3 per maund (20*s.* 11.785*d.* per ton) was introduced on the Great Indian Peninsula and Indian Midland railways from *viâ* Cawnpore to Bombay, for wheat and other grain and seed traffic from certain stations on the Oudh and Rohilkhand State, Rohilkund and Kumaon, and Bengal and North-Western Railways.

With effect from the 1st September, an arrangement was come to between the Bombay, Baroda and Central India and the Indian Midland railways for the routing of traffic which was affected by the opening of the new and shorter route *viâ* the Bhopal-Ujjain Railway.

North-Western State Railway system (standard gauge).

14. From the 10th October, certain special reduced rates were introduced for principal commodities booked between stations on the Wazirabad-Lyallpur railway, and between Lahore and Kurrachee, with a view to develop traffic to and from the Chenab colony.

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

15. From the 1st February, the rates for tobacco, raw (native), bishpat, hides and skins, grains and seeds (downwards), and salt (upwards), between the Behar section stations west of Kaliyaganj, and Calcutta and the neighbourhood, were revised and re-adjusted in concert with the East Indian Railway authorities, in order to secure a fair share of the Behar section traffic, which would otherwise have passed *viâ* Sahebgunge and the East Indian railway, the competitive route.

From the 1st February, the classification of goods in force on the Northern section of this railway was also adopted on the Kaunia-Dharlla branch. This involved a general reduction in the freight on goods carried over that branch.

From the 25th March, the rates for all descriptions of goods between Chittagong and Calcutta, Chitpur and *viâ*, and the Kidderpore Docks, were reduced in competition with the direct service steamers running between Calcutta and Chittagong.

Bengal Central Railway (standard gauge).

16. Through booking of jute from Rajgunge near Madaripur *viâ* Khoolna to Calcutta was arranged in conjunction with the India General Steam Navigation Company, the rate being Re. 0-6-0 per maund (13s. 7-320*d.* per ton) and the railway share Re. 0-2-6 per maund (5s. 8-050*d.* per ton).

Great Indian Peninsula Railway system (standard gauge).

17. From the 1st March, to equalize the rates with those *viâ* Mormugao, special through rates were quoted between Bombay and Kirkee and all Southern Mahratta railway stations *viâ* Poona and *viâ* Hotgi.

On the 1st October, revised goods class rates were introduced between Bombay *viâ* Khandwa and Stations on the Rajputana-Malwa railway, Khandwa to Chambal. A reduced through rate of Rs. 8-8-0 (11s. 4*d.*) per ton, from Yellandu to Bombay, was also introduced in conjunction with His Highness the Nizam's Guaranteed State Railway, in order to place Singareni coal on the Bombay market. A large number of reductions of minor importance were also made either in order to encourage traffic or in competition with other railways.

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

18. From the 1st April, the rates for mineral class goods in force on the East Indian railway were adopted on this railway.

Reduced through rates for grain, seeds and saltpetre to, and salt, kerosine oil, and iron from Howrah, Sealdah, Chitpore and *viâ*, Beliaghata and Kidderpore Docks were quoted from the 20th April in conjunction with the East Indian Railway.

Assam-Bengal Railway (metre gauge).

19. From the 10th September, through booking of jute from Chandpur *viâ* Chittagong and thence by steamer to Calcutta was introduced.

From the 4th April, in local booking, and from the 1st June, in through booking, the rate for salt in full wagon loads, from Chittagong to or *viâ* Chandpur, was reduced from Re. 0-2-4 to Re. 0-1-0 per maund (5s. 3-513*d.* to 2s. 3-220*d.* per ton), owing to competition with country brigs in the river Megna.

From the 1st June, the rate for rice, in full wagon loads, from Chittagong to or *viâ* Chandpur, was reduced from Re. 0-2-4 to Re. 0-1-0 per maund (5s. 3-513*d.* to 2s. 3-220*d.* per ton.) owing to competition by boats in the river Megna.

Burma Railways (metre gauge).

20. Certain special rates known as A. B. C. and combined D. rates were introduced during the year, with a view to encourage and develop a long distance traffic, and so that the cheapest rates possible might be given to the section of the line beyond the Irrawaddy north of Mandalay.

Alterations in rates were made for kerosine oil, vegetable oil, metal, piece-goods, firewood and cotton loose.

From the 13th April, the following rates were quoted for the carriage of all articles of the mineral class :

		Per 5-ton wagon per mile.	
For distances under 166 miles	... ..	2 annas	} (2d., 1.50d., and 1.25d.).
For distances under 166 "	to 299 miles	1 anna 6 pies.	
For distances under 300 "	and over	1 anna 3 pies.	

This rate is, $\frac{1}{3}$ th pie per maund (0.252d. per ton) per mile for distances over 300 miles.

Certain reductions in class rates were made from the 1st July for long distance traffic, applicable to all articles for which no other reduced rates were chargeable.

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Special class per ton per mile.		1st class.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
	STANDARD GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	STATE LINES WORKED BY COMPANIES.								
I	East Indian (a)	18-00	9-00	3-50	2-50	3-27 to 9-07(b)	2-72 to 9-07(c)	9-07	0-33
III	Bengal-Nágpur	18-00	8-00	3-00	2-00	3-02 to 9-07(d)	2-72 to 9-07(e)	9-07	0-33
IV	Indian Midland (e)	12-00	6-00	3-00	(f)	2-72 to 9-07	2-72 to 9-07	9-07	0-33
VI	Godhra-Rutlam-Nágdá	Same as	on the	Rajputana - Malwa railway.					
VII	Wardha Coal	18-00	9-00	(g) 4-00	(h) 2-00			Same as	on the
X	Madras-Ennúr section (Bezwada-Madras)	12-00	6-00		2-00			Same as	on the
	STATE LINES WORKED BY THE STATE.								
XI	North-Western (i)	12-00	6-00	3-00	2-25	2-72 to 6-81	2-72 to 9-07	9-07	0-33
XIII	Oudh and Rohilkhand	12-00	6-00	4-00	2-50	4-54 to 9-07	2-72 to 4-08	9-07	0-33
XIV	Eastern Bengal	18-00 (j) 12-00	9-00 (k) 6-00	4-00	2-50	4-54 to 5-44	2-45 to 9-07	9-07	0-33
	Bengal Central	12-00	6-00	4-50	3-00 and (h) 2-50	3-37 to 5-44	2-45 to 9-07	9-07	0-33
XV	Calcutta Port Commissioners'	There is no passenger traffic on this line.						Certain up and down rates	
XVI	East Coast	18-00	9-00	4-50	2-00	2-72 to 9-07	2-72 to 9-07	9-07	0-33
	LINES WORKED BY GUARANTEED COMPANIES.								
XVIII	Great Indian Peninsula (m)	12-00	6-00	(g) 3-00	(h) 2-00	2-83 to 8-07	2-52 to 7-07(n)	(o) 10-08 (p) 9-58 (q) 9-07	(o) 0-37 (p) 0-35 (q) 0-33
XIX	Bombay, Baroda and Central India	12-00	6-00	3-00	2-25 to 2-50	(r)	(s)	10-89	0-40
XX	Madras	12-00	6-00		2-00 and 2-50	4-00 to 10-00	3-00 to 10-00	10-00	0-37
	ASSISTED COMPANY.								
XXII	Tarkessur	12-00	6-00	3-50	3-00	Same as on the East Indian railway.			
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
XXXII	The Nizam's Guaranteed state (t)	18-00	6-00	(g) 2-50	(h) 2-00	(u) 7-00 to 5-00 to (v) 6-00	2-50 to 6-00	10-08	0-37
XXXIII	Nágdá-Ujjain	15-00	8-00	3-00	2-25	(r)	(s)	9-53	0-35
XXXIV	The Gaekwar's Petlád	12-00	6-00		2-50	(w) 7-89	10-89	10-89	0-40
XXXV	Kolar Gold-fields	12-00	6-00		2-00	A uniform rate of 13 annas and 7 pies			

No. 38.

railways on the 31st December 1896.

English money at 1s. 4d. to the rupee by taking 1 pie=0.083d.

RATES.								Classification No.	REMARKS.
2nd class.		3rd class.		4th class.		5th class.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	I	<p>N.B.—The coal rates in force on the East Indian railway apply also to state lines worked by the state and certain other railways.</p> <p>(a) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the passenger fares are double of those herein quoted.</p> <p>(b) All stations except Howrah— For first 100 miles ... 9-07 pies per ton per mile. " extra distances over 100 and up to 450 miles ... 4-83 " " " extra distances above 450 miles ... 3-27 " " <i>East Indian railway.</i></p> <p>(c) For consignments of less than 300 maunds or 11 tons, 9-07 pies per ton per mile. <i>Bengal-Nagpur railway.</i> Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below unless the coal is bagged, in which case it will be charged at 9-07 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk. The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied. <i>East Indian and Bengal-Nagpur railways.</i> For all distances up to 400 miles inclusive, 4-08 pies per ton per mile. For all distances over 400 miles— For first 400 miles, 4-08 pies per ton per mile. For distances in excess of 400 miles, 2-72 pies per ton per mile.</p> <p>(d) 1 to 300 miles ... 9-07 pies per ton per mile. 301 to 375 " ... 8-06 " " 376 to 400 " ... 7-31 " " 401 to 450 " ... 6-55 " " 451 to 475 " ... 6-05 " " 476 to 525 " ... 5-29 " " 526 to 550 " ... 5-04 " " 551 to 600 " ... 4-28 " " over 600 " ... 3-02 " "</p> <p>(e) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways. (First 100 miles, 2-67 pies per mile. Next 100 " 2-50 " " " 200 " 2-33 " " Above 400 " 2-00 " "</p> <p>(f) 3rd class by mail trains. (A) By trains other than mail.</p> <p>(i) The North-Western State railway rates and fares obtain also on the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways and the Jammu and Kashmir railway (Native state section).</p> <p>(j) Between Calcutta and Kanchrapara. (k) Between Calcutta and Dattapukur in local booking; only. (l) Special class rates A to D.</p> <p>(m) Including the Dhond-Manmad, the Khangaon and the Amratoli railways.</p> <p>(n) The rate is 7-07 pies per ton per mile for consignments of less than 10 tons, and 2-52 to 4-03 pies for consignments of not less than 10 tons.</p> <p>(o) For distances from 1 to 400 miles. (p) " " " 401 to 600 " (q) " " " above 600 "</p> <p>(r) Food-grains per ton per mile. Pies. 1 to 100 miles 9-53 101 to 200 " 9-80 201 to 400 " 4-08 over 400 " 2-72 } In consignments of 100 maunds or 6-98 tons and over.</p> <p>(s) For all distances up to 400 miles inclusive, 4-08 pies per ton per mile. For distances over 400 miles— For first 400 miles, 4-08 pies per ton per mile. For distances in excess of 400 miles, 2-72 pies per ton per mile. } In consignments of full wagon loads.</p> <p>(t) Including the Bezvada extension (East Coast State railway.) (u) Local. (v) Through booking. (w) This rate applies to consignments weighing 100 maunds or 6-98 tons and over.</p>
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	III	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	IV	
...	...	...	...	...	...	...	...	VI
Great Indian Peninsula railway.	...	...	...	...	...	...	...	VII
Madras railway.	...	...	...	...	...	...	...	X
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XI	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XIII	
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XIV	
(l) 3-81	(l) 0-14	(l) 4-63	(l) 0-17	(l) 5-44	(l) 0-20	(l) 6-80	(l) 0-25	XV	
between fixed points obtained on this railway.	...	...	...	...	...	...	...	XV
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XVI	
(o) 14-11 (p) 14-11 (q) 13-61	(o) 0-52 (p) 0-52 (q) 0-50	20-16	0-74	23-19	0-85	30-24	1-11	XVIII	
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XIX	
13-61	0-50	18-00	0-66	24-00	0-88	36-00	1-32	XX	
...	...	...	...	...	...	...	...	XXII
14-00	0-51	20-16	0-74	28-23	1-04	40-33	1-48	XXXII	
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	XXXIII	
16-34	0-60	21-78	0-80	27-22	1-00	32-66	1-20	XXXIV	
per ton or 6 pies	per maund obtained on this railway.	...	...	...	...	...	...	XXXV

Passenger fares and goods rates in pies on the Indian

(The fares and rates shown in this table can be converted into English

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				Goods			
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Special class per ton per mile.		1st class.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
	METRE GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	STATE LINES WORKED BY COMPANIES.								
XXXVIII	Bengal and North Western—								
	Tirhoot section	18-00	9-00	4-00	2-00	4-53 to 6-80	4-08	9-07	0-33
XXXIX	Company's section	18-00	9-00	4-00	2-00	6-80	(a) 4-08	9-07	0-33
	Lucknow-Bareilly section (Rohilkund and Kumaon).								
XL	Rajputana-Malwa	15-00	8-00	3-00	2-00 to 2-25	(b)	(c)	9-53	0-35
XLI	Pálanpur-Deesa	15-00	8-00	...	2-25	(d) 6-80 to 3-38	9-53 to 3-00	9-53	0-35
XLII	Southern Mahratta (e)	12-00	6-00	...	2-00	9-07 to 9-07	9-07 to 9-07	9-07	0-33
XLV	South Indian(f)	12-00	4-00	...	2-00	8-51	8-51	9-07	0-33
XLVII	Assam-Bengal	18-00	9-00	...	3-00	(g)	(h)	9-07	0-33
XLVIII	Burma (i) *	15-00	6-00	...	3-00	2-72 to 9-07	2-72 to 9-07	9-07	0-33
	STATE LINES WORKED BY THE STATE.								
XLIX	Eastern Bengal—								
	Northern and Behar sections (including the Kaunia-Dharilla, 2' 6" gauge, branch).	18-00	9-00	4-00	2-50	3-89 to 5-44	2-45 to 9-07	9-07	0-33
	Dacca section	18-00	9-00	4-00	2-50	4-54 to 5-44	2-45 to 9-07	9-07	0-33
	ASSISTED COMPANIES.								
LI	Deoghur	24-00	...	...	6-00	(j)	(j)	(j)	(j)
LII	Rohilkund and Kumaon (Company's section).	35-00	15-00	...	3-11	6-80	(a) 4-08	9-07	0-33
LIII	Bengal Dooars	36-00	21-00	6-00	3-00	...	21-77 to 32-66	27-22	1-00
LIV	Dibru-Sadiya	18-00	9-00	4-00	...	...	4-08	27-22	1-00
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.								
LX	The Gaekwar's Mehsána	15-00	8-00	...	2-25	(d) 6-80	9-53	9-53	0-35
	LINES OWNED AND WORKED BY NATIVE STATES.								
LXVI	Jodhpore-Bickaneer—								
	Jodhpore section	18-00	6-00	...	2-00	(m) & (n)	10-89	13-61	0-50
	Bickaneer section								
LXVII	Oodeypore-Chitor	15-00	8-00	...	2-25	(d) 6-80	9-53 to 4-00 to 8-00	9-53	0-35
LXVIII	Bhávnagar - Gondal - Junágarh - Porbandar (o).	12-00	6-00	...	2-75	8-00	10-89	10-89	0-40
	FOREIGN LINE.								
LXXI	West of India Portuguese	12-00	6-00	...	2-50	8-00	5-13	10-00	0-36
	SPECIAL GAUGES.								
	STATE LINE WORKED BY THE STATE.								
LXXV	Jorhát (2' 0")	24-00	...	8-00	4-00	27-22	9-07	27-22	1-00
	ASSISTED COMPANY.								
LXXVI	Darjeeling-Hamalayan (2' 0")	72-00	36-00	15-00	...	63-96	25-58	81-66	3-00
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.								
LXXVIII	The Gaekwar's-Dabhoi (2' 6")	(p) 9-00	(q) 3-00	...	...	(h)	(e)	10-89	0-40
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
LXXX	Cooch Behar (2' 6")	24-00	12-00	6-00	4-00	(r)	(r)	(r)	(r)
	LINE OWNED AND WORKED BY NATIVE STATE.								
LXXXI	Morvi (2' 6")	12-00	6-00	4-00	3-00	6-80	8-00	10-89	0-40

* The working of this line has been transferred

railways on the 31st December 1896—concl'd.

money at 1s. 4d. to the rupee by taking 1 pie=0·083d.]

RATES.								Classification No.	REMARKS.
2nd class.		3rd class.		4th class.		5th class.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XXXVIII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XXXIX	(a) For consignments of full wagon loads. Coal in small quantities is chargeable at 8·07 pies per ton per mile.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XL	(b) Vide remark (r) on page 171. (c) Vide remark (s) on page 171.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLI	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLII	(d) This rate applies to consignments weighing 100 maunds or 6·98 tons and over.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLV	(e) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangud railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLVII	(f) Including the Mayavaram-Mutpet and the Pondicherry railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLVIII	(g) For first 100 miles, 8·07 pies per ton per mile; and for extra distances above 100 miles, 4·54 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIX	(h) When loose, 4·08 pies per ton per mile, and when bagged and in small quantities, 8·07 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		(i) The standard weight on this railway is the viss, one ton being equal to 613·69 viss and one maund to 22·50 viss.
(j)	(j)	(j)	(j)	(j)	(j)	(j)	(j)	LI	(j) Special rates are charged for all goods traffic.
(k) 9·07	(k) 0·33	(k) 13·61	(k) 0·50	(k) 20·41	(k) 0·75	54·44	2·00	LII	(k) Between Bareilly Junction and Kichha.
(l) 18·15	(l) 0·67	(l) 27·22	(l) 1·00	(l) 40·83	(l) 1·50			LIII	(l) Between Kichha and Kathgodam.
32·66	1·20	48·99	1·80	68·05	2·50	...	...	LIV	
54·44	2·00	81·66	3·00	...	...	...	...
14·00	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LX	
								LXVI	
20·41	0·75	25·86	0·95	31·30	1·15	36·75	1·35		(m) First 100 miles, 10·80 pies per ton per mile. Over 100 miles, 8·17 " " "
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXVII	(n) Per wagon load { first 100 miles, 0-1-0 a wagon. (for grass) { over 100 " 0-3-0 "
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXVIII	(o) Including the Jetalgar-Rajkot railway.
14·00	0·51	23·00	0·87	34·00	1·24	48·00	1·76	LXXI	
54·44	2·00	81·66	3·00	...	...	...	...	LXXV	
95·27	3·50	108·88	4·00	122·49	4·50	136·10	5·00	LXXVI	
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXVIII	(p) Upper class. (q) Lower class.
(r)	(r)	(r)	(r)	(r)	(r)	(r)	(r)	LXXX	(r) 27·22 pies per ton, or 1·00 pie per maund per mile.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXXI	

to a company from the 1st September 1896.

CHAPTER XI.

Fuel Consumption.

The total quantity of fuel consumed on the standard and metre gauge railways during 1896 compares with the previous year as follows :

Years.	COAL.			Coke.	Patent fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year ...	145,213	1,116,481	1,261,694	3,140	4,097	311,512
1896	106,509	1,174,039	1,280,638	4,344	1,664	321,052

2. The total consumption of coal on the standard and metre gauge railways was 1·50 per cent. greater than in 1895. The total consumption of Indian coal increased by 5·16 per cent., and that of English coal decreased by 26·59 per cent. The quantities of coke and wood used increased by 38·34 and 3·06 per cent., respectively, while the quantity of patent fuel decreased by 59·38 per cent.

3. The actual quantities consumed; the average cost per ton; the consumption per train-mile, per engine mile, and per thousand gross ton-miles, and the cost per ton stated in terms of Bengal coal; and the average lead on the principal railways, will be found in statement No. 39 on page 181.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridih (Kurhurbaree) best steam coal being taken as the standard :

Description.	Equivalents.	Co-efficient.
		Tons.
Giridih (Kurhurbaree) best steam coal	1·00	1·00
Kurhurbaree (East Indian railway) selected large coal	0·90	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Barákar steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Warora coal	1·80	0·56
Wood fuel	2·50	0·40

These factors have been arrived at from a careful examination and comparison of the results of trials carried out within recent years on several railways, and are believed to represent the relative values of the different fuels as nearly as possible. As the figures are only approximate, however, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table on page 182 shows the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1896 are given in the following paragraphs :

East Indian Railway system (standard gauge).

5. Kurhurbaree coal was used over the whole system including the lines worked, coke between Howrah and Gháziabad, and Umaria coal at Allahabad, Sutna and Jubbulpore.

The rates for Kurhurbaree coal from the East Indian railway collieries at Giridih were Rs. 2-0-0 per ton from January to April and Rs. 1-2-0 per ton from May to December, delivered into wagons at Giridih. The rate for Umaria coal was Rs. 4-0-0 per ton, delivered into wagons at Katni, and for coke Rs. 2-8-0 per ton.

The total actual quantity of coal and coke used was as follows :

	Tons.
Kurhurbaree coal	320,472
Umaria coal	2,266
Coke	4,344

Bengal-Nágpur Railway (standard gauge).

6. The coal used on the different sections of the line was obtained from the following sources :

On the main line (between Ásansol and Nágpur) and on the branch lines between Jharsuguda and Sambalpur and Biláspur and Sahdol.	} Bengal steam coal supplied by the Bengal Coal Company at Rs. 3-8-0 per ton, delivered into wagons at Radhanagar. Umaria coal supplied from the collieries at Rs. 4-0-0 per ton, delivered into wagons at pit's mouth.
On the branch line (between Sahdol and Katni).	

The coal supplied under the above contracts has been of good quality, and the arrangements for delivery were fairly satisfactory.

The actual quantities of the different descriptions of coal consumed were :

	Tons.
Bengal coal	32,959
Umaria coal	3,892

Indian Midland Railway system (standard gauge).

7. The descriptions of coal used on the different sections of the railway are shown below :

On the Northern section (Jhansi to Agra, Cawnpore and Bina) ...	Bengal and Umaria coal.
On the Southern section (Bina to Itársi, Saugor and Goona) ...	Bengal and Umaria coal.
On the Eastern section (Jhansi to Manikpur)	Umaria coal.

The purchase rates for the different descriptions of Bengal coal were Rs. 2-4-0 for Dhanbaid, Rs. 3-0-0 and Rs. 3-4-0 for Gourangdih and Rs. 3-2-0 for Giridih coal, delivered at those places respectively. Rupees 23-9-0 per ton was paid for Bengal coal, delivered at Ujjain. Umaria coal was purchased at Rs. 4-0-0 per ton, delivered at pit's mouth. The rates paid for wood fuel were Rs. 2-0-0 and Rs. 3-7-0 per ton, delivered, respectively, at Bahilpurwa and Itársi.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	4,663
Umaria coal	44,452
Firewood	1,198

North-Western State Railway system (standard gauge).

8. The fuel used on the different sections of the system was obtained from the following sources :

On the main line between Gházia bad and Pesháwar. Between Rájputra and Bhátinda.	} Gourangdih coal supplied by the Barákar Coal Company at Rs. 3-6-0 per ton, delivered into wagons at Gourangdih. Barákar and Lovabad coal supplied by the Barákar Coal Company at Rs. 4-2-0 per ton, delivered into wagons at Barákar.
Occasionally between Lahore and Montgomery on mail and passenger trains when the supply of wood was insufficient.	
Constantly throughout the Sind-Sagar railway. Constantly on the Stalkot and Lyallpur branches. Constantly between Ráwalpindi and Khusálgarb. Between Lála Músa and Phillour on goods trains. Occasionally between Rájputra and Bhátinda, Amrítasr and Pathankot and Lahore and Montgomery.	} Dandot coal supplied from the Dandot and Bhaganwalla Government collieries at Rs. 10 per ton, delivered into wagons at Kalapani and Bhaganwalla. Khost and Sharigh coal supplied from the Khost and Sharigh Government collieries at Rs. 18 per ton, delivered into wagons at Khost and Sharigh.
Whole year on the Sind-Pishin section. Occasionally between Sibi and Ruk when the supply of wood was insufficient.	
Whole year on the Sind-Pishin section.	} Patent fuel made of Khost slack supplied by the Executive Engineer, Sharigh coal mines, at Rs. 25 and Rs. 24 per ton, delivered into wagons at Quetta. English coal and English patent fuel supplied from England through Messrs. Forbes, Forbes and Company, delivered into wagons at Kiámári at an average rate of Rs. 18-0-0 per ton.
Occasionally between Kotri and Dádú on the failure of supply of wood.	
Whole year between Kurrachee and Kotri ; also on the Sind-Pishin section.	} Firewood from the Baháwalpur state supplied at different stations between Reti and Samásata, at Rs. 50 per 1,000 cubic feet. Firewood from the Punjab forests, supplied at different stations between Wan Radharam and Gilawala at Rs. 56-10-8 and Rs. 60 per 1,000 cubic feet.
Occasionally between Kotri and Dádú on the failure of supply of wood.	
Whole year between Montgomery and Kotri.	} Firewood from the Sindh forests, supplied at different stations between Reti and Kotri, including Ruk to Jacobabad, at an average rate of Rs. 45 per 1,000 cubic feet.
Occasionally between Lahore and Montgomery and Ruk and Sibi when there was a surplus stock of wood fuel available.	

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	62,352
English coal	18,230
Khost and Sharigh coal	7,740
Dandot coal	44,699
Patent fuel (Khost)	1,986
Patent fuel (Dandot)	218
Patent fuel (English)	14
Khattan oil	14
Firewood	99,002

Oudh and Rohilkhand State Railway (standard gauge).

9. The coal supply was as follows :

42,946 tons from Giridih at Rs. 3-2-0 per ton up to 4,500 tons monthly, and at Rs. 4-0-0 per ton above 4,500 tons monthly up to the 31st March, and at Rs. 4-6-0 per ton, from April to December, delivered into wagons at Giridih; and 264 tons from Jherriah at Rs. 2-12-0 per ton, from April to December, delivered into wagons at Dhanbaid.

The coal supplied under the contract has been of good quality, and the arrangements for delivery were satisfactory. Trials of Jherriah coal in competition with Giridih were carried out and the general result of the trial goes to show that its efficiency, compared with the Giridih coal, is 10 per cent. less. It burns freely and is a good steaming coal, but yields a large quantity of fine ash. Owing to the large percentage of ash and dirt, the fires require to be cleaned out frequently, and the tubes get furred with dirt and require more attention.

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

10. The description of fuel used on the different sections of the line was obtained from the following sources :

On the Eastern (Calcutta to Goalundo, and branches), Southern (Calcutta to Port Canning, including Budge-Budge branch), and Central (Dum-Dum to Khoorna and Ránaghat to Bongong sections).

On the Northern (Sára Ghát to Siliguri, and branches), Behar (Manihari Ghát to Dinagepore, Katihár to Anchara Ghát, and branches), and Kaunia-Dharilla sections.

On the Dacca (Náráyanganj to Mymensingh) section.

Barákar coal supplied by the Barákar Coal Company at Rs. 3-12-0 per ton from January to March, and at Rs. 4-0-0 per ton, from April to December, delivered into wagons at Barákar.
 Borrea coal supplied by the New Beerbhoom Coal Company at Rs. 3-8-0 per ton, delivered into wagons at the Borrea siding near Barákar.
 Gourangdih coal at Rs. 3-4-0 per ton, delivered into wagons at Sitarámpore and Khairabad.
 Paltabari and Bhugutdee coals at Rs. 2-8-0 and Rs. 2-4-0 per ton, respectively, delivered into wagons.
 Barákar coal supplied by the Barákar Coal Company at Rs. 3-12-0 per ton, from January to March, and at Rs. 4-4-0 per ton, from April to December, delivered into wagons at Barákar.
 Borrea coal supplied by the New Beerbhoom Coal Company at Rs. 3-8-0 per ton, delivered into wagons at the Borrea siding near Barákar.
 Salanpur coal supplied by the Borrea Coal Company at Rs. 3 per ton.
 Gourangdih coal at Rs. 3-4-0 per ton, delivered into wagons at Sitarámpore and Khairabad.
 Paltabari coal supplied by the South Barákar Coal Company at Rs. 2-8-0 per ton, delivered into wagons.
 Barákar coal supplied by the Barákar Coal Company at Rs. 3-12-0 per ton from January to March, and at Rs. 4-4-0 per ton from April to December, delivered into wagons at Barákar.

The actual quantity of Bengal coal used was 85,023 tons.

The coal supplied under the different contracts has been of good quality, and the arrangements for delivery were satisfactory.

East Coast State Railway (standard gauge).

11. The descriptions of coal used were as under :

15,342 tons of Singareni mixed, 4,523 tons of Singareni unscreened, and 2,650 tons of Singareni steam coal, delivered into wagons at Bezwada at Rs. 8-14-3, Rs. 7-8-0 and Rs. 9-0-0 per ton respectively.

136 tons of Bengal coal delivered at Rajahmundry at Rs. 9-8-0 and at Vizagapatam into boats at Rs. 12-0-0 per ton.

Singareni unscreened coal was used on the Bezwada-Gódávári section, and a mixture of unscreened and steam on the section Rajahmundry northwards including branches. From the 15th November 1896, coal was crossed in wagons over the Gódávári. This will effect a great saving in cost and will enable unscreened Singareni coal to be used at Rs. 7-8 per ton, instead of the large or screened coal at Rs. 9. When the coal was carried over in boats, it reached its destination in a very dirty and pulverized condition. The crossing of coal in wagons has also saved the charge of one rupee per ton for handling at the ferry.

Great Indian Peninsula Railway System (standard gauge).

12. The descriptions of coal used on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Bombay to Kására)	English, Singareni unscreened, Bengal sea-borne and Japanese.
On the Bhoré Ghát (Karjat to Lonávla)	English, Singareni unscreened, Bengal sea-borne and Japanese.
On the Thul Ghát (Kására to Igatpuri)	English and Japanese.
On the south-east line (Lonávla to Ráichúr)	Singareni unscreened, and Bengal sea-borne.
On the Dhond-Manmád section	Singareni unscreened.
On the north-east line (Igatpuri to Nándgaon)	English, Umaría large, Nerbudda, Warora, Singareni unscreened, Bengal sea-borne and Japanese.
On the north-east line (Nándgaon to Bhusával)	English, Warora, Nerbudda, Umaría large and nuts, Sanctoria and Bengal sea-borne.
On the north-east line (Bhusával to Khandwa)	English, Umaría large and nuts, Nerbudda, Warora, and Sanctoria.
On the north-east line (Khandwa to Jubbulpore)	Nerbudda, and Umaría large and nuts.
On the Nágpur-Bhusával section	Sanctoria, Warora, Umaría large and nuts and Nerbudda
On the Wardha-Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amráoti section	Sanctoria and Warora.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.		Place of delivery.
		Rs. A.	Rs. A.	
English	49,010	16 8	to 17 2	} Into boats at Bombay.
Bengal sea-borne	17,995	12 8	to 14 8	
Japanese	1,614	13 4	to 15 0	
Singareni, unscreened	53,771	4 8		Into wagons at Yellandu.
Nerbudda	10,476	6 0		Into wagons at Mohpáni.
Warora	51,091	4 8		Into wagons at pit's mouth.
Sanctoria	6,357	3 0		Into wagons at pit's mouth.
Umaría, large	18,884	4 0		Into wagons at Umaría.
Umaría, screened nuts	5,439	2 2		Into wagons at Umaría.
Firewood	2,137	5 0	to 6 9	

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

13. The descriptions and quantities of fuel used on the railway system were :

	Tons.
English Coal	30,554
Bengal coal	33,935
Singareni coal	8,677
Mohpáni coal	54
Firewood	1,541

The different descriptions of English coal used were Nixon's Navigation, Ferndale, Powell Duffryn, and Welsh and Davison's West Hartley.

The average price per ton of English coal was Rs. 20-5-0 and the average price of Bengal sea-borne coal was Rs. 14-12-0 delivered into boats at Bombay. The rate paid for Singareni coal was Rs. 14-8-0 per ton, and for Mohpáni coal, Rs. 12-0-0 per ton, delivered into wagons at Dadar Junction. Firewood was supplied chiefly by the company's engineering department at an average rate of Rs. 5-5-0 per ton.

Madras Railway system (standard gauge).

14. The descriptions of fuel chiefly used on the different sections of the railway were as follows :

Section.	Description of fuel used.
Madras-Jalarpet	Singareni coal at Rs. 13-13-4 per ton, delivered into wagons at Rayapuram, and at Rs. 13-5-3 per ton, delivered stacked in the yard at Raichūr.
Madras-Rénigunta	
Cuddapah-Raichūr	
Rénigunta-Cuddapah	Firewood at rates varying from Rs. 3-14-0 to Rs.6-4-0 per ton.
Jalarpet-Bangalore	
Jalarpet-Calicut	
Bowringpet-Marikuppam	Singareni coal and firewood.

A small quantity of Barákar coal was purchased at Rs. 15-3-11 per ton and carried by sea from Calcutta.

The Singareni coal has been delivered by a contractor, and has been of generally fair quality, but when received in Madras *viá* the Buckingham Canal it is very frequently found to be seriously damaged owing to the numerous handlings and rough treatment it has undergone. The firewood has been obtained mainly from Government forests through the agency of native contractors ; but a small proportion has also been supplied by the forest department direct.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Patent fuel	32
Singareni coal	31,467
Bengal coal	906
Firewood	82,986

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

15. The description of fuel used on this line was Singareni unscreened and steam coal (20,757 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8-0 per ton unscreened and Rs. 6-0-0 per ton steam, delivered at pit's mouths at Yellandu, and has been of good quality. The arrangements for delivery were satisfactory.

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

16. Kurhurbaree and Dhadka coals were used on the whole of the Tirhoot section, and on the Bengal and North-Western section as far as Gorakhpur. Wood fuel from the Forest department was used on the sections west of Gorakhpur.

The rates paid for Bengal coal were Rs. 5-0-0 and Rs. 3-12-0 per ton, delivered at Giridih and Ásansol, respectively, and for wood fuel, Rs. 3-4-0 per ton, delivered at Pharenda and Maskanwa.

The actual quantities of the different kinds of fuel used were as follows :

	Tons.
Bengal coal	19,622
Wood fuel	8,112

Rajputana-Malwa Railway system (metre gauge).

17. Kurhurbaree, Borrea and Gourangdih coals were used over the whole line; Salanpur and Borrea coals between Sabarmati, Mehsana and Mhow; Singareni coal between Khandwa and Rutlam; Jardine Navigation coal at Agra for trial; English coal between Sabarmati and Khandwa and also at Agra for trial; and firewood and unserviceable sleepers over the whole line for lighting up engines.

The rates paid for the different descriptions of coal were: Rs. 4-0-0 for Kurhurbaree, delivered into wagons at Giridih; Rs. 3-4-0 for Borrea, delivered into wagons at Sitarampur; Rs. 3-4-0 for Gourangdih, delivered into wagons at Alipore siding; Rs. 13-8-0 for Salanpur and Borrea, delivered in Bombay harbour; Rs. 12-0-0 for Jherriah (Jardine, Navigation), delivered in Bombay harbour; and Rs. 17-8-0 for Singareni, delivered at Khandwa. English coal was purchased at Rs. 17-4-0 per ton delivered in Bombay harbour. For firewood, unserviceable sleepers were locally obtained at Rs. 5-0-0 per 100 cubic feet.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	76,248
English coal	3,414
Singareni coal	4,886
Firewood	1,224

Southern Mahratta Railway system (metre gauge).

18. The description of fuel chiefly used on the several sections of the railway system is shown below:

On the Harihar-Nanjangud section.	} Singareni unscreened coal at Rs. 4-8-0 per ton, delivered into wagons at the colliery.
On the main line (Gadag to Bezwada).	
On the Guntakal-Hindupur section.	
On the Bijapur branch (Hotgi to Gadag).	
On the Poona Branch (Poona to Miraj).	
On the Poona branch (Miraj to Londa).	} Firewood at Rs. 4-4-0 and Rs. 6-18-0 per ton, delivered in stacks at fuel depôts.
On the Kolhapur-Miraj section.	
On the main line (Castle Rock to Gadag).	
On the Harihar branch (Hubli to Harihar).	

The fuel supplied under all the contracts has been of good quality and arrangements for delivery were satisfactory.

Experiments were carried out to determine the relative values of Welsh best steam coal, Singareni coal and firewood. The equivalents were found to be:

Giridih (Kurhurbaree) coal, the standard.	Welsh best steam coal.	Singareni coal.	Firewood.
1-00	0-80	1-20	2-40

The actual quantities of coal and wood used were:

	Tons.
Singareni unscreened coal	40,718
Firewood	48,017

South Indian Railway system (metre gauge).

19. The coal used on the different sections of the line was obtained from the following sources:

Throughout the system	} Singareni coal, delivered at Dharmavaram at Rs. 15 per ton and at Madras from Rs. 13-12-0 to Rs. 15-8-0.
On the Southern section from Villupuram to Tuticorin, including Negapatam and Erode branches	} Desherghur coal from the Equitable Coal Company's pits, Desherghur seam, delivered at Tuticorin and Negapatam at Rs. 16-9-0 and Rs. 14-8-0 per ton, respectively.
On the southern section from Mayavaram to Tuticorin	} Barmundia coal from the Damudur Coal Company's pits at Barmundia, delivered at Tuticorin and Negapatam at Rs. 16-9-0 and Rs. 14-8-0 per ton respectively.
On the northern section Cuddalore to Nellore	} Jherriah coal from the Jardine's Navigation seam, delivered at Cuddalore at Rs. 12-11-6 per ton.
On the section between Madras and Tuticorin	} Borrea coal at Rs. 14-4-0 to Rs. 16-10-0 per ton, delivered at Negapatam, Tuticorin and Madras.

Firewood was purchased at Rs. 4-8-0 to Rs. 5-0-0 per ton from the Forest department and at Rs. 4-4-0 to Rs. 4-15-0 per ton from a contractor.

During the year small quantities of Katras-Seebpore, Shampore and Gourangdih coals were received for trial purposes. The equivalents of these coals, when compared with Kurhurbaree coal, were found to be 1-04, 1-29 and 1-18, respectively. Trials were also made of Desherghur, Barmundia and Jherriah coals, with results which likewise proved them to be inferior to Kurhurbaree coal.

The arrangements for the delivery of coal were satisfactory.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Singareni coal	23,728
Deshherghur	8,519
Jherriah	8,397
Borra	2,123
Barmundia	1,240
Katras-Seebpore	24
Shampore	24
Gouraugdih	13
Firewood	37,540

Assam-Bengal Railway (metre gauge).

20. Borrea steam coal (4,939 tons) was used on the different sections of this railway. The coal was supplied by the Borrea Coal Company at Rs. 13-4-0 per ton, delivered at Chandpur stacked on the company's premises.

Burma Railways (metre gauge).

21. The fuel chiefly used on the whole line was as follows :

Bengal coal of various kinds at an average rate of Rs. 12-0-0 per ton, delivered at Rangoon.
Thingadaw (Burma) coal at Rs. 10-1-0 per ton, delivered at Mandalay.
Wood fuel at an average rate of Rs. 4-0-0 per 100 cubic feet, delivered at various Depôts in Upper and Lower Burma.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	25,825
Thingadaw (Burma) coal	9,921
Wood fuel	24,449

Rohilkund and Kumaon Railway system (metre gauge).

22. Wood fuel was chiefly used between Lucknow and Mailani, between Mailani and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Kathgodam on the company's section of the line.

The rate paid for wood fuel was Rs. 2-10-6 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 4-0-0 per ton, delivered into wagons at Giridih.

The actual quantities of coal and wood fuel used were :

	Tons.
Bengal coal	262
Wood fuel	14,729

Jodhpore-Bickaneer Railway (metre gauge).

23. Giridih (4,319 tons) and Barakar (138 tons) coals were used on both the Jodhpore and Bickaneer sections of the line. The rates paid for Giridih coal were Rs. 5-0-0 per ton, from January to July, and Rs. 3-10-0 per ton, from August to December, delivered into wagons at Giridih, and for Barakar coal, Rs. 3-8-0 and Rs. 3-12-0 per ton, delivered into wagons at Barakar.

Bhavnagar-Gondal-Junagarh-Porbandar Railway system (metre gauge).

24. The descriptions of fuel used on the railway system were :

	Tons.
Cardiff coal	4,341
Welsh Hartley coal	49
Bengal coal	1,469
Wood fuel	116

The average price per ton of Cardiff coal was Rs. 24-8-0, of Welsh Hartley coal, Rs. 26-15-0, and of Bengal coal Rs. 17-8-0, delivered into wagons at Bhavnagar Bander. For firewood, old sleepers at Rs. 8-2-0 per ton were delivered at Ghadechi, Dhola and Jetalsar by the company's engineering department.

The Australian Wallarah coal on trial was found to be similar to the Bengal coal as regards consumption, but is somewhat more smoky.

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1896.

Classification No.	RAILWAY.	Description of Fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	Consumption Stated in Terms of Giridih (Kurburbar) Best Steam Coal. (a)				Average cost per ton in terms of Giridih (Kurburbar) Best Steam Coal.	Average lead.	
						Total quantity.	Per train-mile.	Per engine-mile.	Per 1,000 gross ton-miles.			
			Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.	Miles.	
I	STANDARD GAUGE. East Indian (b) ...	Bengal coal and coke ...	327,022	1-91	0-83	326,629	60-93	50-88	165-59	1-91	Coal, 253-27 Coke, 207-65	
III	Bengal-Nágpur ...	Bengal and Umaria coal; but principally Bengal coal.	36,851	3-54	1-33	32,777	53-83	48-05	143-76	3-98	Bengal, 278-35 Umaria, 4-15	
IV	Indian Midland (b) ...	Umaria and Bengal coal and wood; but principally Umaria coal.	49,514	7-83	3-93	36,894	51-50	45-60	163-08	10-68	Bengal, 670-62 Umaria, 337-99 Wood, 183-28	
XI	North-Western State (b).	English, Bengal, Dandot, Khost and Sharigh coal; also patent fuel and wood.	179,654	10-14	4-49	157,916	41-89	37-11	132-97	15-01	See foot note (c).	
XIII	Oudh and Rohilkhand State.	Bengal coal	43,210	9-70	2-75	43,183	39-66	33-24	128-43	9-71	Bengal, 532-23	
XIV	Eastern Bengal State (c).	Bengal coal	56,116	6-09	2-55	45,989	43-01	36-17	155-56	7-43		
XVI	East Coast State ...	Bengal and Singareni coal, but principally Singareni coal.	22,651	8-64	3-51	22,177	55-62	49-84	177-65	8-83	Bengal, 2-00 Singareni, 189-73	
XVIII	Great Indian Peninsula (b).	English, Japanese, Warora, Umaria, Bengal, Nerbudda, Sanctoria and Singareni coal, also patent fuel and wood.	215,491	10-19	3-90	179,726	44-73	39-25	155-94	12-22	See foot note (f).	
XIX	Bombay, Baroda and Central India (b).	English, Bengal, Mohpáni and Singareni coal and wood.	78,837	16-40	6-92	77,630	61-40	52-95	173-25	15-80	English, 181-73 Singareni, 31-16 Bengal, 185-48 Mohpáni, 1-25 Wood, 41-00	
XX	Madras (b)	Bengal and Singareni coal and patent fuel and wood.	64,322	7-73	5-61	58,968	51-91	43-71	179-17	15-12	Wood, 14-21	
XXXII	The Nizam's Guaranteed State (b).	Singareni coal	20,757	4-59	1-96	18,890	54-40	47-45	149-98	5-04	Singareni, 116-43	
	METRE GAUGE.											
XXXVIII	Bengal and North-Western—Tirhoot Section ... } Company's Section }	Bengal coal and wood; but principally Bengal coal.	22,867	6-24	1-55	22,662	28-40	23-34	138-88	7-64	Bengal, 252-65 Wood, 12-62	
XL	Rajputana-Malwa (b)	English, Bengal and Singareni coal and wood; but principally Bengal coal.	85,033	16-25	4-07	85,886	35-42	30-66	169-23	16-08	English, 449-74 Bengal, 847-82 Singareni, 66-98	
XLII	Southern-Mahratta (b)	Singareni coal and wood ...	(d) 129,458	4-16	2-32	53,941	32-55	30-06	187-64	9-98	Singareni, 485-00 Wood, 76-00	
XLV	South Indian (b) ...	Bengal and Singareni coal and wood.	57,254	10-04	3-75	46,068	29-50	25-05	180-40	17-78	Singareni, 155-55 Bengal, 58-22 Wood, 53-72	
XLVII	Assam-Bengal... ..	Bengal coal	4,939	14-34	4-28	4,445	37-59	30-11	213-71	15-77	Bengal, 56-58	
XLVIII	Burma	Bengal and Burma coal and wood.	43,325	8-72	3-39	37,255	33-68	29-21	183-76	14-10	Thingadaw, 112-44 Bengal, 104-10 Wood, 0-52	
XLIX	Eastern Bengal State—Northern and Behar Sections (including the Kaunia-Dharlla, 2' 6" gauge, branch). Dacca Section ...	Bengal coal	25,954	7-21	1-95	22,097	32-21	26-38	182-89	8-46		
		Bengal coal	2,953	7-30	1-94	2,598	32-65	25-73	231-15	8-30		
LII	Rohilkund and Kumaon (including Lucknow-Bareilly Section).	Bengal coal and wood; but principally wood ...	(d) 15,385	3-02	1-61	6,154	29-87	24-96	170-24	7-56	Bengal, 600-37 Wood, 53-25	
LXVI	Jodhpore-Bikaner— Jodhpore Section ... Bikaner Section ...	Bengal coal	4,026	22-50	4-49	4,012	27-83	26-08	148-45	22-57	Bengal, 9-33-03	
		Bengal coal	432	22-52	4-33	432	26-91	26-18	150-48	22-52	Bengal, 960-56	
LXVIII	Bhávnapar - Gondal - Junágarh-Portbandar (b).	English and Bengal coal and wood.	6,905	20-81	3-90	8,106	30-51	28-56	201-67	17-91	English, 62-21 Bengal, 53-71	

(a) See paragraph 3 of this chapter. (b) Including branch lines worked. (c) Including the Bengal Central Railway. (d) Expressed in terms of wood. (e) Bengal 1,034-00 Dandot 135-00 English 183-00 Khost and Sharigh .. 48-00 Patent fuel, Khost .. 8-00 " " Dandot .. 446-00 " " English .. 606-00 Wood 50-00 (f) Nerbudda 150-20 Umaria, large 242-00 " screened 229-80 Warora 197-20 Firewood 2-90 Sanctoria 681-00 Singareni, unscreened .. 407-10 Bengal, sea borne 11-80 English coal purchased locally 65-00 Japanese 74-00

CHAPTER XII.

Persons employed.

Statement No. 40 on pages 184 to 187 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1896.

The following is a summary of the figures :—

Year ending.	NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.	
	Europeans.	East Indians.	Natives.	Total.			
<i>Standard gauge.</i>							
Previous year (a)	3,772	4,416	202,469	210,657	11,780·11	1,687	
31st December 1896 (a)	3,676	4,414	200,656	208,746	12,213·67	1,775	
<i>Metre gauge.</i>							
Previous year (b)	920	2,282	67,578	70,780	7,238·72	1,046	
31st December 1896 (b)	989	2,282	71,078	74,349	7,641·07	1,107	
TOTAL {	Previous year	4,692	6,698	270,047	281,437	19,018·83	2,733
	31st December 1896	4,665	6,696	271,734	283,095	19,854·74	2,882

Natives as usual formed the largest percentage of the entire body of the servants. Under Europeans there was a decrease of 2·55 per cent. on the standard gauge lines and an increase of 7·50 per cent. on the metre gauge. East Indians show a decrease of 0·05 per cent. on the standard gauge lines, and on the metre gauge the number is the same as was in the previous year ; while Natives show a decrease of 0·90 per cent. on the standard gauge lines and an increase of 5·18 per cent. on the metre gauge.

The percentage on the total for both gauges shows an increase in the case of Natives and a decrease in that of Europeans and East Indians as follows :—

	Increase per cent.	Decrease per cent.
Europeans	—	0·58
East Indians	—	0·03
Natives	0·62	—

2. Statement No. 41, on pages 188 to 195 gives detailed information regarding casualties amongst Europeans and East Indians ; and the percentage of casualties from various causes as compared with the previous year is given below :—

	1895.				1896.			
	Europeans.		East Indians.		Europeans.		East Indians.	
	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.
Death	1·67	1·63	0·86	1·05	1·69	1·71	0·93	1·14
Resignation and discharge	12·14	12·50	12·45	11·31	12·95	12·30	11·61	13·29
Dismissal	1·62	2·61	2·90	3·51	1·85	2·42	2·88	4·43
Total	15·43	16·74	16·21	15·87	16·49	16·43	15·42	18·86
TOTAL STANDARD AND METRE GAUGES ...	15·69		16·09		16·47		16·62	

(a) Including the metre and special gauge sections of the Eastern Bengal State railway in 1895, also the Cawnpore-Burhwal railway (metre gauge link) in 1896.

(b) Excluding the West of India Portuguese, and the metre and special gauge sections of the Eastern Bengal State railway in 1895, also the Cawnpore-Burhwal railway (metre gauge link) in 1896.

Numerical return of servants of all races employed on the

Classification No.	RAILWAY.	General Administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments				Traffic and Telegraph Departments.				Engineer's Department.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	STANDARD GAUGE.												
	STATE LINES WORKED BY COMPANIES.												
I	East Indian (a)	69	38	2,769	2,876	408	285	12,864	13,557	83	51	16,605	16,739
III	Bengal-Nágpur	16	50	346	412	37	82	1,219	1,338	27	32	4,084	4,143
IV	Indian Midland (b)	35	18	466	519	47	47	1,380	1,474	23	7	4,136	4,166
VI	Godhra-Rutlam-Nágdá	1	2	68	71	1	...	169	170	4	1	646	651
	STATE LINES WORKED BY THE STATE.												
XI	North-Western (c)	33	24	1,819	1,876	201	203	9,241	9,645	120	36	18,626	18,782
XIII	Oudh and Rohilkhand	8	42	740	790	50	67	2,816	2,983	11	29	4,871	4,911
XIV	Eastern Bengal (e)	16	19	1,033	1,068	78	190	4,102	4,370	23	18	4,944	4,985
	Bengal Central	2	...	8	(f) 10	Worked by the Eastern Bengal State railway.				1	...	495	496
XV	Calcutta Port Commissioners' ... ..	...	...	2	2	1	16	339	356	...	...	58	58
XVI	East Coast	9	20	358	387	19	95	1,120	1,234	11	15	2,221	2,247
	LINES WORKED BY GUARANTEED COMPANIES.												
XVIII	Great Indian Peninsula (h)	42	39	1,347	1,428	319	251	6,874	7,444	59	34	17,029	17,122
XIX	Bombay, Baroda and Central India (i)	18	44	884	946	33	26	2,432	2,491	22	1	2,807	2,830
XX	Madras (j)	20	58	856	934	80	457	3,791	4,328	17	72	4,527	4,616
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												
XXXII	The Nizam's Guaranteed State (k)	10	15	382	407	4	75	588	667	18	15	1,621	1,654
XXXIV	The Gaekwar's Petlád ... ..	...	...	...	...	...	...	31	31	...	...	63	63
	Total Standard Gauge	279	369	11,078	11,726	1,278	1,794	46,966	50,038	419	311	82,733	83,463

No. 40.

standard and metre gauge railways (open lines only) on the 31st December 1896.

Locomotive and Carriage and Wagon Departments, including Steamboat Establishments.				TOTAL.				Number of miles open (see also statement No. 32, pages 133-141).	Number of stations.	Classification No.	REMARKS.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
435	235	13,862	14,582	995	659	46,100	47,754	183-81	248	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
78	148	2,103	2,329	158	312	7,752	8,222	860-88	95	III	
60	76	1,876	2,012	165	148	7,858	8,171	922-21	113	IV	(b) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways.
12	8	187	207	18	11	1,070	1,099	140-91	18	VI	
373	300	12,216	12,889	727	563	41,902	43,192	2,896-68	398	XI	(c) Including the Hyderabad-Shadipalli and the Rájputra-Bhátinda railways, and the Jammu and Kashmir railway (Native state section).
60	36	3,816	3,912	129	174	12,243	12,546	(d) 846-94	126	XIII	(d) Including 3457 miles of the Cawnpore-Burhwal railway (metre gauge link).
102	53	4,750	4,905	219	280	14,829	15,328	939-40	181	XIV	(e) Including the figures of the metre and special gauge sections of this line and the figures of the Bengal Central railway, excepting those under Agency, Stores and Engineer's departments in the case of the latter.
Worked by the Eastern State railway.	Bengal	3	...	503	506	(g) 125-01	(g) 26	(f) Agency and Stores only: others included with the Eastern Bengal State railway.			
1	...	65	66	2	16	464	482	8-53	4	XV	(g) These figures are not included in the total as they are included with the figures of the home line.
26	109	1,405	1,540	65	239	5,104	5,408	503-50	81	XVI	
314	324	11,191	11,829	734	648	36,441	37,823	1,491-31	218	XVIII	(h) Including the Wardha Coal, the Dhond-Manmád, the Khánggaon and the Amráoti railways.
128	78	3,210	3,416	201	149	9,333	9,683	495-57	89	XIX	(i) Including the Nágda-Ujjain railway.
85	441	4,104	4,630	202	1,028	13,278	14,508	857-68	160	XX	(j) Including the Madras-Ennúr section (Bezwada-Madras railway) and the Kolar Gold-fields railway.
26	82	1,083	1,191	58	187	3,674	3,919	352-90	42	XXXII	(k) Including the Bezwada extension (East Coast State railway).
...	...	11	11	...	...	105	105	13-35	2	XXXIV	
1,700	1,940	59,879	63,519	3,676	4,414	200,656	208,746	12,213-67	1,775		

Numerical return of servants of all races employed on the standard

Classification No.	RAILWAY.	General Administration, including Agency, Audit, Accounts, Paymaster's Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	METRE GAUGE.												
	STATE LINES WORKED BY COMPANIES.												
XXXVIII	Bengal and North-Western—												
	Tirhoot Section	16	11	612	639	43	37	1,672	1,752	11	3	4,453	4,467
	Company's Section												
XL	Rajputana-Malwa (a)	36	46	1,555	1,637	122	132	3,834	4,088	27	23	7,656	7,706
XLII	Southern Mahratta (b)	24	60	1,129	1,213	37	124	3,214	3,375	17	29	4,992	5,038
XLV	South Indian (c)	8	28	571	607	34	104	3,047	3,185	18	45	4,193	4,256
XLVI	Máyavaram-Mutupet			6	6			79	79	1		196	197
XLVII	Assam-Bengal	9	7	224	240	3	31	398	432	16	12	1,119	1,147
XLVIII	Burma (d)	5	25	180	(e)210	32	162	1,408	1,602	20	62	3,734	3,816
	ASSISTED COMPANIES.												
LI	Deoghur			1	1			14	14			26	26
LII	Rohilkund and Kumaon (Company's Section) (f).	2		161	163	10	12	560	582	4	1	945	950
LIII	Bengal Dooars (g)	1		24	25		1	208	209		1	119	120
LIV	Dibru-Sadiya	3		80	83	1		164	165	2		338	340
	LINES OWNED AND WORKED BY NATIVE STATES.												
LXVI	Jodhpore-Bickaneer	2		79	81		1	285	286			707	707
LXVIII	Bhávnapar - Gondal - Junágarh-Porbandar (h).	5	2	263	270	6	8	628	642	3	7	1,183	1,193
	Total Metre Gauge	111	179	4,885	5,175	288	612	15,511	16,411	119	183	29,661	29,963
	Total Standard and Metre Gauges.	390	548	15,963	16,901	1,566	2,406	62,477	66,449	538	494	112,394	113,426

No. 40—concl'd.

and-metre gauge railways (open lines only) on the 31st December 1896—concl'd.

Locomotive and Carriage and Wagon Departments, including Steamboat Establishments.				TOTAL.				Number of miles open (see also statement No. 32, pages 138-141).	Number of stations.	Classification No.	REMARKS.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
38	52	3,448	3,538	108	103	10,185	10,396	820.43	140	XXXVIII	
205	234	6,482	6,971	390	485	19,527	20,402	1,844.23	258	XL	(a) Including the Pálanpur - Deesa, the Gaekwar's Mehsána, and the Oodeypore-Chitor railways.
84	330	3,272	3,686	162	543	12,607	13,312	1,553.21	205	XLII	(b) Including the Guntakal - Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur - Mysore frontier, and the Mysore-Nanjangúd railways.
55	448	3,379	3,882	115	625	11,190	11,930	1,049.39	155	XLV	(c) Including the Pondicherry railway.
...	2	78	80	1	2	359	362	53.99	10	XLVI	
10	21	531	562	38	71	2,272	2,381	285.90	26	XLVII	
45	152	2,629	2,826	102	401	7,951	8,454	886.45	145	XLVIII	(d) The working of this line has been transferred to a company from the 1st September 1896. (e) Excluding Police, which is under the control of the Inspector-General of Police, Burma.
...	...	15	15	...	...	56	56	4.79	2	LI	
11	4	526	541	27	17	2,192	2,236	285.09	46	LII	(f) Including the Lucknow-Bareilly section.
...	1	57	58	1	3	408	412	36.40	10	LIII	(g) Excluding Agency, Audit, and Accounts.
1	1	90	92	7	1	672	680	77.50	14	LIV	
1	1	348	350	3	2	1,419	1,424	364.00	40	LXVI	
21	12	166	199	35	29	2,240	2,304	379.69	56	LXVIII	(h) Including the Jetalsar - Rajkot railway.
471	1,308	21,021	22,800	989	2,282	71,078	74,349	7,641.07	1,107		
2,171	3,248	80,900	86,319	4,665	6,696	271,734	283,095	19,854.74	2,882		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, railways (open lines only) during the year

Classification No.	RAILWAY.	General Administration, including Agency, Audit, Accounts, Paymasters, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.									
		Europeans.					East Indians.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
STANDARD GAUGE.											
STATE LINES WORKED BY COMPANIES.											
I	East Indian (a)	66.81	2	7	...	9	37.74	...	5	...	5
III	Bengal-Nágpur	15.00	...	2	...	2	54.00	1	8	1	10
IV	India Midland (b)	27.52	2	1	...	3	20.55	1	6	1	8
VI	Godhra-Rutlam-Nágdá	1.00	...	...	...	...	2.00	...	...	...	...
STATE LINES WORKED BY THE STATE.											
XI	North-Western (c)	31.67	1	1	...	2	20.67	...	4	...	4
XIII	Oudh and Rohilkhand	8.00	...	3	...	3	43.00	...	7	...	7
XIV	Eastern Bengal (d)	15.70	...	3	...	3	19.20	...	1	...	1
	Bengal Central	(e) 2.00	...	...	...	...	...	...	...	...	...
XV	Calcutta Port Commissioners' ... ..	...	...	...	...	...	...	...	...	...	...
XVI	East Coast	8.00	...	...	...	...	20.00	1	3	...	4
LINES WORKED BY GUARANTEED COMPANIES.											
XVIII	Great Indian Peninsula (f)	41.00	1	...	...	1	39.00	1	3	...	4
XIX	Bombay, Baroda and Central India (g) ..	19.50	1	4	...	5	44.50	...	7	1	9
XX	Madras (h)	19.08	1	1	...	2	60.16	...	6	...	6
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.											
XXXII	The Nizam's Guaranteed State (i)	10.00	...	...	...	...	16.00	...	1	...	1
XXXIV	The Gaekwar's Petlíd ... ..	...	...	...	...	...	...	...	...	...	...
	Total Standard Gauge	265.28	8	22	...	30	376.82	5	51	3	59

No. 41.

amongst the European and East Indian employes on the standard and metre gauge ending with the 31st December 1896.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Classification No.	REMARKS.
Europeans					East Indians						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
426.97	4	55	8	67	269.25	1	39	6	46	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
25.16	...	4	1	5	63.83	1	4	3	8	III	
36.25	1	3	...	4	34.16	...	14	...	14	IV	(b) Including the Bhopal-Itarsi, the Bina-Goona and the Bhopal-Ujjain railways.
1.00	...	...	...	...	...	...	...	...	...	VI	
226.50	3	41	11	55	213.50	4	16	7	27	XI	(c) Including the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways, and the Jamnu and Kashmir railway (Native state section).
49.10	1	4	2	7	70.58	1	8	9	18	XIII	
90.41	...	13	1	14	164.16	3	58	8	69	XIV	(d) Including the figures of the metre and special gauge sections of this line and the figures of the Bengal Central railway, excepting those under Agency, Stores and Engineer's departments in the case of the latter.
Worked by the Eastern Bengal State Railway.	...	...	...	...	...	...	...	...	...		(e) Agency and Stores departments only.
1.00	...	...	...	...	15.08	1	2	1	4	XV	
19.00	...	2	1	3	95.00	...	14	2	16	XVI	
319.00	8	29	...	37	251.00	3	17	...	20	XVIII	(f) Including the Wardha Coal, the Dhond-Manmad, the Khargoon and the Amratoli railways.
31.50	...	7	...	7	24.50	...	3	...	3	XIX	(g) Including the Nagda-Ujjain railway.
80.92	1	18	8	27	436.74	1	40	19	60	XX	(h) Including the Madras-Ennur section (Bez-wada-Madras railway) and the Kolar Gold-fields railway.
4.00	...	...	...	...	80.00	1	2	2	5	XXXII	(i) Including the Bezvada extension (East Coast State railway).
...	...	...	...	...	...	...	...	...	...	XXXIV	
1,300.91	18	176	32	226	1,714.80	16	217	57	290		

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the
during the year ending with the

Classification No.	RAILWAY.	Engineer's Department.												Locomotive and Carriage including Steam-bout			
		Europeans.						East Indians.						Europeans.			
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.	
STANDARD GAUGE.																	
STATE LINES WORKED BY COMPANIES.																	
I	East Indian (a)	78.23	..	9	1	10	43.32	...	4	2	6	425.00	7	50	9	66	
III	Bengal-Nággpur	19.16	1	9	...	10	21.58	...	6	...	6	89.00	2	20	4	26	
IV	Indian Midland (b)	22.92	...	7	...	7	6.06	...	1	...	1	58.00	...	9	...	9	
VI	Godhra-Rutlam-Nággdá	4.00	...	...	...	...	...	...	...	...	...	10.00	1	2	1	4
STATE LINES WORKED BY THE STATE.																	
XI	North-Western (c)	120.33	3	3	1	7	32.16	...	3	...	3	416.00	9	68	6	88	
XIII	Oudh and Rohilkhand	11.00	...	1	1	2	27.00	...	2	...	2	64.17	2	7	5	14	
XIV	Eastern Bengal (e)	20.36	...	4	1	5	16.56	...	4	1	5	96.24	1	11	1	13	
	Bengal Central	1.00	...	...	...	...	...	...	Worked by the Eastern Bengal State							
XV	Calcutta Port Commissioners' ... ..	...	...	...	...	...	...	...	...	...	...	1.00	...	...	...	...
XVI	East Coast	11.00	...	...	...	...	15.00	...	...	...	...	35.00	1	5	3	9
LINES WORKED BY GUARANTEED COMPANIES.																	
XVIII	Great Indian Peninsula (g)	59.00	...	4	1	5	34.00	...	...	...	...	318.00	6	28	...	34
XIX	Bombay, Baroda and Central India (h)	22.00	...	1	...	1	...	...	...	...	...	138.00	2	27	...	29
XX	Madras (i)	17.00	...	1	...	1	72.00	2	14	4	20	66.00	2	10	3	15	
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.																	
XXXII	The Nizam's Guaranteed State (j)	18.00	...	...	...	...	17.00	...	2	...	2	35.00	...	9	...	9
XXXIV	The Gaekwar's Petlád ... ..	...	...	...	...	...	1.00	...	...	...	...	...	...	...	...	...
	Total Standard Gauge	404.00	4	39	5	48	285.68	2	36	7	45	1,751.41	33	246	32	311	

No. 41.—contd.

European and East Indian employes on the standard and metre gauge railways (open lines only)
31st December 1896—contd.

and Wagon Departments, Establishments.					Total.												Mean mileage worked (see also state- ment No. 32, pages 138-141).	Classifica- tion No.	REMARKS.
East Indians.					Europeans.				East Indians.										
Average number em- ployed.	Number of casual- ties by				Average number em- ployed.	Number of casual- ties by				Average number em- ployed.	Number of casual- ties by								
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.					
283-00	2	36	5	43	996-11	13	121	18	152	633-31	3	84	13	100	1,919-45	I	(a) Including the Delhi-Umballa Kalka and the Tarkesaur rail- ways.		
147-00	...	12	4	16	148-32	3	35	5	43	283-41	2	30	8	40	862-33	III			
77-00	...	14	...	14	144-69	3	20	...	23	137-77	1	35	1	37	941-53	IV	(b) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal- Ujjain railways.		
8-00	...	...	...	...	16-00	1	2	1	4	10-00	...	...	...	...	131-69	VI	
346-00	1	44	3	48	794-50	16	113	18	147	612-33	5	67	10	82	2,740-52	XI	(c) Including the Hyderabad-Shadi- palli and the Raipura-Bhatinda railways, and the Jammu and Kashmir railway (Native state section).		
32-91	...	...	1	1	132-27	3	15	8	26	173-49	1	17	10	28	(d) 801-10	XIII	(d) Including 359 miles of the Cawnpore-Burhwal railway (metre gauge link).
51-58	1	6	...	7	222-71	1	31	3	35	251-50	4	69	9	82	939-15	XIV	(e) Including the figures of the metre and special gauge sec- tions of this line and the figures of the Bengal Central railway excepting those under Agency, Stores and Engineer's depart- ments in the case of the latter.		
railway.	...	...	...	...	3-00	...	...	...	...	...	...	...	...	...	(f) 125-01		(f) These figures are not included in the total, as they are in- cluded with the figures of the home line.
...	...	...	...	...	2-00	...	...	...	...	15-08	1	2	1	4	8-53	XV	
157-00	2	13	33	48	73-00	1	7	4	12	287-00	3	30	35	68	483-87	XVI			
322-00	4	30	2	36	737-00	15	61	1	77	646-00	8	50	2	60	1,490-35	XVIII	(g) Including the Wardha Coal, the Dhond-Manmad, the Kham- gaon and the Amratoli railways.		
72-00	...	16	...	16	211-00	3	39	...	42	141-00	1	26	1	28	477-00	XIX	(h) Including the Nagda-Ujjain railway.		
440-00	7	24	6	37	183-00	4	30	11	45	1,008-90	10	84	29	123	856-47	XX	(i) Including the Madras-Ennur section (Bezawada-Madras rail- way) and the Kolar Gold-fields railway.		
103-00	1	14	6	21	67-00	...	9	...	9	216-00	2	19	8	29	354-70	XXXII	(j) Including the Bezwad exten- sion (East Coast State railway).		
...	...	...	...	...	...	...	...	...	...	1-00	...	...	...	...	13-35	XXXIV	
1,039-49	18	209	60	287	3,730-60	63	483	69	615	4,416-79	41	513	127	681	12,020-04				

Numerical return of casualties, whether by death, resignation and discharge, or dismissal railways (open lines only) during the year

Classification No.	RAILWAY.	General Administration, including Agency, Audit, Accounts, Paymasters, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.																				
		Europeans.					East Indians.															
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by														
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.											
	METRE GAUGE.																					
	STATE LINES WORKED BY COMPANIES.																					
XXXVIII	Bengal and North-Western—																					
	Tirhoot section	14·00	...	2	..	2	10·00	...	2	...	2	...	2	...	2	...	2	...	2	...	2	
	Company's section																					
XL	Rajputana-Malwa (a)	38·00	...	9	...	9	45·30	...	5	...	5	...	5	...	5	...	5	...	5	...	5	
XLII	Southern Mahratta (b)	24·00	...	1	...	1	60·00	1	6	1	8	...	8	...	8	...	8	...	8	...	8	
XLV	South Indian (c)	8·00	...	...	...	...	31·00	...	1	2	3	...	3	...	3	...	3	...	3	...	3
XLVI	Máyavaram-Mutupet ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Assam-Bengal... ..	8·67	...	4	...	4	9·17	...	10	1	11	...	11	...	11	...	11	...	11	...	11	
XLVIII	Burma (d)	4·67	...	1	...	1	23·10	...	8	...	8	...	8	...	8	...	8	...	8	...	8	
	ASSISTED COMPANIES.																					
LI	Deoghur ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Rohilkund and Kumaon (Company's section) (e)	2·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Bengal Dooars (f)	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Dibru-Sadiya	3·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	LINES OWNED AND WORKED BY NATIVE STATES.																					
LXVI	Jodhpore-Bickaneer	2·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXVIII	Bhávnaagar-Gondal-Junágarh-Porbandar (g) ...	5·00	...	...	...	...	2·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total metre gauge	110·34	...	17	...	17	180·57	1	32	4	37	...	37	...	37	...	37	...	37	...	37	
	Total standard and metre gauges	375·62.	8	39	...	47	557·39	6	83	7	96	...	96	...	96	...	96	...	96	...	96	

No. 41—contd.

amongst the European and East Indian employes on the standard and metre gauge ending with the 31st December 1896—contd.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Classification No.	REMARKS.
Europeans.					East Indians.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
37-00	...	9	4	13	38-00	1	5	6	12	XXXVIII	
124-50	1	12	2	15	138-50	2	15	2	19	XL	(a) Including the Pālanpur-Deesa, the Gaekwar's Mohsina and the Coodeypore-Chitor railways.
37-00	2	4	...	6	129-00	...	10	12	22	XLII	(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), and the Kolhāpur, the Yewantpur-Mysore frontier, and the Mysore-Nanjangūd railways.
29-91	2	7	2	11	92-25	1	9	1	11	XLV	(c) Including the Pondicherry railway.
...	...	...	...	...	...	...	...	...	...	XLVI	
4-00	...	1	...	1	23-60	...	7	3	10	XLVII	
32-00	3	4	6	13	162-00	2	16	13	31	XLVIII	(d) The working of this line has been transferred to a company from the 1st September 1896.
...	...	...	...	...	...	...	...	...	...	LI	
9-83	1	3	3	7	12-25	1	7	...	8	LII	(e) Including the Lucknow-Bareilly section.
...	...	...	...	...	1-00	...	...	...	...	LIII	(f) Excluding Agency, Audit and Accounts.
1-00	...	...	...	...	...	...	...	...	...	LIV	
...	...	...	...	...	1-00	...	...	...	...	LXVI	
6-00	...	...	...	...	11-00	...	3	...	3	LXVIII	(g) Including the Jetalpur-Rājkot railway.
281-24	9	40	17	66	608-00	7	72	37	116		
1,591-15	27	216	49	292	2,322-80	23	289	94	406		

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the
during the year ending with the

Classification No.	RAILWAY.	Engineer's Department.								Locomotive and Carriage including Steam-boat									
		Europeans.				East Indians.				Europeans.									
		Average number employed.	Number of casualties by			Average number employed.	Number of casualties by			Average number employed.	Number of casualties by								
			Death.	Resignation and discharge.	Dismissal.		Total.	Death.	Resignation and discharge.		Dismissal.	Total.	Death.	Resignation and discharge.	Dismissal.	Total.			
	METRE GAUGE.																		
	STATE LINES WORKED BY COMPANIES.																		
XXXVIII	Bengal and North-Western—																		
	Tirhoot section	10·00																	
	Company's section																		
XL	Rajputana-Malwa (a)	28·51			1	1	24·16			1	1	220·00	3	25	2	30			
XLII	Southern Mahratta (b)	17·00		1		1	30·00		4		4	81·00		9	1	10			
XLV	South Indian (c)	18·00	2			2	40·00		6		6	56·00	1			1			
XLVI	Máyavaram-Mutupet	1·00					1·00			2	2								
XLVII	Assam-Bengal	16·00		7		7	12·00		7		7	10·00	1	10		11			
XLVIII	Burma (d)	17·05					56·11		1		1	45·00		7		7			
	ASSISTED COMPANIES.																		
LI	Deoghur																		
LII	Rohilkund and Kumaon (Company's section) (e)	4·00					1·00					11·00		3		3			
LII	Bengal Dooars						1·00												
LIV	Dibra-Sadiya	2·08										1·16							
	LINES OWNED AND WORKED BY NATIVE STATES.																		
LXIV	Jodhpore-Bickaneer											1·00							
LXVIII	Bhánagar - Gongal - Junágarh - Porbandar (f)	3·00					7·25					22·00	1	3	1	5			
	Total metre gauge	116·64	2	8	1	11	174·52		18	3	21	484·16	6	57	6	69			
	Total standard and metre gauges	520·64	6	47	6	59	460·20	2	54	10	66	2,285·57	39	303	38	380			

No. 41—concl'd.

European and East Indian employes on the standard and metre gauge railways (open lines only)
31st December 1896.—concl'd.

and Wagon Departments, Establishments.					Total.												Main mileage worked (see also statement No. 32, pages 138-141).	Classification No.	REMARKS.
East Indians.				Europeans.				East Indians.											
Average number employed.	Number of casualties by			Average number employed.	Number of casualties by			Average number employed.	Number of casualties by										
	Death.	Resignation and discharge.	Dismissal.		Total.	Death.	Resignation and discharge.		Dismissal.	Total.	Death.	Resignation and discharge.	Dismissal.	Total.					
44-00	...	8	1	9	98-00	...	11	6	17	94-00	1	15	7	23	760-47	XXXVIII			
296-00	4	44	4	52	411-01	4	46	5	55	503-96	6	64	7	77	1,844-19	XL	(a) Including the Palanpur-Deesa, the Guakwar's Mehsana and the Godoyore-Chitor railways.		
326-00	6	71	24	101	159-00	2	15	1	18	545-00	7	91	37	135	1,556-20	XLII	(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeshwantpur - Mysore frontier, and the Mysore-Nanjangud railways.		
549-41	4	44	31	79	111-91	5	7	2	14	712-66	5	60	34	99	1,049-39	XLV	(c) Including the Pondicherry railway.		
2-00	...	...	...	...	1-00	...	...	...	...	3-00	...	...	2	2	53-99	XLVI	
20-00	...	15	...	15	98-67	1	22	...	23	64-17	...	39	4	43	168-61	XLVII			
152-00	5	6	...	11	98-72	3	12	6	21	393-21	7	31	13	51	871-63	XLVIII	(d) The working of this line has been transferred to a company from the 1st September 1896.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4-79	LI	
4-00	...	1	1	2	26-83	1	6	3	10	17-25	1	8	1	10	279-42	LII	(e) Including the Lucknow-Bareilly section.		
1-00	...	1	...	1	1-00	...	...	...	...	3-00	...	1	...	1	36-40	LIII	
0-83	...	2	...	2	7-24	...	...	...	...	0-83	...	2	...	2	77-50	LIV	
1-00	...	...	...	...	3-00	...	...	...	...	2-00	...	...	...	...	364-00	LXVI	
10-50	...	1	...	1	36-00	1	3	1	5	30-75	...	4	...	4	379-69	LXVIII	(f) Including the Jetalsar-Rajkot railway.		
1,406-74	19	193	61	273	992-38	17	122	24	163	2,369-83	27	315	105	447	7,446-28				
3,446-23	37	402	121	560	4,722-98	80	605	93	778	6,786-62	68	828	232	1,128	19,466-32				

3. The following statement gives the number of depositors in the State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1896.

Provident Institutions.

STATEMENT No. 42.

Classification No.	RAILWAY.	Number of staff deposing.	Number of Depositors.		Amount at credit on the 31st December 1896.				REMARKS.	
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.		
	STANDARD GAUGE.		No.	No.	No.	Rs.	Rs.	Rs.	Rs.	
	STATE LINES WORKED BY COMPANIES.									
I	East Indian	6,460	(a)4,563	(a)6,460	(b)	(b)	(b)	98,95,116	(a)	The number under "voluntary" represents subscribers over 5 per cent., and that under "compulsory" subscribers of 5 per cent. only.
III	Bengal Nágpur	1,297	80	1,297	13,800	1,69,290	77,677	2,60,767		
IV	Indian Midland	1,470	73	1,470	12,747	2,87,847	11,008	3,11,602		
	Total	9,227	4,716	9,227	(c) 26,547	(c) 4,57,137	(c) 88,685	1,04,07,485	(b) Not shown separately.	
	STATE LINES WORKED BY THE STATE.									(c) Excluding the East Indian railway.
XI	North-Western	5,017	264	5,015	64,057	14,95,216	13,57,487	29,16,760		
XIII	Oudh and Rohilkhand	1,375	61	1,375	14,007	3,50,385	2,38,627	6,03,019		
XIV	Eastern Bengal (d)	3,038	54	3,038	23,082	5,19,563	4,49,634	9,92,279	(d)	
XVI	East Coast	830	9	830	2,623	51,819	27,735	82,177		
	Total	10,260	388	10,258	1,03,769	24,16,983	20,73,483	45,94,235		
	Total Standard Gauge	19,487	5,104	19,485	(e) 1,30,316	(e) 28,74,120	(e) 21,62,168	1,50,01,720		
	METRE GAUGE.									
	STATE LINES WORKED BY COMPANIES.									
XXXVIII	Bengal and North-Western—									
	Tirhoot section	982	8	982	10,062	2,18,344	1,52,168	3,80,574		
	Company's section									
XL	Rajputana-Malwa	2,989	228	2,978	71,673	7,74,704	6,96,032	15,42,409		
XLII	Southern Mahratta	2,929	...	2,929	...	4,40,958	1,54,867	(c) 5,95,825	(c)	
XLVI	Mysore section (Southern Mahratta)									
XLV	South Indian	2,079	12	2,079	11,500	2,70,399	1,35,892	4,17,791		
XLVIII	Burma (f)	1,592	22	1,441	5,124	2,59,533	1,96,413	4,61,070	(f)	
	Total Metre Gauge	10,571	270	10,409	98,359	19,63,938	13,35,372	33,97,669	(g)	
	COLLIERIES.									
	Umaria Colliery	20	1	19	403	4,736	1,910	(g) 7,049		
	Warora Colliery	33	5	28	1,418	9,846	5,262	(h) 16,526	(h)	
	Total Collieries	53	6	47	1,821	14,582	7,172	23,575		
	Grand Total	30,111	5,380	29,941	(c) 2,30,496	(c) 48,62,640	(c) 35,04,712	1,84,22,964		

4. The following abstract gives the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1897 :

STATEMENT No 43.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.			
I	East Indian railway	(a) 1,829	54	160	1,584	1,798	31	14	...	Jamálpur.	(a) Including 339 non-railway employes.
III	Bengal-Nágpur railway	728	29	112	587	728	...	7	...	Nágpur.	
IV	Indian Midland railway— <i>Midland Railway Volunteer Rifles</i>	310	23	47	240	310	..	3	...	Jhánsi.	
XI	North-Western State railway— <i>3rd Punjab (North-Western State Railway) Volunteer Rifles</i>	1,158	51	129	974	1,154	4	10	1	Lahore.	
XIII	Oudh and Rohilkhand State railway— <i>Oudh Volunteer Rifles</i>	220	11	29	176	216	4	3	...	Lucknow.	
	<i>Oudh Volunteer Rifles (Reserve)</i>	15	1	...	14	15	...	...	...	Lucknow.	
	<i>Rohilkhand Volunteer Rifles</i> ...	90	1	7	82	90	...	1	...	Bareilly.	
	<i>Gházipur Volunteer Rifles</i> ...	1	...	...	1	1	...	...	...	Benares.	
	<i>Cawnpore Volunteer Rifles</i> ...	2	...	...	2	...	...	...	...	Cawnpore.	
	<i>Oudh Light Horse</i>	3	...	1	2	3	...	...	...	Lucknow.	
	Carried over ...	4,356	170	485	3,662	4,317	39	38	1		

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1897.

STATEMENT No. 43—contd.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
	Brought forward ...	4,356	170	485	3,662	4,317	39	38	1		
XIV	Eastern Bengal State railway—										
	Active	(a) 565	21	64	459	544	21	3	...	Sealdah.	(a) Including 115 non-railway employes, of whom 16 are non-efficient.
	Reserve	(b) 25	1	2	21	24	1	...	...	Serajganj.	(b) Non-railway employes.
XVIII	Great Indian Peninsula railway	990	30	165	792	987	3	10	2	Bombay.	
XIX	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	(c) 623	23	76	513	612	(c) 11	5	1	Bombay.	(c) Including 27 reservists, of whom 3 are non-efficient.
XX	Madras railway	983	26	98	644	768	215	9	2	Perambur.	
XXXII	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles	192	5	27	136	168	24	1	...	Secunderabad.	
XXXVIII	Bengal and North-Western railway (d)—										
	D Company	49	2	5	42	49	...	1	...	Sonepore.	(d) Including the Tirhoot section.
	E Company	(e) 93	6	9	78	93	...	1	...	Gorakhpur.	(e) Including 18 non-railway employes.
	F Company	106	3	10	92	105	1	1	...	Samastipur.	
	G Company	(f) 40	3	4	33	40	...	(g)	...	Gonda.	(f) Including 11 non-railway employes.
	Gorakhpur Light Horse	17	1	1	12	14	3	1	...	Gorakhpur.	(g) One Sergeant-Instructor performs the work of both E and G companies.
XL	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	929	35	115	771	921	8	10	...	Ajmere.	
	Carried over	8,968	326	1,061	7,255	8,642	326	80	6		

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1897.

STATEMENT No. 43—concl'd.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS				Non-efficient.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
	Brought forward ...	8,968	326	1,061	7,255	8,642	326	80	6		
XLII	Southern Mahratta railway ...	695	17	64	606	687	8	5	...	Hubli.	
XLV	South Indian railway ...	(a) 754	16	88	600	704	50	7	...	Negapatam.	(a) Including 131 non-railway employes.
XLVIII	Burma railway ...	615	20	79	516	615	...	8	2	Rangoon.	
LII	Rohilkund and Kumaon railway (Company's section)—										
	<i>Rohilkund Volunteer Rifles.</i>	39	2	1	36	39	...	...	1	Bareilly.	
LXVIII	Bhavnagar - Gondal - Junagarh - Porbandar railway—										
	<i>1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company.</i>	85	3	9	72	84	1	1	...	Jetalsar.	
LXXVI	Darjeeling-Himalayan railway—										
	<i>Northern Bengal Mounted Rifles, "A" and "B" Troops.</i>	15	1	2	12	15	...	...	...	Darjeeling.	
LXXXI	Morvi railway—										
	<i>1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company.</i>	2	...	...	2	2	...	1	...	Jetalsar.	
	Total.	11,173	385	1,504	9,099	10,788	385	102	9		

5. Statement No. 44 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines) and the amount of compensation payments made during 1896 on account of thefts.

Strength and cost of the police force on the standard and metre gauge railways (open

Classification No.	RAILWAY.	Subordinate Officers.	Constables and men.	Portion of the total annual	
				Supervision.	Constables and men.
STANDARD GAUGE.					
STATE LINES WORKED BY COMPANIES.					
		Average No.	Average No.	Rs.	Rs.
I	East Indian (a)	29	1,542	60,641	1,06,416
III	Bengal-Nágpur	6	282	7,871	20,984
IV	Indian Midland (b)	27	284	19,126	19,415
VI	Godhra-Rutlam-Nágdá	5	37	1,131	4,055
STATE LINES WORKED BY THE STATE.					
XI	North-Western (c)	57	1,845	1,025	97,959
XII	Hyderabad-Shadipalli ... ..	...	25	...	1,986
XIII	Oudh and Rohilkhand (d) ... ..	...	392	(e) 140	26,439
XIV	Eastern Bengal (f)	62	592	3,890	32,811
XVI	East Coast ... ..	...	70	...	11,459
LINES WORKED BY GUARANTEED COMPANIES.					
XVIII	Great Indian Peninsula (g)	21	980	34,277	96,737
XIX	Bombay, Baroda, and Central India	49	423	14,198	32,639
XX	Madras (h)	7	284	12,387	20,686
LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.					
XXXII	The Nizam's Guaranteed State (j)	26	160	9,593	21,288
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.					
XXXVI	Rájpura-Bhátinda	5	46	...	802
METRE GAUGE.					
STATE LINES WORKED BY COMPANIES.					
XXXVIII	Bengal and North-Western—				
	Tirhoot section	5	366	10,225	26,624
	Company's section				
XL	Rajputana-Malwa (k)	137	663	44,768	75,563
XLII	Southern Mahratta (l)	10	579	12,950	49,501
XLV	South Indian (m) ... ..	...	225	...	(n) 41,448
XLVII	Assam-Bengal ... ..	...	35	1,018	2,706
XLVIII	Burma (o)	45	423	...	25,397
ASSISTED COMPANIES.					
LII	Rohilkund and Kumaon (Company's section) (p)	11	127	...	...
LIII	Bengal Dooars ... ..	...	8	...	1,061
LINE OWNED AND WORKED BY NATIVE STATE.					
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (q)	20	120	...	...
	Total standard and metre gauges	522	9,458	2,33,298	7,15,976

* Based on figures given

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lines) and the amount of compensation payments due to thefts for the year 1896.

cost borne by the railway.*		Cost of force to the railway per mean mile worked.	Compen- sation pay- ments due to thefts or carelessness of police.	Compen- sation pay- ments per 1,000 tons of goods moved during the year.	Mean mile- age worked during the year (see also statement No. 32, pages 138-141).	Classification No.	REMARKS.
Conti- nencies.	Total cost of force to the railway.						
Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
24,722	1,91,779	99.91	4,150	1	1,919.45	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur—railways.
2,253	31,108	36.07	547	...	862.33	III	
2,671	41,212	43.77	...	...	941.53	IV	(b) Including the Bhopal-Itarsi, the Bina-Goona and the Bhopal-Ujjain railways.
280	5,466	41.51	...	...	131.69	VI	
6,764	1,05,748	41.09	567	...	2,573.67	XI	(c) Including the Jammu and Kashmir railway (Native State section).
...	1,986	33.71	...	...	58.91	XII	
1,198	27,777	34.75	2,548	3	801.10	XIII	(d) Including the Cawnpore-Burhwal (metre gauge link).
206	36,907	39.30	5,475	4	939.15	XIV	(e) Represents pay of one clerk.
2,913	14,372	29.70	...	...	483.87	XVI	(f) Including the Bengal Central railway and the metre gauge sections of the Eastern Bengal State railway.
11,105	(h) 1,42,119	95.36	2,068	1	1,490.35	XVIII	(g) Including the Wardha Coal, the Dhond-Manmád, and the Khámgaon and Amráoti railways.
4,020	50,857	110.34	2,482	2	460.90	XIX	(h) The cost shown against this railway represents $\frac{1}{10}$ ths of the total cost of the police force.
5,435	38,508	44.96	1,479	2	856.47	XX	(i) Including the Madras-Ennūr section of the Bezwada-Madras railway and the Kolar Gold-fields railway.
1,187	32,068	90.44	...	...	354.70	XXXII	(j) Including the Bezwada extension (East Coast State railway).
...	802	7.43	20	...	107.94	XXXVI	
2,442	39,291	51.67	936	1	760.47	XXXVIII	
4,948	1,25,277	72.36	4,131	3	(k) 1,731.42	XL	(k) Including the Pálanpur-Deesa railway, and 40.21 miles (Mehsana-Virangam section) of the Gaekwar's Mehseana railway.
6,343	68,794	44.21	784	1	1,556.20	XLII	(l) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Yesvantpur-Mysore frontier, the Mysore-Nanjangud, and the Kolhápur railways.
...	41,448	37.56	842	1	1,103.38	XLV	(m) Including the Májavaram-Matupet and the Pondi- chery railways.
539	4,263	25.28	...	...	168.61	XLVII	(n) Including Rs. 28,684 being cost of Government super- vision.
...	25,397	29.13	974	1	871.63	XLVIII	(o) The working of this line has been transferred to a company from the 1st September 1896.
...	16,629	59.51	169	1	279.42	LII	(p) Including the Lucknow-Bareilly section.
14	1,075	29.53	...	...	36.40	LIII	
...	(r) 24,697	65.05	342	1	379.69	LXVIII	(q) Including the Jetalsar-Rájkot railway. (r) Figures taken from the Revenue Accounts, which include Rs. 7,228 on account of railway magisterial charges.
77,040	10,67,580	56.58	27,514	...	18,869.28		

in the Revenue Accounts.

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CHAPTER XIII.

Rolling-Stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways, and the work obtained from each during the year 1896 :

STATEMENT No. 45.

Classification No.	Railway.	Number of locomotives on the line on 31st December 1895.	Number added during 1896.*	Average number of locomotives in use during 1896.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
	STANDARD GAUGE.	No.	No.	No.	Miles.	Miles.	Miles.	
	STATE LINES WORKED BY COMPANIES.							
I	East Indian (a)	596	...	589	14,379,531	24,413	66.70	(a) Including the Delhi Umballa-Kalka and the Tarkessur railways.
III	Bengal-Nágpur	111	7	114	1,760,976	15,447	42.21	
IV	Indian Midland (b)	111	...	111	1,812,525	16,329	44.61	(b) Including the Bhopal-Itarsi, the Bina-Goor and the Bhopal-Ujjain railways.
	STATE LINES WORKED BY THE STATE.							
XI	North-Western (c)	589	13	568	9,532,313	16,777	45.84	(c) Including the Hyderabad Shadipalli and the Rajpur Bhátinda railways, and the Jammu and Kashmir railway (native state section), but excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
XIII	Oudh and Rohilkhand	166	...	162	2,910,404	17,932	49.00	
XIV	Eastern Bengal (d)	109	8	106	2,847,786	26,866	73.40	(d) Including the Bengal Central Railway.
XVI	East Coast	43	14	57	996,631	10,422	59.60	
	LINES WORKED BY GUARANTEED COMPANIES.							
XVI I	Great Indian Peninsula (e)	605	...	605	10,256,057	16,952	46.32	(e) Including the Wardha-Coal, the Dhond-Manmad and the Khámgaon and the Amráoti railways.
XIX	Bombay, Baroda and Central India (f)	162	3	166	3,284,135	19,785	54.06	(f) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain and the Gaekwar-Petlád railways.
XX	Madras (g)	166	...	166	3,021,989	18,205	49.74	(g) Including the Madras Ennúr section (Bezwaad Madras railway) and the Kolar Gold-fields railway.
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.							
XXXII	The Nizam's Guaranteed state (h)	50	...	50	891,734	17,835	48.73	(h) Including the Bezwaad extension (East Coast State railway), also 3.10 mile of line worked over twice by each train.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 45—concl'd.

Classification No.	Railway.	Number of locomotives on the line on 31st December 1895.	Number added during 1896.	Average number of locomotives in use during 1896.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	METRE GAUGE.							
	STATE LINES WORKED BY COMPANIES.							
XXXVIII	Bengal and North-Western—							
	Tirhoot Section ...	105	5	101	2,129,226	19,357	52·89	
	Company's Section ...							
XL	Rajputana-Malwa (a) ...	446	(b)—5	442	6,273,953	14,179	38·74	(a) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
XLII	Southern Mahratta (c) ...	(d) 220	—1	213	4,019,595	18,871	51·56	(b) One added but 6 withdrawn during 1896. (c) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápúr, the Yevantpur-Mysore frontier and the Mysore-Nanjangúd railways. (d) Excluding the tender of a condemned engine.
XLV	South Indian (e) ...	204	...	202	4,118,702	20,339	55·57	(e) Including the Máyavaram-Mutupet and the Pondicherry railways.
XLVII	Assam-Bengal ...	22	22	25	330,671	13,227	36·14	
XLVIII	Burma† ...	139	6	127	2,857,000	22,408	61·22	
	STATE LINE WORKED BY THE STATE.							
XLIX	Eastern Bengal—							
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch) ...	79	...	67	1,875,963	27,879	76·17	
	Dacca section ...	12	...	10	226,147	22,592	61·73	
	ASSISTED COMPANY.							
LII	Rohilkund and Kumaon (Company's section) (f)	27	...	26	552,187	21,238	58·03	(f) Including the Lucknow-Bareilly section.
	LINES OWNED AND WORKED BY NATIVE STATES.							
LXVI	Jodhpore-Bickaneer ...	17	...	17	381,467	22,439	61·31	
LXVIII	Bhávnagar-Gondal-Junágarh-Porbandar (g) ...	33	...	33	635,787	19,868	54·29	(g) Including the Jetalsar-Rájkot railway.

2. Statement No. 46 on the four following pages shows the number of engines and vehicles on the list on the 31st December 1896, and the number of miles run by trains during 1896.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.
† The working of this line has been transferred to a company from the 1st September 1896.

Engines and vehicles on the list on the 31st December 1896, and the number of miles travelled by

Classification No.	Railway.	Mean Mileage worked (from statement No. 32, pages 138-141).	NUMBER OF ENGINES						
			Engines.	CARRIAGES.					Total number.
				1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	
	STANDARD GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
	STATE LINES WORKED BY COMPANIES.								
I	East Indian (a)	1,919·45	506	76	88	73	673	169	1,079
III	Bengal-Nágpur	862·33	118	8	15	8	181	41	253
IV	Indian Midland (b)	941·53	111	27	22	...	220	57	326
V	Bhopal-Itársi (British section)	(13·11)	...	...	...	...	Worked by the Indian Midland		
VI	Godhra-Rutlam-Nágdá	(131·69)	...	...	...	...	Worked by the Bombay, Baroda and Central India		
VII	Wardha Coal	(44·88)	...	...	...	...	Worked by the Great Indian Peninsula		
VIII	Dhond-Manmád	(145·44)	...	...	...	...	Worked by the Eastern Bengal State		
IX	Bezwada Extension (East Coast State)	(20·58)	...	...	...	...	Worked by the Nizam's Guaranteed State		
X	Madras-Ennúr section (Bezwada-Madras)	(7·25)	...	...	...	...	Worked by the Madras railway		
	Total	3,723·31	825	111	125	81	1,074	267	1,658
	STATE LINES WORKED BY THE STATE.								
XI	North-Western (c)	2,740·52	602	93	84	98	817	213	1,305
XII	Hyderabad-Shadipalli	(58·91)	...	...	...	...	Worked by the North Western State railway		
XIII	Oudh and Rohilkhand	797·51	166	41	27	22	260	96	446
XIV	Eastern Bengal (d)	374·76	117	15	12	56	181	95	359
	Bengal Central	(125·01)	...	...	...	...	Worked by the Eastern Bengal State		
XV	Calcutta Port Commissioners'	8·53	8	...	...	...	...	...	...
XVI	East Coast	(e) 483·87	57	15	15	...	163	23	216
	Total	4,405·19	950	164	138	176	1,421	427	2,326
	LINES WORKED BY GUARANTEED COMPANIES.								
XVIII	Great Indian Peninsula (g)	1,490·35	605	90	155	...	555	90	890
XIX	Bombay, Baroda and Central India (h)	622·04	165	26	41	22	259	62	410
XX	Madras (i)	856·47	166	34	70	...	385	51	540
	Total	2,968·86	936	150	266	22	1,199	203	1,840
	ASSISTED COMPANIES.								
XXI	Delhi-Umballa-Kalka	(160·93)	...	...	...	...	Worked by the East Indian		
XXII	Tarkessur	(22·23)	...	...	...	...	Worked by the East Indian		
	Total	(183·16)	...	...	...	...	...	...	...
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
XXVII	Khámgaon	(7·55)	...	...	...	...	Worked by the Great Indian		
XXVIII	Amráoti	(5·41)	...	...	...	...	Worked by the Great Indian		
XXIX	Bina-Goona	(71·74)	...	...	...	...	Worked by the Indian Mid		
XXX	Bhopal-Ujjain	(113·52)	...	...	...	...	Worked by the Indian Mid		
XXXI	Bhopal-Itársi (Native State section)	(44·28)	...	...	...	...	Worked by the Indian Mid		
XXXII	The Nizam's Guaranteed State (j)	354·70	50	16	8	...	48	20	92
XXXIII	Nágdá-Ujjain	(16·10)	...	...	...	...	Worked by the Bombay, Baroda and		
XXXIV	The Gaekwar's Petlád	(13·35)	...	...	...	...	Worked by the Bombay, Baroda and		
XXXV	Kolar Gold-fields	(10·00)	...	...	...	...	Worked by the Madras railway		
	Total	354·70	50	16	8	...	48	20	92
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
XXXVI	Rájpura-Bhátinda	(107·94)	...	...	...	...	Worked by the North-Western State railway		
XXXVII	Jammu and Kashmir (Native State section)	(15·92)	...	...	...	...	Worked by the North-Western State railway		
	Total	(123·86)	...	...	...	...	...	...	...
	Total Standard Gauge	11,452·06	2,761	441	537	279	3,742	917	5,916

NOTE—The mileages shown within brackets

No. 46.

trains on the standard and metre gauge railways, during the year ending with the 31st December 1896.

AND VEHICLES.			NUMBER OF TRAIN-MILES RUN.					Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
135	9,961	341	4,835,680	7,171,897	4,308,080	12,007,577	6,255.74	I	(a) Including the Delhi-Umballa-Kalka and the Turkessur railways.
40	3,407	123	504,487	1,067,530	1,203,312	1,572,017	1,822.99	III	
46	2,059	126	765,990	838,593	711,025	1,604,583	1,704.23	IV	(b) Including the Bhopal-Itarsi, the Bina-Goonn and the Bhopal-Ujjain railways.
railway	...	...	...	...	...	...	...	V	
railway	...	...	...	...	...	...	...	VI	
railway	...	...	...	...	...	...	...	VII	
railway	...	...	...	...	...	...	...	VIII	
...	...	...	...	...	...	...	...	IX	
...	...	...	...	...	...	...	...	X	
271	15,427	590	6,106,157	9,078,020	6,222,417	15,184,177	4,078.14		
293	10,266	523	3,711,339	4,732,169	3,189,385	8,443,508	3,080.99	XI	(c) Including the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways and the Jammu and Kashmir railway (Native State section), but excluding the stock belonging to the metre gauge section of the old Bolan railway (Quetta loop) and the Ferozepore tramway.
...	...	...	...	...	...	...	...	XII	
71	4,357	132	1,092,997	1,346,230	1,650,600	2,439,227	3,051.47	XIII	
106	2,107	67	1,107,323	1,038,516	639,042	2,145,839	5,725.90	XIV	(d) Including the Bengal Central Railway.
railway	...	...	...	...	...	...	...		(e) Excluding 2.99 miles of metre gauge line worked over by the Southern Mahratta railway.
...	372	...	Information not available.			...	...	XV	
15	1,214	65	355,573	537,538	542,792	893,111	1,845.75	XVI	
485	18,316	787	6,267,232	7,654,453	6,021,819	13,921,685	(f) 3,166.42		(f) Excluding the Calcutta Port Commissioners' railway.
246	7,816	650	3,941,324	5,059,609	1,377,561	9,000,933	6,039.47	XVIII	(g) Including the Wardha Coal, the Dhond-Manmad, the Khámgaon and the Amrāoti railways.
37	4,216	94	1,428,097	1,407,279	620,847	2,835,376	4,558.19	XIX	
103	2,917	175	1,311,454	1,233,191	1,378,706	2,544,645	2,971.08	XX	(h) Including the Godra-Rutlam-Nāgdā, the Nāgdā-Ujjain, and the Gackwar's Petlad railways.
386	14,949	919	6,680,875	7,700,079	3,377,114	14,380,954	4,843.93		(i) Including the Madras-Ennūr section (Bezawada-Madras) and the Kolar Gold-fields railway.
railway	...	...	...	...	...	...	...	XXI	
...	...	...	...	...	...	...	...	XXII	
Peninsula land railway	...	...	...	...	...	...	...	XXVII	
land railway	...	...	...	...	...	...	...	XXVIII	
20	832	41	231,462	546,404	463,166	777,866	2,193.03	XXIX	(j) Including the Bezwada extension (East Coast State), also 3.10 miles of line worked over twice by each train.
Central India railway	...	...	...	...	...	...	...	XXX	
...	...	...	...	...	...	...	...	XXXI	
...	...	...	...	...	...	...	...	XXXII	
...	...	...	...	...	...	...	...	XXXIII	
20	832	41	231,462	546,404	463,166	777,866	2,193.03	XXXIV	
...	...	...	...	...	...	...	...	XXXV	
...	...	...	...	...	...	...	...	XXXVI	
...	...	...	...	...	...	...	...	XXXVII	
1,162	49,524	2,337	19,285,726	24,978,956	16,084,516	44,264,682	(f) 3,868.10		

are not included in the totals, as they are included with the mileages of the home lines

Engines and vehicles on the list on the 31st December 1896, and the number of miles travelled by train

Classification No.	Railway.	Mean mileage worked (from statement No. 32, pages 138-141).	NUMBER OF ENGINES						
			Engines.	CARRIAGES.					Total number.
				1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	
	METRE GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
	STATE LINES WORKED BY COMPANIES.								
XXXVIII	Bengal and North-Western— Tirhoot section Company's section	760·47	110	37	12	...	240	69	358
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon)	(213·50)	...	...	Worked by the Rohilkund and Kumaon railwa				
XL	Rajputana-Malwa (a)	1,844·19	441	130	95	50	770	102	1,141
XLI	Pálanpur-Deesa	(17·28)	...	...	...	Worked by the Rajputana-Malwa railwa			
XLII	Southern Mahratta (b)	1,556·20	(c) 219	19	41	...	482	90	681
XLIII	Guntakal-Mysore frontier	(119·50)	...	...	...	Worked by the Southern Mahratta			
XLIV	Mysore section (Southern Mahratta)	(296·00)	...	...	...	Worked by the Southern Mahratta			
XLV	South Indian (d)	1,103·38	204	19	44	...	631	66	761
XLVI	Máyavaram-Mutupet	(53·99)	...	...	...	Worked by the South India			
XLVII	Assam-Bengal	168·61	44	1	...	...	44	16	61
XLVIII	Burma (e)	871·63	145	34	48	...	361	60	506
	Total ...	6,304·48	1,163	240	240	60	2,528	403	3,461
	STATE LINE WORKED BY THE STATE.								
XLIX	Eastern Bengal Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	478·47	79	10	10	32	156	46	254
	Dacca section	85·92	12	4	4	2	30	16	56
	Total ...	564·39	91	14	14	34	186	62	310
	ASSISTED COMPANIES.								
LI	Deoghur	4·79	3	...	...	...	8	2	10
LII	Rohilkund and Kumaon (Company's section) (g)	279·42	27	11	3	3	94	21	138
LIII	Bengal Dooars	36·40	4	...	...	...	13	5	18
LIV	Dibru-Sadiya	77·50	18	...	...	...	25	8	33
	Total ...	398·11	52	11	3	3	140	36	198
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
LX	The Gaekwar's Mehsána	(92·63)	...	...	...	Worked by the Rajputana-Malwa railway			
LXI	Kolhápúr	(29·07)	...	...	...	Worked by the Southern Mahratta railway			
LXII	Yesvantpur-Mysore frontier	(51·35)	...	...	...	Worked by the Southern Mahratta railway			
LXIII	Mysore-Nanjangúd	(15·25)	...	...	...	...	...	...	...
	Total ...	(188·30)	...	...	...	...	...	...	...
	LINES OWNED AND WORKED BY NATIVE STATES.								
LXVI	Jodhpore-Bickaneer— Jodhpore section Bickaneer section	364·00	17	7	2	...	48	6	63
LXVII	Oodeypore-Chitor	(60·35)	...	...	...	Worked by the Rajputana-Malwa			
LXVIII	Bhávnapur-Gondal-Junágarh-Porbandar (i)	379·69	33	22	9	...	128	21	180
LXIX	Jetalsar-Rájkot	(46·23)	...	...	...	Worked by the Bhávnapur-Gondal-			
	Total ...	743·69	50	29	11	...	176	27	243
	FOREIGN LINES.								
LXXI	West of India Portuguese	51·00	12	2	2	...	16	3	23
LXXII	Pondicherry	(7·80)	...	...	...	Worked by the South Indian			
	Total ...	51·00	12	2	2	...	16	3	23
	Total metre gauge ...	(j) 8,061·67	1,368	296	270	87	3,046	531	4,230

NOTE.—The mileages shown within brackets

No. 46—concl'd.

on the standard and metre gauge railways, during the year ending with the 31st December 1896.—concl'd.

AND VEHICLES.			NUMBER OF TRAIN-MILES RUN.					Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including proportion of mixed and light train-mileage).	Goods (including proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
26	2,899	78	744,678	1,042,667	1,489,075	1,787,345	2,350.32	XXXVIII	
(Company's section)		...	...	...	...	...	...	XXXIX	
169	7,101	282	2,334,999	3,096,492	2,678,317	5,431,491	2,945.19	XL	(a) Including the Pálaupur-Deesa, the Gaekwar's Mehsána and the Ooley-pore-Chitor railways.
...	...	...	...	...	...	...	...	XLI	
83	4,684	188	1,400,093	2,312,065	2,716,277	3,712,158	2,385.40	XLII	(b) Including the Guntakal - Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangdd railways.
railway	...	...	...	...	...	...	...	XLIII	
...	...	...	...	...	...	...	...	XLIV	
134	3,323	66	1,659,651	1,838,323	1,298,136	3,497,974	3,170.24	XLV	(c) Excluding the tender of a condemned engine.
railway	...	...	...	...	...	...	...	XLVI	(d) Including the Májavaram - Mutupet and the Pondicherry railways.
25	942	30	98,601	166,248	169,238	264,849	1,570.78	XLVII	
109	3,465	136	1,050,601	1,427,226	1,319,446	2,477,827	2,842.75	XLVIII	(e) The working of this line has been transferred to a Company from the 1st September 1896.
546	22,414	780	7,288,623	9,883,021	9,670,489	17,171,644	2,723.72		
63	1,958	49	618,204	918,693	761,308	1,536,897	3,212.11	XLIX	
11	246	10	120,714	57,524	156,907	178,238	2,074.46		
74	2,204	59	738,918	976,217	918,215	1,715,135	3,038.92		
...	8	2	...	...	...	(f) 12,184	2,543.63	LI	(f) Cannot be apportioned between coaching and goods.
16	659	27	168,962	292,545	368,530	461,507	1,651.66	LII	(g) Including the Lucknow - Bareilly section.
1	(h) 81	5	21,507	24,878	36,043	46,385	1,274.31	LIII	(h) Including one dummy truck attached to travelling crane.
7	800	18	38,129	150,791	114,388	138,920	2,437.68	LIV	
24	1,548	52	228,598	468,214	518,961	708,996	1,780.90		
...	...	...	...	...	...	...	...	LX	
...	...	...	...	...	...	...	...	LXI	
...	...	...	...	...	...	...	...	LXII	
...	...	...	...	...	...	...	...	LXIII	
6	220	12	159,534	199,274	314,165	358,808	985.74	LXVI	
railway	...	...	...	...	...	...	...	LXVII	
10	892	37	317,008	278,078	341,603	595,086	1,567.29	LXVIII	(i) Including the Jetalsar-Rájkot railway.
Junágarh- Porbandar	...	railway	...	...	...	...	...	LXIX	
16	1,112	49	476,542	477,352	655,768	953,894	1,282.65		
1	146	13	32,865	39,605	42,688	72,470	1,420.99	LXXI	
railway	...	...	...	...	...	...	...	LXXII	
1	146	13	32,865	39,605	42,688	72,470	1,420.99		(j) Excluding the Cawnpore-Burhwal railway (metre gauge link) for which no separate rolling-stock has been provided.
661	27,424	963	8,765,546	11,844,409	11,806,121	20,622,139	2,558.05		

are not included in the totals as they are included with the mileages of the home lines.

CHAPTER XIV.

Flood damages.

Owing to the practical failure of the monsoons, the flood damages that occurred in 1896 were neither very formidable nor widespread. Heavy rainfall, however, took place in the districts served by the Great Indian Peninsula, Madras and South Indian railways and caused considerable damage to those lines.

The following paragraphs furnish a brief description of the principal floods which occurred during the year and of the damage to the several railways concerned.

Bengal-Náypur Railway (standard gauge).

2. On the 22nd July, owing to exceptionally heavy rain, a serious slip occurred in the cutting at mile 48½ at the west end of the Saranda tunnel. Through communication was interrupted for five days, necessitating the transshipment of passengers.

On the 23rd July, owing to heavy rainfall, the bank at mile 12½ on the Sambalpur branch line suddenly subsided while No. 81 down mixed train was passing over the place, causing the derailment of the engine and seven vehicles. Through traffic was suspended for two days. None of the passengers were injured.

Bezwada extension (East Coast State Railway) (standard gauge).

3. On the 6th August, the Kistna river overflowed its banks about seven miles above the Bezwada anicut, flooding the country and submerging the line for several miles between Kondapalli and Bezwada stations. After the water subsided, it was found that ten considerable breaches had been made, and that a girder bridge of three spans of 20 feet at mile 333¾ had collapsed entirely, the masonry and girders being partially covered over with silt in the gap where the bridge formerly stood. Through communication was restored on the 26th August.

North-Western State Railway system (standard gauge).

4. There were no heavy floods on the main line section in 1896, and damages from this cause occurred only on the Wazirabad-Lyallpur branch as noted below :

On the 2nd June, the line between Salar Wala and Chiniot Road stations was breached in several places by a heavy rainfall, and traffic and telegraph communication was interrupted for two days.

On the 3rd June, the line between Chhinanwan and Mansúrwáli was breached in several places by the Chenab Canal overflowing and bursting its banks after a heavy shower of rain. The line was again made passable for trains on the 5th June.

On the Sind-Pishin section on the 25th June, a very heavy local storm occurred 4 miles from Bostán towards Khanai and the line for a length of 3½ miles narrowly escaped being entirely carried away by the floods. Breaches were formed on each side of the 5-foot span bridge at mile 583½ and the flood water topped the bank for about 1,000 feet from mile 584¾ to mile 585.

On the 27th November, a very heavy slip took place in the deep cutting at mile 570 near Fuller's Camp caused by heavy continuous rainfall for two days. All goods traffic was suspended, and passengers and mails had to be transhipped for five days. The Mushkaf-Bolán railway was opened for both goods and passenger traffic as a temporary measure, while the block lasted.

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

5. On the 11th August, owing to a flood down the Kosi spill channel at mile 264 on the Behar section, the line was breached for about 180 feet, the depth varying from about 12 to 24 feet. The water overtopped the embankment for about 15 chains. Transshipment was arranged, but no prompt measures to close the gap were practicable, and the breach was not filled up and through traffic resumed till the 23rd November.

Great Indian Peninsula Railway system (standard gauge).

6. Owing to heavy rain on the 24th and 25th July, the North-East line was breached at mileages 206 and 221. Single line working was established on the 26th; and double line working resumed at the former mileage on the 27th and at the latter mileage on the 31st July. The damage at mileage 221 was due to the enormous flood in the Tetoor nullah (crossed by a bridge of 12-40 feet arches at mileage 220/145) which runs parallel with the line for some distance. The four villages alongside the nullah were all more or less destroyed by the flood, and the wreckage from them was deposited along the bank west of the bridge.

On the 25th July, the South-East line was breached in several places between mileages 42 and 44 and at mileage 49. Repairs were effected, and single line working was established on the 27th July. The breach at mileage 44 was caused by the accumulation of a large body of storm water on the south side of the line, which eventually overtopped the bank and made its way through it to the river Ulhas on the north side. By the evening of the 28th, the damages had been almost completely repaired, but during the night, rain fell so heavily and continuously that the line was again breached in the same places and greater damages done than on the first occasion. The up line was finally repaired and opened for slow traffic on the afternoon of 31st July, and the down line on the 2nd August.

On the 13th August, the second pier of the bridge of 6 spans of 78 feet girders crossing the Dhudhi river at mileage 522 on the North-East line failed through being under-scoured. A diversion 1,553 yards in length was laid out and put in hand immediately, but on the 27th August, a second very heavy flood occurred, which carried away the incomplete temporary bridge and did extensive damage. Directly the state of the river permitted, a fresh start was made, very nearly the whole of the material was recovered, and on the 7th September the diversion was opened and through traffic restored.

On the night of the 29th August, a flood of enormous volume rose in the neighbourhood of Kalyán and Diva, the level reached by the flood ($2\frac{1}{2}$ feet above the rails) being the highest known for 30 years. The Diva bank was partly submerged, and on the east of Kalyán the water rose over the line in many places. When the flood subsided the Valdavi bridge which had been completely submerged was found to be safe and the heavy bank quite uninjured, but the line was breached in two places at mileage 36, about 100 feet of the bank having been carried away.

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

7. On the night of the 23rd July, a gap, nearly 1,600 feet in length, was caused by the flood waters and high tide in the Vaiturnee river at bridge No. 90, mileage 43, between Virár and Saphála. Passengers were crossed in boats. The road was restored for trains on the 1st August.

Madras Railway system (standard gauge).

8. On the night of the 29th September, very heavy rain scoured away the ballast for one rail length near points No. 1 at Balaghat station on the Kolar Gold-fields railway. No. 168 mixed train passed over the spot, and the suspended rail broke, and one composite carriage, one third class carriage and the rear brake-van were derailed. No one was injured, but traffic was delayed for about 8 hours.

During the night of the 27th and on the 28th November, the North-West line of the Madras railway between Nagari and Kódúru stations was damaged by floods in several places. The north abutment and part of No. 4 pier of the bridge of 5-47 feet openings at mileage 107/10, and the north abutment and two piers of the bridge of 3-12 feet openings at mileage 95/2 were swept away, and the embankments behind the abutments scoured out. The flood rose to the bottom of the girders in the former case, and 4 feet over rail level in the latter case, and was due to continuous heavy rainfall on the Ballapalli Hills. At mileage 87 the flood rose 4 feet over rail level. Traffic was suspended entirely for four days, from the 28th November to the 1st December, and through communication was not finally restored until the 5th December.

Rajputana-Malwa Railway (metre gauge).

9. On the 15th July, owing to very heavy rain on the hills west of Baswa station, between Rajgarh and Bandikui, two large tanks adjacent to the line burst their bonds, and the sudden rush of a large volume of water against the banks of the railway breached the line in several places between mileages 125 and 130.

Southern Mahratta Railway system (metre gauge).

10. On the 14th June, owing to heavy rain, the ballast under the sleepers at mile 409 on the main line between Márkapur Road and Gajjalakonda stations was washed away for about 30 feet. The engine of No. 5 up goods train was derailed at the breach and the rolling-stock damaged. Passengers, etc., were transhipped, and the line repaired on the following day.

South Indian Railway (metre gauge).

11. On the 1st and 2nd August, the Coleroon river burst the south flood protection bank in numerous places, and inundated the surrounding country. For about 8 miles between Coleroon and mileage 164/12 the flood water was almost level with the rails, and the line was breached in several places. The first breach occurred at mileage 156/13 within the south distant signal of the Coleroon station where a small girder bridge of 10 feet span was destroyed. The breach in the bank gradually widened to 245 feet and the ground was scoured out to an average of about 25 feet below rail level, the deepest place being 34 feet. Other breaches varying in length from 80 feet to 300 feet were formed at mileages 163/10, 163/13, and 164/3. Traffic was interrupted for 20 days.

Burma Railways (metre gauge).

12. On the 17th July, heavy rain in the Thé Chaung gorge caused the banks between Nankan and Meza to slide in two places, the settlement amounting to 9 feet in one case and to 5 feet in the other. The line was repaired and traffic assumed on the 20th, the passengers being transhipped meanwhile.

On the night of the 23rd September, the same banks again slipped and the settlement was so considerable that it was considered advisable to divert the line on to a new alignment, which was completed and made ready for the passage of trains on the 13th October.

more died in hospital at Gháziabad ; the four other injured persons recovered. Assistance and medical aid were rendered with all possible promptness. The mails were entirely destroyed.

On the 23rd June, as No. 86 down goods train was entering Hooghly station, it collided with the branch train engine which, owing to the points being incorrectly set, ran on to the down line instead of to its train on the branch platform line. A large number of wagons were derailed and damaged.

On the 14th September, No. 118 down goods train ran through Magra station, but the signals being at danger, came to a stand near the up distant signal. The station master seeing the train run through, gave the "in" and "out" reports, and No. 116 down goods train then left Khanyan station, and finding the signals lowered, also ran through Magra station and collided with No. 118 down goods train. The rolling-stock was seriously damaged.

On the 20th October, the driver returning from the branch line to the junction station at Salanpore with eleven loaded and five empty vehicles and a brake-van *en route* to Sitarámpur, lost control over his engine, with the result that it ran into the catch siding dead end buffers, and capsizing down a bank, telescoped the tender, four loaded wagons and an empty truck, and derailed two other empty trucks. The rolling-stock was seriously damaged.

Indian Midland Railway system (standard gauge).

3. On the 6th February, five vehicles of No. 4 up mixed train were derailed at mileage 354/8, between Mania and Saiyán stations, owing to a camel having been run over. The permanent-way and rolling-stock were damaged.

North-Western State Railway system (standard gauge).

4. On the 3rd January, a serious collision occurred at Phillour station, between No. 3 up passenger train and the in-coming and out-going engines of No. 6 down passenger train, owing to the driver of No. 3 up running into the station against signals. The driver was sentenced to two months' imprisonment. One passenger and six railway servants were injured. The estimated cost of damage to rolling-stock was Rs. 25,400, and to permanent-way Rs. 500.

On the 17th February, No. 13 up stone train collided with No. 8 down goods train at Chilianwála station, owing to the driver of No. 8 down goods train running against signals. Eleven vehicles were damaged, and the guard of No. 8 down goods train was slightly injured.

On the 13th July, No. 1 up mixed train ran over two buffaloes at mile $\frac{3}{8}$, between Tando Alahyar and Mirpur Khás stations. The engine and tender were thrown off the track and ran down the bank, and the three leading wagons, the front brake-van, and a third class carriage were derailed. No persons were injured.

On the 15th December, the 4th down ferry train which left Phillour for Ladhowál station was found to be on fire when crossing over the Sutlej bridge between spans 31 and 35. The train was stopped and backed into Phillour. Five railway trucks were badly and two slightly burnt. One cartman was badly but not dangerously burnt. Seven bullocks were burnt to death. Five carts and their contents were also destroyed.

Oudh and Rohilkund State Railway (standard gauge).

5. On the 17th January, No. 18 down mail train (Aligarh branch) when passing level-crossing gate No. 51, ran into a bullock cart laden with boxes of liquor, owing to carelessness on the part of the gate-keeper. One bullock was killed, the cart smashed, and the boxes of liquor more or less damaged. The second gate-man, who was called to render assistance in removing the cart from the line, was knocked over when the train ran into the cart, and died from the effects of the injuries received. The gate-man in fault was sentenced to nine months' rigorous imprisonment.

On the 14th March, No. 23 up mixed train (Bahramghat branch) was put on the metre-gauge line through carelessness on the part of the line

jemadar. The tender of the engine and six wagons were derailed and four wagons upset. The branch line was blocked for some time and the derailed vehicles were more or less damaged. The line jemadar in fault was sentenced to two years' rigorous imprisonment.

On the 17th March, the engine of No. 74 down goods (Cawnpore branch) and six vehicles were derailed at mile 38, between Unao and Cawnpore bridge stations, where relaying was going on, owing to the line clear message not having been properly endorsed, and the driver having failed to look out for signals. The line was blocked and trains had to be passed over a temporary diversion. There was considerable damage to the derailed stock and the permanent-way.

On the 14th June, No. 1 up mail train, when passing a level-crossing near Roorkee station, ran into a bullock cart with a man and a boy on it. The boy was killed, the man seriously injured, and the cart smashed. The gate-man in fault was sentenced to 15 months' rigorous imprisonment.

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

6. On the 29th January, a collision took place between No. 116 down passenger and No. 129 up goods trains at mile $3\frac{3}{3}$, between Nazra and Bāsúldānga stations, on the Southern section, owing to the carelessness of the assistant station master at Nazra, resulting in considerable damage to the engines and vehicles, and slight injury to a passenger.

On the 8th February, No. 47 up goods train collided with the rear portion of No. 1 mixed train at Chooadangah station, on the Eastern section, at the south facing points of the station, while the latter was being pulled into the siding. The collision was attended with some injuries to passengers, and heavy damage to rolling-stock. The driver of No. 47 up train was primarily to blame.

On the 25th March, six wagons attached to No. 48 down goods train were derailed at Hálsa station on the Eastern section, due to the pointsman having reversed the points while the train was moving into the siding. Considerable damage was sustained by the rolling-stock, and several trains were detained.

On the 19th October, at Arariyá station on the Behar section, the open goods shed caught fire. Jute drums, valued at about Rs. 25,000 and 92 railway sleepers, valued at Rs. 230, were completely burnt, and the goods shed itself was damaged to the extent of Rs. 400.

On the 17th November, the river side goods shed at Jhikargacha station caught fire and was entirely burnt down with doors, windows and furniture; also all consignment of goods including jute stocked therein and a wagon containing jute.

On the 19th December, the engine tender and fourteen wagons of No. 41 up goods train were derailed at the facing points of Alamdānga station, on the Eastern section. The points had been set for the siding for an up train, and, being negligently left so, were burst open by the next down train. When No. 41 up goods train arrived at the station shortly after, they were still in that condition. All the derailed vehicles sustained slight damages, and the line was blocked for nine hours, causing delay to trains, and rendering transhipment necessary.

East Coast State Railway (standard gauge).

7. On the 8th April, No. 4 down mixed train collided with No. 1 up mixed train at Kadiam station, resulting in the derailment of four wagons of the former train. Eleven passengers and three railway servants received slight injuries. The station master in fault was dismissed the service.

Great Indian Peninsula Railway system (standard gauge).

8. On the 12th February, a collision took place between No. 267 down passenger and No. 252 up tranship trains at Kopargaon station on the Dhond-Manmád railway, owing to the points being wrongly set. Two passengers and

two railway servants were injured. There was also considerable damage done to the rolling-stock and permanent-way. The assistant station master and muccadam, through whose negligence the accident occurred, were each sentenced to thirty days' simple imprisonment and a fine of Rs. 150; or, in default of payment of the fine, to a further imprisonment of thirty days.

On the 8th June, a collision occurred at mileage 142/19, between Urúli and Yevat stations, between No. 137 down mail train and the rear portion of No. 15 down goods train, which had parted owing to the failure of a coupling. The permanent-way and rolling-stock were damaged. The assistant station master at Yevat station was prosecuted and sentenced to three months' rigorous imprisonment for giving the mail train a line clear before the whole of the goods train arrived at his station; the guard of the goods train was also prosecuted and sentenced to a fine of Rs. 200; or, in default, to undergo twenty-one days' simple imprisonment, for not protecting the rear portion of the goods train left behind, but was acquitted on appeal.

On the 21st August, seventeen wagons, attached to a down pilgrim special mixed train, were derailed at mileage 360, between Dapki and Akola stations, owing to the breakage of an axle of a covered wagon, the metal of which was badly flawed. The rolling-stock and permanent-way were badly damaged. The fracture took place within the wheel seat, and could not be detected by ordinary examination.

On the 9th September, No. 265 down goods train collided with No. 252 up tranship train (carrying passengers in the brakes only) while being shunted at Samvatsar station, owing to the driver not having his train under proper control, and having run past the distant signal at danger. The rolling-stock was a good deal damaged and the permanent-way slightly. The driver of the down goods was prosecuted and sentenced to pay a fine of Rs. 200; or, in default, to undergo a month's simple imprisonment.

On the 16th December, four loaded wagons, a brake-van and six carriages, attached to No 211 down mixed train were derailed at mileage 518 $\frac{3}{4}$, between Khápri and Nágpur stations, owing to the breakage of a wagon axle, the metal of which was badly flawed. Six native passengers and the guard were injured; one of the passengers subsequently died. The rolling-stock and permanent-way were considerably damaged. The fracture took place within the wheel seat, and the flaw thus escaped the notice of the carriage examining staff.

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

9. On the 28th September, while No. 14 up passenger train was entering Bhairongarh station, the engine, tender, front brake-van, third class postal van, third class bogie and a composite carriage were derailed at the facing points. No passengers were injured, but 278 lineal feet of permanent-way were damaged and the brake and postal van were smashed.

Madras Railway system (standard gauge).

10. On the 19th July, while No. 29 mixed train, consisting of a four-wheel coupled engine and tender, twenty-eight goods wagons (mostly loaded) and ten coaching vehicles, was passing over the east outermost points at Lakkiti station, the engine, tender, and seven loaded wagons were derailed. The engine was slightly and the tender badly damaged; and the seven wagons were completely wrecked. The permanent-way was also much damaged. The derailment was due to the worn flange of the leading wheel of the engine mounting the switch.

On the 23rd July, owing to a hidden flaw, an iron rail on the inner side of the curve at 144/12 mile on the Kuppam Ghât, Bangalore branch, broke under No. 50 mixed train and derailed a pair of wheels of the 6th vehicle from the end of the train. On reaching the 12-foot girder opening at 144/8 mile, the derailed vehicle tore up the permanent-way and thus caused the derailment of a covered goods wagon, a brake-van and two third class carriages. The rolling-stock and permanent-way suffered considerable damage.

On the 6th August, the driver of No. 17 mixed train lost control of his train at 178 mile on the bank to the east of Mallápuram station at 180/6 mile, South-west line, and the train ran through the station and into the catch siding at a speed of about 35 miles an hour. The engine and twenty-two vehicles were badly derailed, twenty of the wagons being wrecked.

Rajputana-Malwa Railway system (metre gauge).

11. On the 21st January, the engine, tender and five wagons of No. 55 mixed mail train were derailed at mile 347/3, between Barwaha and Mukhtiára stations. The rolling-stock and permanent-way were seriously damaged.

On the 24th July, a collision took place between No. 2 down mail train and a shunting engine at the entrance of the Rajputana-Malwa railway goods yard at Delhi station, and three vehicles of the mail train were completely wrecked, two others damaged, and two derailed. Thirteen people were either killed or died shortly afterwards, including the second guard of the train, and twenty-one were wounded ; the driver and head guard also received contusions.

Southern Mahratta Railway system (metre gauge).

12. On the 11th March, while No. 111 up mixed train was entering Gárladinne station, the engine and the first eight wagons were derailed at the south facing points, owing to the points, which were not locked, having been reversed between the second and the third vehicles from the engine. Both rolling-stock and permanent-way were considerably damaged.

On the 17th March, a wagon attached to No. 2 down goods train was derailed at mile 99/11½, between Annigeri and Halkoti stations, and was dragged to the bridge at mile 99/21, owing to the breakage of a defective spring plate of the vehicle when the train was running at an excessive speed. The wagon was thrown over into the Nulla and the line cleared. Rolling-stock and permanent-way were considerably damaged.

On the 19th March, a coupled engine, which was running from Maddur station, collided with No. 61 up goods train standing on the second line foul of the crossing with the third line at Bangalore City station, which resulted in the derailment of two covered goods wagons attached to the train. The accident was due to the driver of the light engine having disregarded and passed all signals that were against him. The engine and the derailed wagons were much damaged. The driver in fault was prosecuted and sentenced to undergo one month's rigorous imprisonment.

On the 20th March, whilst an up special goods train was entering Amargol station, four wagons attached thereto were derailed at the east facing points, owing to irregular working of the points. Rolling-stock and permanent-way were considerably damaged. The assistant station master and the pointsman were prosecuted. The former was sentenced to pay a fine of Rs. 15 and the latter to one month's imprisonment.

On the 13th July the tender of the engine and seven wagons attached to No. 1 up goods train were derailed at Malliyala station. The derailment was due to the points having been reversed after the engine tender and a wagon had passed over them. Rolling-stock and permanent-way were badly damaged. The station master and the pointsman were suitably punished.

On the 14th July a collision took place at Belgaum station between Nos. 33 up and 44 down mixed trains. The driver of the up train and the second fireman of the down train and the shunting porter were slightly injured. Rolling-stock and permanent-way were damaged. The driver of the down train and the assistant station master were prosecuted, the former for running his train past the distant signal while set against him and at an excessive speed, and the latter for directing shunting to be continued at that end of the yard at which he knew that No. 44 down train was about to arrive. The driver was fined Rs. 150 and the assistant station master Rs. 75.

On the 15th September, eight wagons, one 3rd class brake and a road van attached to No. 3 up mixed train were derailed and four of them capsized at

mile 41/2, between Alnívar and Kambárganvi stations, owing to the breakage of a spring in one of the wagons, due to a flaw in the metal. The brakeman of the train sustained slight injury. Rolling-stock and permanent-way were damaged.

On the 13th October, the engine of No. 9 up mixed train ran down the slope of the bank (about 3 feet high) at mile 90-23, between Annigeri and Dundúr stations, and stuck in a half-capsized state in the black soil, while thirteen vehicles were derailed, owing to the spikes for 1½ rails and fish plates for two joints having been removed by three gang coolies. The culprits were prosecuted and sentenced to three years' rigorous imprisonment each. Rolling-stock was considerably damaged.

On the 28th October, a very serious and fatal accident occurred at Phursangi station. No. 43 up goods train, consisting of an engine, water-truck and forty-six vehicles, had come to a stand at Alandi station, the five rear vehicles being on a falling grade of 1 in 100. While the engine was shunting off the water-truck, the remainder of the train escaped and ran back to Phursangi station, colliding with a down special train standing on the main line at that station. The chief guard of the down special sustained serious injuries, from the effects of which he subsequently expired. Rolling-stock was considerably damaged. The staff to blame were dismissed.

South Indian Railway system (metre gauge).

13. On the 28th November, two mixed trains collided at mileage B.306/1—2, owing to one of them having been started on a false line clear. Both engines, nine coaching and four goods vehicles, were seriously damaged. No passengers were injured.

Burma Railways (metre gauge).

14. On the 6th February, seven wagons attached to an up goods train were derailed near Kanyutkwín station, owing to the breakage of an axle of a small covered goods wagon. The wagons and the permanent-way were more or less damaged.

On the 30th July, six goods wagons attached to No. 10 down mixed train were derailed at mile $\frac{7\frac{3}{8}}$ (Irrawaddy section), owing to the breakage of the left hand trailing axle of a loaded long covered goods wagon. The permanent-way was considerably damaged and the traffic suspended for some time.

Bengal Dooars Railway (metre gauge).

15. On the 20th March, four third class carriages, one brakevan, two wagons and one truck, attached to No. 1 up mail train, were derailed at mile 27, between Mal-Bazaar and Dam-Dim stations, owing to the breaking of an axle-box of a truck loaded with a heavy boiler. Permanent-way and rolling-stock were damaged.

Dibru-Sadiya Railway (metre gauge).

16. On the 3rd January, two high-sided and four covered goods empty wagons, attached to No. 12 down mixed train, were derailed and damaged at Dibrugarh station near the down distant signal, due to the flange of the tyre of high-sided wagon No. 332 being worn sharp and having mounted on the tongue rail of a set of points newly laid.

Darjeeling-Himalayan Railway (special gauge).

17. On the 27th November, the engine of No. 12 down mixed train collided with the engine of No. 25 up goods train, resulting in damage to buffers of both engines, also to one truck and one Clemenson car.

Total number of accidents to trains, rolling-stock, etc.

18. The statement on pages 218 and 219 shows the total number of accidents to trains, rolling-stock, permanent-way, etc., during 1896, and the

casualties resulting therefrom, as compared with the preceding year, the results for each gauge being shown separately.

19. The statistical results for the year under review are summarised in the following table :

Particulars.	1896.				PREVIOUS YEAR.			
	Standard.*	Metre.†	Special.	Total.	Standard.*	Metre.†	Special.	Total.
Mean mileage worked Miles	11,447	8,011	206	19,724	11,073	7,761	266	19,100
Train-mileage run .. Miles	44,264,682	20,540,660	476,365	65,280,716	44,890,493	20,436,880	438,365	65,765,738
Number of passengers carried No.	103,326,920	56,332,011	1,008,132	160,567,063	97,277,012	54,631,242	916,918	152,825,172
Number of passenger units carried one mile No.	4,801,967,106	2,005,007,511	26,856,102	6,423,830,779	4,083,131,730	2,060,643,056	24,770,696	6,168,745,482
Number of accidents per 100,000 train-miles run No.	6	10	15	7	5	10	14	7
Proportion of passengers killed by accidents to trains (<i>vide</i> statement No. 47) to number carried .. No.	1 in 8,610,577	1 in 4,686,001	..	1 in 6,680,294	1 in 12,159,626	..	..	1 in 19,103,146
Proportion of passengers injured by accidents to trains (<i>vide</i> statement No. 47) to number carried .. No.	1 in 1,363,559	1 in 2,082,667	..	1 in 1,726,528	1 in 2,779,343	1 in 13,657,810	..	1 in 3,918,594
Proportion of passengers killed from all causes (<i>vide</i> statement No. 47) to number carried No.	1 in 1,987,056	1 in 1,813,936	..	1 in 1,934,544	1 in 1,409,812	1 in 3,642,083	..	1 in 1,819,347
Proportion of passengers injured from all causes (<i>vide</i> statement No. 47) to number carried No.	1 in 519,231	1 in 661,563	..	1 in 565,377	1 in 631,069	1 in 675,557	1 in 916,918	1 in 724,290
Proportion of passengers killed and injured from all causes (<i>vide</i> statement No. 47) to number carried .. No.	1 in 411,661	1 in 484,759	..	1 in 437,512	1 in 439,220	1 in 769,454	1 in 916,918	1 in 518,051
Proportion of passengers killed and injured from all causes (<i>vide</i> statement No. 47) to number of passenger units carried one mile No.	1 in 17,130,311	1 in 18,060,410	..	1 in 17,503,628	1 in 19,310,008	1 in 29,025,958	1 in 24,770,696	1 in 20,911,002

It will be noticed that there were 7 accidents for every 100,000 train-miles run, the number being the same as in the previous year.

As compared with the previous year, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in 6 $\frac{3}{4}$ millions against 1 in 19 millions. The proportion of passengers injured to the number of passengers booked was 1 in 1 $\frac{3}{4}$ millions against 1 in 4 millions in the previous year. The high proportion in the case of passengers killed was due to the accident on the 27th April 1896 on the East Indian railway, and to the collision on the 24th July 1896 on the Rajputana-Malwa railway, and in the case of those injured to the accident on the 8th February 1896 on the Eastern Bengal State railway and to the collision on the Rajputana-Malwa railway referred to above.

The proportion of passengers killed from all causes to the number of passengers booked was 1 in 2 millions against 1 in 1 $\frac{3}{4}$ millions in the previous year. The proportion of passengers injured to the number of passengers booked was 1 in 562,434 against 1 in 724,290.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked was 1 in 435,235 against 1 in 518,051. The proportion of total casualties to the number of passenger units carried one mile was 1 in 17 $\frac{1}{2}$ millions against 1 in 21 millions.

* Excluding the Calcutta Port Commissioners' railway.

† Excluding the West of India Portuguese railway.

Accidents to trains, rolling-stock, permanent-way, etc., on railways open for traffic.

Classification.	STANDARD GAUGE.												METR.						
	Previous year.			1896.									Previous year.			1896.			
				Number.			Number of passengers and others.			Number of servants.						Number.		Number of passengers and other.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.		Total.	Killed.
1. Collisions between passenger trains or parts of passenger trains ...	1	5	6	3	1	4	...	15	...	7	...	22	2	1	3	4	3	7	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ...	7	12	19	13	8	21	...	2	...	7	...	9	5	12	17	8	8	16	...
3. Collisions between goods trains or parts of goods trains ...	8	75	83	7	22	29	...	...	...	3	...	3	4	22	26	1	6	7	(a) 1
4. Collisions between light engines...	...	18	18	2	9	11	...	...	1	1	1	1	...	3	3	...	7	7	...
5. Passenger trains or parts of passenger trains leaving the rails	8	26	34	13	15	28	...	1	...	...	...	1	15	40	55	20	20	40	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails...	15	146	161	2	91	93	...	...	...	1	...	1	2	85	87	3	76	79	...
7. Trains or engines travelling in the wrong direction through points ...	3	58	61	9	115	124	...	...	...	...	...	...	7	43	50	15	53	68	12
8. Trains running into stations or sidings at too high a speed ...	1	12	13	8	10	18	...	32	...	1	...	33	...	9	9	1	10	11	...
9. Trains running over cattle on the line ...	...	961	961	3	1,044	1,047	(a) 1	...	...	...	1	...	5	1,002	1,007	16	1,140	1,156	...
10. Trains running over obstructions on the line ...	11	102	113	11	65	76	(a) 3	(a) 6	...	4	3	10	11	62	73	13	51	64	(a) 3
11. Trains running through gates at level crossings	1	32	33	6	23	29	...	...	...	1	...	1	4	15	19	...	16	16	...
12. The bursting of boilers of engines ...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a) The bursting of tubes, etc., of engines ...	1	122	123	...	77	77	...	...	...	...	...	...	...	62	62	...	69	69	...
13. The failure of machinery, springs, etc., of engines ...	...	300	300	1	345	346	...	...	...	1	...	1	...	149	149	1	169	170	...
14. The failure of tyres ...	2	5	7	...	7	7	...	...	...	...	...	...	...	10	10	...	10	10	...
15. The failure of wheels ...	...	2	2	...	3	3	...	...	...	...	...	...	...	...	...	...	1	1	...
16. The failure of axles ...	...	8	8	2	13	15	1	5	...	2	1	7	2	37	39	6	39	45	...
17. The failure of brake apparatus ...	...	3	3	...	2	2	...	...	...	...	...	...	...	4	4	...	1	1	...
18. The failure of couplings	2	76	78	...	79	79	...	...	...	...	...	...	...	124	124	4	99	103	...
19. The failure of tunnels, bridges, viaducts, culverts, etc. ...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...
20. Broken rails ...	...	42	42	1	41	42	...	3	...	...	...	3	...	26	26	...	38	38	...
21. The flooding of portions of permanent way ...	17	22	39	7	46	53	...	...	...	...	...	...	1	41	42	3	21	24	...
22. Slips in cuttings or embankments...	1	13	14	2	22	24	...	(b) 1	2	1	2	2	1	5	6	3	4	7	...
23. Fire in trains ...	3	78	81	3	110	113	11	(b) 5	...	...	11	5	1	68	69	1	50	51	...
24. Fire at stations, or involving injury to bridges or viaducts ...	1	24	25	2	36	38	(c) 2	...	...	...	2	2	...	11	11	3	18	21	...
25. Other accidents ...	4	131	135	8	153	161	(a) 1	4	...	6	1	10	11	71	82	11	82	93	...
Total for the twelve months ending with the 31st December 1896 ...	...	...	...	103	2,337	2,440	(c) 17	(d) 75	2	36	19	111	...	...	...	113	1,991	2,104	(e) 16
Previous year ...	...	...	...	86	2,274	2,360	(f) 11	(h) 41	5	19	16	60	...	...	...	72	1,903	1,975	(a) 2

(a) Not (a) passenger (a). (d) Of these, 9 were not passengers. (g) Of these, 12 were not passengers.
 (b) Of these, 1 was not a passenger. (e) Of these, 4 were not passengers. (h) Of these, 8 were not passengers.
 (c) Of these, 5 were not passengers. (f) Of these, 3 were not passengers. (i) Of these, 14 were not passengers.

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Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1895-96 as shown in the last report.	Sanctioned during 1896-97. (Appendix B.)	Corrections of mileage.
	STANDARD GAUGE.					
	STATE LINES WORKED BY COMPANIES.			Miles.	Miles.	Miles.
I	East Indian	East Indian Railway Company.	15th Aug. 1854 ...	(a) 1,834.20	...	-5.59
II	Bengal Central (b)	Bengal Central Railway Company.	16th Oct. 1882 ...	...	...	+125.01
III	Bengal-Nágpur	Bengal Nágpur Railway Company.	6th April 1880 ...	(c) 1,221.88	...	-1.00
IV	Indian Midland	Indian Midland Railway Company.	1st April 1886 ...	797.72	...	-2.16
V	Bhopal-Itársi (British section)	Indian Midland Railway Company.	1st June 1882 ...	13.11	...	...
VI	Godhra-Rutlam-Nágdá	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893 ...	140.56	...	+0.35
VII	Wardha Coal	Great Indian Peninsula Railway Company.	1st Feb. 1874 ...	44.88	...	...
VIII	Dhond-Manmád	Great Indian Peninsula Railway Company.	15th Mar. 1878 ...	145.44	...	...
IX	Bezwada extension (East Coast State) (d)	Nizam's Guaranteed State Railways Company.	10th Feb. 1889 ...	20.58	...	...
X	Madras-Ennúr section (Bezwada-Madras).	Madras Railway Company.	22nd Feb. 1896 ...	9.00	...	-0.55
	Total ... ..	.....	.....	4,227.37	...	+116.06
	STATE LINES WORKED BY THE STATE.					
XI	North-Western	North-Western State Railway.	13th May 1861 ...	(e) 2,934.47	56.00	-0.38
XII	Hyderabad-Shadipalli	North-Western State Railway.	18th Aug. 1892 ...	58.91	...	...
XIII	Oudh and Rohilkhand	Oudh and Rohilkhand State Railway.	23rd April 1867 ...	(f) 951.31	...	-0.25
XIV	Eastern Bengal	Eastern Bengal State Railway.	2nd Jan. 1862 ...	260.72	14.59	-2.89
	Bengal Central (b) ... ..	.....	.....	125.01	...	(g) -125.01
XV	Calcutta Port Commissioners'	Port Trust, Calcutta ...	1st Nov. 1875 ...	8.53	...	...
XVI	East Coast	East Coast State Railway ...	20th Feb. 1893 ...	543.64	...	-4.86
XVII	Bezwada-Madras (Ennúr-Bezwada section).	Being Constructed by State Agency.	.....	(i) 229.97	...	+0.28
	Total ... ..	.....	.....	5,112.56	70.59	-133.11
	LINES WORKED BY GUARANTEED COMPANIES.					
XVIII	Great Indian Peninsula	Great Indian Peninsula Railway Company.	18th April 1853 ...	1,287.93	38.07	+0.07
XIX	Bombay, Baroda and Central India	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860 ...	460.90	...	...
X	Madras	Madras Railway Company	1st July 1856 ...	839.22	...	...
	Total ... ..	.....	.....	2,588.05	38.07	+0.07
	ASSISTED COMPANIES.					
XXI	Delhi-Umballa-Kalka	East Indian Railway Company.	1st Mar. 1891 ...	161.40	...	-0.93
XXII	Tarkessur	East Indian Railway Company.	1st Jan. 1885 ...	22.23	...	...
XXIII	South Behar (Luckeeserai-Gya)	East Indian Railway Company.	.....	83.00	...	-4.19
XXIV	Southern Punjab (Delhi-Samásata)	Being constructed by the Southern Punjab Railway Company. To be worked by the North-Western State Railway when open.	.....	400.35	...	+0.36
XXV	Hardwar-Dehra	Oudh and Rohilkhand State Railway.	.....	...	30.00	...
XXVI	Tapti Valley	Bombay, Baroda and Central India Railway Company.	.....	...	162.47	...
	Total ... ..	.....	.....	666.98	192.47	-4.76
	Carried over ... ..	.....	.....	12,594.96	301.13	-21.74

A.

lines sanctioned and open for traffic on the 31st March 1897.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1890-97.	On the 31st March 1890 as shown in the last report.	Opened during 1890-97. (Appendix C.)	Corrections of mileage.					Total open length on the 31st March 1897.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,828·61	1,700·19	4·81	—3·63	1,701·37	127·24	474·25	I	(a) Including the Moghal Sarai-Gya railway.
125·01	...	...	+125·01	125·01	...	...	II	(b) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company to whom the working was made over on the 1st January 1897.
1,220·88	860·88	...	...	860·88	360·00	...	III	(c) Including the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.
795·56	679·12	...	+0·44	679·56	116·00	...	IV	
13·11	13·11	...	...	13·11	...	...	V	
140·91	115·33	25·81	—0·23	140·91	...	...	VI	
44·88	44·88	...	...	44·88	...	...	VII	
145·44	145·44	...	...	145·44	...	...	VIII	
20·58	20·58	...	...	20·58	...	...	IX	
8·45	9·00	...	—0·55	8·45	...	...	X	(d) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company
4,343·43	3,588·53	30·62	+121·04	3,740·19	603·24	474·25		
2,990·09	2,535·27	263·88	+0·64	2,799·79	190·30	41·26	XI	(e) Including the Kotri-Rohri, the Mushkaf-Bolán and the Māri-Attock railways.
58·91	58·91	...	...	58·91	...	...	XII	
951·06	797·18	15·19	...	812·37	138·69	...	XIII	(f) Including the Rae Bareilly-Benares railway.
272·42	249·22	...	+0·78	250·00	22·42	81·48	XIV	
...	12·501	...	—125·01	...	...	...
8·53	8·53	...	...	8·53	...	...	XV	(g) Transferred to "State lines worked by companies" on the 1st January 1897.
538·78	488·64	47·15	+2·99	538·78	...	...	XVI	(h) Including 299 miles of metre gauge line.
230·25	...	...	...	...	230·25	...	XVII	(i) Under construction. Excluding 24·24 miles of the existing South Indian metre gauge railway to be utilized between Gudur and Nellore, which is being converted to the standard gauge.
5,050·04	4,262·76	326·22	—120·60	4,468·38	581·66	122·74		
1,326·07	1,286·93	1·07	...	1,288·00	38·07	461·91	XVIII	
460·90	460·90	...	...	460·90	...	70·89	XIX	
839·22	839·22	...	...	839·22	...	42·41	XX	
2,626·19	2,587·05	1·07	...	2,588·12	38·07	575·21		
160·47	161·40	...	—0·93	160·47	...	...	XXI	
22·23	22·23	...	...	22·23	...	...	XXII	
78·81	...	...	...	...	78·81	...	XXIII	Under construction.
400·71	...	...	...	...	400·71	...	XXIV	Under construction.
30·00	...	...	...	...	30·00	...	XXV	Under construction.
162·47	...	...	...	...	162·47	...	XXVI	Under construction.
854·69	183·63	...	—0·93	182·70	671·99	...		
12,874·35	10,621·97	357·91	—0·49	10,979·39	1,894·96	1,172·20		

Statement showing the gauge and classification of railways and the lengths (

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1895-96 as shown in the last report.	Sanctioned during 1896-97. (Appendix B.)	Correction of mileage.
	Brought forward ...	.....	.....	Miles. 12,594.96	Miles. 301.13	Miles. -21.74
	STANDARD GAUGE—concl'd.					
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.					
XXVII	Khámgaon... ..	Great Indian Peninsula Railway Company.	4th Mar. 1870 ...	7.55	...	...
XXVIII	Amráoti	Great Indian Peninsula Railway Company.	16th Feb. 1871 ...	5.44	...	...
XXIX	Bína-Goona	Indian Midland Railway Company.	1st May 1895 ...	72.18	54.15	(a)+21.61
XXX	Bhopal-Ujjain	Indian Midland Railway Company.	11th Nov. 1895 ...	113.52	...	...
XXXI	Bhopal-Itársi (Native State section) ...	Indian Midland Railway Company.	18th Nov. 1884 ...	44.28	...	...
XXXII	The Nizam's Guaranteed State... ..	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 ...	332.32	...	...
XXXIII	Nágdá-Ujjain	Bombay, Baroda and Central India Railway Company.	15th July 1896 ...	34.25	...	+0.42
XXXIV	The Gaekwar's Petlód	Bombay, Baroda and Central India Railway Company.	5th May 1890 ...	13.35	...	...
XXXV	Kolar Gold-fields... ..	Madras Railway Company	1st June 1894 ...	10.00	...	...
	Total ...	.....	.....	632.89	54.15	+22.03
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.					
XXXVI	Rájpura-Bhátinda	North-Western State Railway.	1st Nov. 1884 ...	107.94	...	...
XXXVII	Jammu and Kashmir (Native State section).	North-Western State Railway.	15th Mar. 1890 ...	15.92	...	...
	Total ...	.....	.....	123.86	...	...
	LINE OWNED AND WORKED BY NATIVE STATE.					
	Bína-Goona (Goona-Bara extension) ...	.....	.....	21.00	...	(b)-21.00
	TOTAL STANDARD GAUGE ...	.....	.....	13,372.71	355.28	-20.71
	METRE GAUGE.					
	STATE LINES WORKED BY COMPANIES.					
XXXVIII	Bengal and North-Western—(c)					
	Tirhoot section	Bengal and North-Western Railway Company.	1st Nov. 1875 ...	503.80	...	-1.00
	Company's section		2nd April 1884 ...	739.75	...	+9.25
XXXIX	Lucknow-Bareilly section (Rohilkund and Kumaon).	Rohilkund and Kumaon Railway Company.	12 Oct. 1864 ...	231.17	...	...
XL	Rajputana-Malwa	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 ...	1,673.93	...	...
XLI	Pálanpur-Deesa	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893 ...	17.28	...	...
XLII	Southern Mahratta	Southern Mahratta Railway Company.	24th Mar. 1884 ...	1,042.04	...	...
XLIII	Guntakal-Mysore frontier	Southern Mahratta Railway Company.	1st Mar. 1892 ...	119.50	...	...
XLIV	Mysore section (Southern Mahratta) ...	Southern Mahratta Railway Company.	1st Feb. 1881 ...	296.00	...	...
XLV	South Indian	South Indian Railway Company.	15th July 1861 ...	1,041.59	...	...
XLVI	Máyavaram-Mutupet	South Indian Railway Company.	2nd April 1894 ...	53.99	...	...
XLVII	Assam-Bengal	Assam-Bengal Railway Company.	1st July 1895 ...	742.20	...	...
XLVIII	Burma (d)	Burma Railways Company	2nd May 1877 ...	...	...	(d) (c) +1,154.11
	Total ...	.....	.....	6,461.25	...	+1,162.41
	Carried over ...	.....	.....	6,461.25	...	+1,162.41

A—contd.

lines sanctioned and open for traffic on the 31st March 1897.

AGE.		OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1896-97.	On the 31st March 1896, as shown in the last report.	Opened during 1896-97. (Appendix C.)	Corrections of Mileage.	Total open length on the 31st March 1897.					
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
12,874.35	10,621.97	357.91	-0.49	10,979.39	1,894.96	1,172.20			
7.55	7.55	...	...	7.55	...	...	XXVII	
5.44	5.44	...	...	5.44	...	...	XXVIII	
147.94	72.18	...	-0.44	71.74	76.20	...	XXIX	(a) Goona-Parbati river extension transferred from "Line owned and worked by native state" and correction of mileage.	
113.52	113.52	...	...	113.52	...	...	XXX	
44.28	44.28	...	...	44.28	...	...	XXXI	
332.32	332.32	...	...	332.32	...	...	XXXII	
34.67	...	34.67	...	34.67	...	...	XXXIII	
13.35	13.35	...	...	13.35	...	...	XXXIV	
10.00	10.00	...	...	10.00	...	...	XXXV	
709.07	598.64	34.67	-0.44	632.37	76.20	...			
107.94	107.94	...	...	107.94	...	...	XXXVI	
15.92	15.92	...	...	15.92	...	...	XXXVII	
123.86	123.86	...	...	123.86	...	...	
...	...	...	...	...	...	...		(b) Included with the Bina-Goona railway.
13,707.28	11,344.47	392.58	-0.83	11,736.12	1,971.16	1,172.20			
502.80	341.80	...	...	341.80	161.00	...	XXXVIII	(c) Although for convenience classed amongst state railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.
749.00	414.50	63.44	+0.69	478.63	270.37	...			
231.17	231.17	...	...	231.17	...	...	XXXIX	
1,673.93	1,673.93	...	...	1,673.93	...	1.14	XL	
17.28	17.28	...	...	17.28	...	...	XLI	
1,042.04	1,042.04	...	...	1,042.04	...	...	XLII	
119.50	119.50	...	...	119.50	...	...	XLIII	
296.00	296.00	...	...	296.00	...	...	XLIV	
1,041.59	1,041.59	...	...	1,041.59	...	...	XLV	
53.99	53.99	...	...	53.99	...	...	XLVI	
742.20	158.90	201.73	...	360.63	381.57	...	XLVII		
1,154.17	...	...	+886.45	886.45	267.72	9.00	XLVIII	(d) Transferred from "State lines worked by the State" on the 1st September 1896.
7,623.67	5,390.70	265.17	+887.14	6,543.01	1,080.66	10.14		(e) Including the Mandalay-Kunlon railway, and 672 miles due to correction of mileage of the same railway.	
7,623.67	5,390.70	265.17	+887.14	6,543.01	1,080.66	10.14			

Statement showing the gauge and classification of railways and the lengths

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILES		
				At the end of 1895-96, as shown in the last report.	Sanctioned during 1896-97 (Appendix B.)	Corrective of mileage
	Brought forward ...	...	...	Miles. 6,461.25	Miles. ...	Miles. +1,162.4
	METRE GAUGE—<i>concl'd.</i>					
	STATE LINES WORKED BY THE STATE.					
XLIX	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch), Dacca section ...	{ Eastern Bengal State Railway.	28th Aug. 1877 ...	478.51	...	-0.0
			4th Jan. 1885 ...	85.92	...	...
L	Cawnpore-Burhwal (metre gauge link) (a). Burma (c) ...	Oudh and Rohilkhand State Railway.	24th Nov. 1896 ...	(b) 79.40	...	+0.2
				(d) 1,147.45	...	-1,147.4
	Total ...			1,791.28	...	-1,147.2
	ASSISTED COMPANIES.					
LI	Deoghur ...	Messrs. Burn & Co. ...	23rd Dec. 1882 ...	4.79	...	...
LII	Rohilkund and Kumaon (Company's section).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 ...	53.92	...	...
LIII	Bengal Doocars ...	Messrs. Finlay, Muir & Co. ...	15th Jan. 1893 ...	36.40	...	...
LIV	Dibru-Sadiya ...	Assam Railways and Trading Company.	Oct. 1882 ...	77.50	...	...
LV	Ahmedabad-Parantij ...	Bombay, Baroda and Central India Railway Company.	...	54.59	...	...
LVI	Sultanpur-Bogra-Kaliganj ...	Eastern Bengal State Railway.	...	...	60.00	...
LVII	Mymensingh-Jamalpur-Subhankhali ...	Eastern Bengal State Railway.	...	...	63.00	...
LVIII	Segowlic-Raksaul ...	Being constructed by the Segowlic-Raksaul Branch Railway Company. To be worked by the Bengal and North-Western Railway Company when open.	...	...	18.00	...
LIX	Nilgiri ...	Nilgiri Railway Company ...	...	16.50	...	+0.3
	Total ...			243.70	141.00	+0.3
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.					
LX	The Gackwar's Mehsana ...	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887 ...	92.63	...	...
LXI	Kolhapur ...	Southern Mahratta Railway Company.	21st April 1891 ...	29.07	...	...
LXII	Yesvantpur-Mysore frontier ...	Southern Mahratta Railway Company.	15th Dec. 1892 ...	51.35	...	...
LXIII	Mysore-Nanjangud ...	Southern Mahratta Railway Company.	1st Dec. 1891 ...	15.25	0.50	...
LXIV	Birur-Shimoga ...	Being constructed by the Mysore Durbar.	...	...	38.53	...
LXV	Hyderabad-Godavari Valley (e) ...	Nizam's Guaranteed State Railways Company.	...	...	389.81	...
	Total ...			188.30	428.84	...
	LINES OWNED AND WORKED BY NATIVE STATES.					
LXVI	Jodhpore-Bickaneer—Jodhpore section ...	{ Jodhpore Durbar ... }	24th June 1882 ...	(f) 155.42	...	...
	Bickaneer section ...		8th April 1891 ...	(g) 71.50	...	+13.0
LXVII	Odeypore-Chitor (h) ...	Meywar State ...	1st Aug. 1895 ...	60.39	...	...
LXVIII	Bhavnagar-Gondal-Junagarh-Porbandar.	Representative committee of proprietary states.	20th Dec. 1880 ...	(i) 333.46	...	...
LXIX	Jetalsar-Rajkot ...	Bhavnagar - Gondal - Junagarh-Porbandar Railway.	12th April 1893 ...	46.23	...	...
LXX	Rajkot-Jamnagar ...	Bhavnagar - Gondal - Junagarh-Porbandar Railway.	...	50.29	...	...
	Total ...			1,017.29	...	+13.0
	FOREIGN LINES.					
LXXI	West of India Portuguese ...	West of India Portuguese Railway Company.	17th Jan. 1887 ...	51.00	...	...
LXXII	Pondicherry ...	South Indian Railway Company.	16th Dec. 1879 ...	7.80	...	...
LXXIII	Karikal-Peralam ...	South Indian Railway Company.	...	14.45	...	...
	Total ...			73.25	...	...
	Total metre gauge ...			9,775.07	560.84	+29.0

A—contd.

lines sanctioned and open for traffic on the 31st March 1897.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks	Classification No.	REMARKS.
	Total sanctioned length at the end of 1896-97.	On the 31st March 1896, as shown in the last report.	Opened during 1896-97, (Appendix C.)	Corrections of mileage.					Total open length on the 31st March 1897.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
7,624.67	5,390.70	265.17	+887.14	6,543.01	1,080.66	10.14		
478.47	478.51	...	-0.04	478.47	...	...	XLIX
85.92	85.92	...	...	85.92	...	...
(b) 79.60	...	(b) 34.57	...	(b) 34.57	45.03	...	L	
...	886.45	...	-886.45	...	...	...
643.99	1,450.88	34.57	-886.49	598.96	45.03	...	(a) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 386 miles, being utilized between Daliganj and Aishbagh. (b) Including the length, Bara Banki to Barwahi, laid on a mixed gauge.	
4.79	4.79	...	...	4.79	...	...	LI
53.92	53.92	...	...	53.92	...	...	LII
36.40	36.40	...	...	36.40	...	...	LIII
77.50	77.50	...	...	77.50	...	...	LIV
54.59	...	...	...	...	54.59	...	LV
60.00	...	...	...	...	60.00	...	LVI
63.00	...	...	...	...	63.00	...	LVII
18.00	...	...	...	...	18.00	...	LVIII
16.81	...	...	...	...	16.81	...	LIX
385.01	172.61	...	...	172.61	212.40	...	
92.63	92.63	...	...	92.63	...	...	LX
29.07	29.07	...	...	29.07	...	...	LXI
51.35	51.35	...	...	51.35	...	...	LXII
15.75	15.25	...	...	15.25	0.50	...	LXIII
38.53	...	...	...	...	38.53	...	LXIV
389.81	...	...	...	...	389.81	...	LXV
617.14	188.30	...	...	188.30	428.84	...	(e) Commencement of earthwork as far as the Anka Pass, 575 miles from Mauwad, authorized for famine relief purposes.
455.42	320.50	...	...	320.50	134.92	...	LXVI
85.12	43.50	...	...	43.50	41.62	...	LXVII
60.39	60.39	...	...	60.39	...	...	LXVIII
(j) 333.46	(i) 333.46	...	...	(i) 333.46	...	...	LXIX
46.23	46.23	...	...	46.23	...	...	LXX
50.29	...	...	...	...	50.29	...	
1,030.91	804.08	...	...	804.08	226.83	...	(f) Including the Balotra-Jodhpore Frontier section on which the commencement of earthwork has been sanctioned for famine relief purposes. (g) Including the Bickaneer-Khari section commenced as a measure of famine relief.
51.00	51.00	...	...	51.00	...	...	LXXI
7.80	7.80	...	...	7.80	...	...	LXXII
14.45	...	...	...	...	14.45	...	LXXIII
73.25	58.80	...	...	58.80	14.45	...	
10,373.97	8,065.37	299.74	+0.85	8,365.76	2,008.21	10.14	(h) Being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure. (i) Including 459 miles of Bhavnagar Dock estates and Junnagar quarry lines. Under construction.	

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILES		
				At the end of 1895-96, as shown in the last report.	Sanctioned during 1896-97. (Appendix B.)	Correction of mileage.
				Miles.	Miles.	Miles.
	SPECIAL GAUGES.					
	STATE LINE WORKED BY COMPANY.					
LXXIV	Raipur-Dhamtari branch (Bengal-Nágpur) (2' 6") (a).	Bengal - Nágpur Railway Company	...	...	56.67	...
	Total ... ..	...	...	...	56.67	...
	STATE LINE WORKED BY THE STATE.					
LXXV	Jorhát (2' 0")	State agency	15th Dec. 1884 ...	28.00	...	...
	Total ... ..	...	...	28.00	...	...
	ASSISTED COMPANIES.					
LXXVI	Darjeeling-Himalayan (2' 0")	Darjeeling Himalayan Railway Company.	23rd August 1880	51.00	...	...
LXXVII	Bársi (2' 6")	Bársi Light Railway Company.	1st March 1897 ...	21.75	...	-0.35
	Total ... ..	...	...	72.75	...	-0.35
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.					
LXXVIII	The Gaekwar's Dabhoi (2' 6")	Bombay, Baroda and Central India Railway Company.	8th April 1873 ...	79.00	...	-0.16
LXXIX	Anklesvar-Párdi section (Rajpipla) (2' 6").	Bombay, Baroda and Central India Railway Company.	...	19.73	...	...
	Total ... ..	...	...	98.73	...	-0.16
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.					
LXXX	Cooch Behar (2' 6")	Eastern Bengal State Railway.	15th Sept. 1893 ...	24.37	...	...
	Total ... ..	...	...	24.37	...	...
	LINES OWNED AND WORKED BY NATIVE STATES.					
LXXXI	Morvi (2' 6")	Morvi state	11th March 1886 ...	94.36	...	...
LXXXII	Gwalior-Sipri (b)	Gwalior Durbar ... ..	...	...	72.96	...
	Total ... ..	...	...	94.36	72.96	...
	Total special gauges ... ..	...	...	318.21	129.63	-0.51
	Total of all railways ... ..	...	...	23,435.99	1,054.75	+7.84
	STEAM TRAMWAYS WORKING OUTSIDE MUNICIPAL LIMITS.					
	Tárakeshwar-Magra (2' 6" gauge)	Bengal Provincial Railway Company.	7th Nov. 1894 ...	31.12	...	...
	Powayan (2' 6" gauge)	Powayan Steam Tramway Company.	17th June 1890 ...	39.50	...	...
	Dandot Colliery (2' 0" gauge)	North-Western State Railway.	1st June 1889 ...	7.18	...	-1.00
	Bhaganwala Colliery (2' 6" gauge)	North-Western State Railway.	2nd Oct. 1896 ...	7.85	...	-1.00
	Cherra-Companyganj (2' 6" gauge)	State agency	16th June 1886 ...	8.00	...	...
	Tezpur-Bálipára (2' 6" gauge)	Tezpur - Bálipára Steam Tramway Company.	9th Aug. 1894 ...	20.00	...	+0.10
	Thatón-Duyinzáik (2' 6" gauge)	G. E. L. Dawson, Esq. ...	11th Feb. 1885 ...	7.76	...	...
	Howrah-Amta (2' 0" gauge)	Bengal District Road Tramways Company.	...	30.00	...	...
	Howrah-Sheakhalla (2' 0" gauge)	Bengal District Road Tramways Company.	...	20.00	...	...
	Ránaghat-Krishnagarh (2' 6" gauge)	Ránaghat - Krishnagarh Tramway Company.	...	19.00	...	...
	Mangaldai (2' 6" gauge)	Mangaldai Steam Tramway Company.	...	...	35.00	...
	Total ... ..	...	...	190.41	35.00	-1.90

A—contd.

lines sanctioned and opened for traffic on the 31st March 1897.

AGE.	OPEN MILEAGE.				Total open length on the 31st March 1897.	Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1896-97.	On the 31st March 1897, as shown in the last report.	Opened during 1896-97. (Appendix C.)	Corrections of Mileage.					
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
56.67	56.67	...	LXXXIV	(a) Commencement of work on a portion of the branch has been authorized for famine relief purposes.	
56.67	...	...	...	...	56.67	...	
28.00	28.00	...	...	28.00	...	...	LXXXV
28.00	28.00	...	...	28.00	...	...	
51.00	51.00	...	...	51.00	...	...	LXXXVI
21.40	...	21.40	...	21.40	...	...	LXXXVII
72.40	51.00	21.40	...	72.40	...	...	
78.84	71.66	...	...	71.66	7.18	...	LXXXVIII
19.73	19.73	...	LXXXIX		Under construction.
98.57	71.66	...	...	71.66	26.91	...	
24.37	22.12	...	...	22.12	2.25	...	LXXX
24.37	22.12	...	...	22.12	2.25	..	
94.36	94.36	...	...	94.36	...	...	LXXXI
72.96	...	...	...	...	72.96	...	LXXXII
167.32	94.36	...	...	94.36	72.96	...	
447.33	287.14	21.40	...	288.54	158.79	...			
24,528.58	19,676.98	713.72	- 0.28	20,390.42	4,138.18	1,182.34			
31.12	31.12	...	...	31.12	...	...	
39.50	39.50	...	...	39.50	...	...	
6.18	4.18	...	+2.00	6.18	...	1.83			
6.85	...	6.85	...	6.85	...	0.60			
8.00	8.00	...	...	8.00	...	...	
20.10	20.00	...	+0.10	20.10	...	...	
7.76	7.76	...	...	7.76	...	...	
30.00	...	...	...	...	30.00	...	Under construction.
20.00	...	...	...	...	20.00	...	Under construction.
19.00	...	...	...	...	19.00	...	Under construction.
35.00	...	...	...	...	35.00	...	Under construction.
223.51	110.56	6.85	+2.10	119.51	104.00	2.43			

APPENDIX A.—concl'd.

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1897.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.
	At the end of 1895-96.	Sanctioned during 1896-97. (Appendix B.)	Corrections of mileage.	Total sanctioned length at the end of 1896-97.	On the 31st March 1896.	Opened during 1896-97. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1897.		
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	4,227.37	...	+116.06	4,343.43	3,588.53	30.62	+121.04	3,740.19	603.24	474.26
State lines worked by the State	5,112.56	70.59	-133.11	5,050.04	4,262.76	326.22	-120.60	4,468.38	581.66	122.74
Lines worked by guaranteed companies	2,588.05	38.07	+0.07	2,626.19	2,587.05	1.07	...	2,588.12	38.07	575.21
Assisted companies	666.98	192.47	-4.76	854.69	183.63	...	-0.93	182.70	671.99	...
Lines owned by native states and worked by companies ...	632.89	54.15	+22.03	709.07	698.64	34.67	-0.44	632.87	76.20	...
Lines owned by native states and worked by state railway agency	123.86	...	...	123.86	123.86	...	...	123.86	...	...
Line owned and worked by native state	21.00	...	-21.00	...	...	...	...	...	...	...
Total ...	13,372.71	355.28	-20.71	13,707.28	11,344.47	392.58	-0.93	11,736.12	1,971.16	1,772.20
METRE GAUGE.										
State lines worked by companies	6,461.25	...	+1,162.42	7,623.67	5,390.70	265.17	+887.14	6,543.01	1,080.66	10.14
State lines worked by the State	1,791.28	...	-1,147.29	643.99	1,450.88	34.57	-886.49	598.96	45.03	...
Assisted companies	243.70	141.00	+0.31	385.01	172.61	...	...	172.61	212.40	...
Lines owned by native states and worked by companies ...	188.30	428.84	...	617.14	188.30	...	...	188.30	428.84	...
Lines owned and worked by native states	1,017.29	...	+13.62	1,030.91	804.08	...	...	804.08	226.83	...
Foreign lines	73.25	...	...	73.25	58.80	...	...	58.80	14.45	...
Total ...	9,776.07	569.84	+29.06	10,373.97	8,065.37	299.74	+0.65	8,365.76	2,008.21	10.14
SPECIAL GAUGES.										
State line worked by company	...	56.67	...	56.67	...	...	...	...	56.67	...
State line worked by the State	28.00	...	...	28.00	28.00	...	...	28.00	...	...
Assisted companies	72.75	...	-0.35	72.40	51.00	21.40	...	72.40	...	...
Lines owned by native states and worked by companies	98.73	...	-0.16	98.57	71.66	...	...	71.66	26.91	...
Line owned by native state and worked by state railway agency	24.37	...	...	24.37	22.12	...	...	22.12	2.25	...
Lines owned and worked by native states	94.36	72.96	...	167.32	94.36	...	...	94.36	72.96	...
Total ...	318.21	129.63	-0.51	447.33	267.14	21.40	...	288.54	158.79	...
Total of all railways	23,465.99	1,054.75	+7.84	*24,528.58	19,676.98	713.72	-0.28	20,390.42	4,138.16	1,182.34
Steam tramways working outside municipal limits	190.41	35.00	-1.90	223.51	110.56	6.85	+2.10	119.51	104.00	2.43

* Made up as follows :

	Miles.
Length sanctioned at the end of 1895-96	23,465.99
Sanctioned during 1896-97	1,054.75
	24,520.74
<i>Add—</i>	
Net difference due to corrections of mileage	+7.84
Net total length sanctioned at the end of 1896-97	24,528.58
Length sanctioned at the end of 1895-96	23,465.99
	1,062.59

Railways or sections of Railways sanctioned from the 1st April 1896 to the 31st March 1897.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
	STANDARD GAUGE.			
	STATE LINES WORKED BY THE STATE.			
XI	<i>North-Western—</i>			
	Toba Tek Singh to Khánawal... ..	56.00	24th September 1896.	
XIV	<i>Eastern Bengal—</i>			
	Panchooria to Faridpur	14.59	9th February 1897.	
	Total	70.59		
	LINE WORKED BY GUARANTEED COMPANY.			
XVIII	<i>Great Indian Peninsula—</i>			
	Amalner to Jalgaon	38.07	3rd September 1896.	
	ASSISTED COMPANIES.			
XXV	<i>Hardwar-Dehra—</i>			
	Hardwar to Dehra	30.00	18th November 1896.	
XXVI	<i>Tapti Valley—</i>			
	Surat to Amalner	162.47	11th June 1896.	
	Total	192.47		
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.			
XXIX	<i>Bina-Goonā—</i>			
	Parbati River to Bara	54.15	28th January 1897.	
	Total Standard Gauge	355.28		

APPENDIX B—concl'd.

Railways or sections of Railways sanctioned from the 1st April 1896 to the 31st March 1897.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
METRE GAUGE.				
ASSISTED COMPANIES.				
LVI	<i>Sultanpur-Bogra-Kaliganj—</i>			
	Sultanpur viâ Bogra to Kaliganj	60'00	23rd September 1896.	
LVII	<i>Mymensingh-Jamalpur-Subhankhali—</i>			
	Mymensingh to Jamalpur	33'00	12th August 1896.	
	Jamalpur to Subhankhali	30'00	4th November 1896.	
		63'00		
LVIII	<i>Segowlie-Raksaul—</i>			
	Segowlie to Raksaul	18'00	8th August 1896.	
		141'00		
LINE OWNED BY NATIVE STATES AND WORKED BY COMPANIES.				
LXIII	<i>Mysore-Nanjangûd—</i>			
	Nanjangûd Station to a point half a mile nearer to the town of Nanjangûd.	0'50	12th March 1897.	
LXIV	<i>Birur-Shimoga—</i>			
	Birur to Shimoga	38'53	12th August 1896.	
LXV	<i>Hyderabad-Gôdâvari Valley—</i>			
	Hyderabad to Manmâd... ..	389'81	12th January 1897.	Commencement of earthwork as far as the Ankaï pass, 5'75 miles from Manmâd, authorized for famine relief purposes.
	Total	428'84		
	Total metre gauge	569'84		
SPECIAL GAUGE.				
STATE LINE WORKED BY COMPANY.				
LXXIV	<i>Raipur-Dhamtari branch (Bengal-Nâgpur), 9' 6"—</i>			
	Raipur to Dhamtari	45'00	21st July 1896.	Commencement of earthwork on a portion of the branch has been authorized for famine relief purposes.
	Abhanpur to Rajim	11'67	21st July 1896.	
	Total	56'67		
LINE OWNED AND WORKED BY NATIVE STATE.				
LXXXII	<i>Gwalior-Sipri—</i>			
	Gwalior to Sipri	72'96	9th March 1897.	Gauge undecided. Commencement of earthwork on the Gwalior-Mahona section authorized for famine relief purposes.
	Total special gauge	129'63		
	Grand Total	1,054'75		
Steam Tramway working outside Municipal limits.				
<i>Mangaldâi (2' 6")—</i>				
	Rangamati on the Brahmaputra to Ghagrapara.	35'00	9th November 1896.	
	Total	35'00		

Railways or sections of railways opened for traffic from the 1st April 1896 to the 31st March 1897.

Classifi- cation No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
STANDARD GAUGE.				
STATE LINES WORKED BY COMPANIES.				
I	<i>East Indian—</i>			
	Mile 8.23 from Dheria Joba to the Damoodur river	1.77	15th July 1896.	
	Chanch branch extension	1.00	5th August 1896.	
	Rajmehal branch extension	0.17	4th October 1896.	
	Maharajpur branch	1.87	31st October 1896.	
		4.81		
VI	<i>Godhra-Rutlam-Nágdá—</i>			
	Rutlam to Nágdá	25.81	{ 11th May 1896 ...	For goods traffic.
			{ 1st June 1896 ...	For passenger traffic.
	Total	30.62		
STATE LINES WORKED BY THE STATE.				
XI	<i>North-Western—</i>			
	Rahuki to Rohri (Kotri-Rohri chord line)... ..	178.00	{ 16th November 1896	For goods traffic.
			{ 15th December 1896	For passenger traffic.
	Bolán junction to Quetta (Mushkaf-Bolán railway)	85.88	...	The railway was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Fishin section owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
		263.88		
XIII	<i>Oudh and Rohilkhand—</i>			
	Najfbabad to Kotdwára	15.19	24th December 1896.	
XVI	<i>East Coast—</i>			
	Khurda Road to Bhubaneswar	11.87	{ 20th July 1896 ...	For goods traffic.
			{ 1st September 1896	For passenger traffic.
	Bhubaneswar to Barang (Cuttack Road)	9.94	1st February 1897.	
	Khurda Road to Puri	25.34	1st February 1897.	
		47.15		
	Total	326.22		
LINE WORKED BY GUARANTEED COMPANY.				
XVIII	<i>Great Indian Peninsula—</i>			
	Mohpáni to Gotitoria	1.07	22nd November 1896.	
LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.				
XXXIII	<i>Nágdá-Ujjain—</i>			
	Nágdá to Ujjain	34.67	15th July 1896.	
	Total standard gauge	392.58		

N.B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

APPENDIX C—concl'd.

Railways or sections of railways opened for traffic from the 1st April 1896 to the 31st March 1897.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
	METRE GAUGE.			
	STATE LINES WORKED BY COMPANIES.			
XXXVIII	<i>Bengal and North-Western (Company's section)—</i>			
	Burhwal to Ganeshpur (Bahraighat) ...	4.02	24th November 1896.	
	Bhatni to Bhágalpur Ghaghra (Turtipur) ...	17.14	15th December 1896.	
	Gonda to Balrámpur	22.00	15th December 1896.	
	Nánpára to Jangal Motipur	15.00	15th December 1896.	
	Jarwal road to west Bank, Gogra river, at Ganeshpur (Bahraighat)	5.23	18th December 1896.	
		63.44		
XLVII	<i>Assam-Bengal—</i>			
	Akhaura to Badarpur	127.00	4th December 1896	For goods traffic. The length from Akhaura to Karimganj (115.00 miles) was opened for passenger traffic on the 1st January 1897.
	Gauháti to Jamuna Mukh	74.73	1st January 1897.	
		201.73		
	Total	265.17		
	STATE LINE WORKED BY THE STATE.			
L	<i>Cawnpore-Burhwal (metre gauge link)—</i>			
	Daliganj to Burhwal	34.57	24th November 1896	Including the length, Bara Banki to Burhwal, laid on a mixed gauge.
	Total metre gauge	299.74		
	SPECIAL GAUGE.			
	ASSISTED COMPANY.			
LXXVII	<i>Bársi (2' 6")—</i>			
	Bársi road to the town of Bársi	21.40	{ 1st March 1897 ... For goods traffic. { 19th March 1897 For passenger traffic.	
	Grand total	713.72		
	STEAM TRAMWAY WORKING OUTSIDE MUNICIPAL LIMITS.			
	Bhaganwala Colliery (2' 6")	6.85	2nd October 1896.	

N.B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	RAILWAY.	Mileage open at the end of 1891-92.	OPENED DURING					Mileage open at the end of 1896-97.	Classification No.	REMARKS.
			1892-93.	1893-94.	1894-95.	1895-96.	1896-97.			
STANDARD GAUGE.										
STATE LINES WORKED BY COMPANIES.										
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
I	East Indian	1,525½	(b) 87½	...	(i) 61½	23½	4½	1,701½	I	(a) Including the Jammu and Kashmir railway (British section).
	Patna-Gya	57½	(c) - 57½	...	...	...	...	...		(b) Including the Nalhati and Patna-Gya railways incorporated on 1st April and 1st July 1892, respectively.
II	Bengal Central ... ..	...	...	...	...	...	(n) 125	125	II	(c) Incorporated with the East Indian railway on the 1st July 1892.
III	Bengal-Nágpur	891½	30½	...	...	...	...	860½	III	(d) Bezwada-Gódlávari section of the East Coast State railway, opened on the 20th February 1893.
IV	Indian Midland	677½	...	...	...	1½	...	679½	IV	(e) Including the Amritsar-Pathankot railway and 6 miles of military line not used for public traffic.
V	Bhopal-Itársi (British section)	13	...	...	...	...	...	13	V	(f) Incorporated with the North-Western State railway on the 1st April 1892.
VI	Godhra-Rutlam-Nágdá ... ..	...	25	20	70½	...	25½	141	VI	(g) Portion of the East Coast State railway referred to in remark (c) retransferred to the State for working from the 1st January 1894.
VII	Wardha Coal	45	...	...	...	...	...	45	VII	(h) Including the Bezwada-Gódlávari section transferred for working from "State lines worked by companies."
VIII	Dhond-Manmád	145½	...	...	...	...	...	145½	VIII	(i) Including the Sakri Ghát branch previously omitted.
IX	Bezwada extension (East Coast State)	21½	(d) 91	(g) - 91	(j) - 21½	(l) 20½	...	20½	IX	(j) Treated as an integral part of the East Coast State railway.
X	Madras-Ennúr section (Bezwada-Madras) ... ..	...	...	...	...	9	...	8½	X	(k) Including the Bezwada extension of the East Coast State railway.
	Total mileage opened during each year ... ..	...	176½	- 71	110½	54½	155½	...		(l) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
	Total open mileage at the end of each year	3,316½	3,493½	3,422½	3,533	3,588½	...	3,740		(m) The Bezwada extension of this line has been excluded, for reasons given in remark (n) and shown under "State lines worked by companies." Excludes also the metre gauge link between Tadépalli and Bezwada.
STATE LINES WORKED BY THE STATE.										
XI	North-Western	(a) 2,355	(e) 72½	...	...	103½	(o) 264	2,799½	XI	(n) Transferred from "State lines worked by the State" on the 1st January 1897.
	Amritsar-Pathankot	66½	(f) - 66½	...	...	...	...	...		(o) Including the Mushkaf-Bolán railway, which was utilized for the carriage of of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
XII	Hyderabad-Shadipalli ... ..	...	59	...	...	...	...	59	XII	(p) Transferred to "State lines worked by companies" on the 1st January 1897.
XIII	Oudh and Rohilkhand	692½	...	48½	56	...	15½	812½	XIII	(q) Including three miles of metre gauge link from Tadépalli to Bezwada.
XIV	Eastern Bengal	248½	...	...	...	...	...	250	XIV	
	Bengal Central	125	...	...	...	...	(p) - 125	...		
XV	Calcutta Port Commissioners'	6½	...	...	...	...	...	8½	XV	
XVI	East Coast ... ..	...	...	(h) 269½	(k) 111½	(m) 113½	47	(q) 538½	XVI	
	Total mileage opened during each year ... ..	...	65	317½	167½	217½	201½	...		
	Total open mileage at the end of each year	3,493½	3,558½	3,876½	4,038½	4,262½	...	4,468½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—contd.

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	RAILWAY.	Mileage open at the end of 1891-92.	OPENED DURING					Mileage open at the end of 1896-97.	Classification No.	REMARKS.
			1892-93.	1893-94.	1894-95.	1895-96.	1896-97.			
	STANDARD GAUGE—concl'd.									
	LINES WORKED BY GUARANTEED COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
XVIII	Great Indian Peninsula ...	1,288½	...	...	...	...	1	1,288	XVIII	
XIX	Bombay, Baroda and Central India ...	460½	...	...	...	...	...	460½	XIX	
XX	Madras ...	839½	...	...	...	...	...	839½	XX	
	Total mileage opened during each year ...	...	...	...	...	...	1	...		
	Total open mileage at the end of each year ...	2,588½	2,586½	2,586½	2,587	2,587	...	2,588		
	ASSISTED COMPANIES.									
XXI	Delhi-Umballa-Kalka ...	162½	...	...	...	...	...	160½	XXI	
XXII	Tarkessur ...	22½	...	...	...	...	...	22½	XXII	
	Total open mileage at the end of each year ...	184½	183½	183½	183½	183½	...	182½		
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.									
XXVII	Khámgaon ...	7½	...	...	...	...	...	7½	XXVII	
XXVIII	Amráoti ...	5½	...	...	...	...	...	5½	XXVIII	
XXIX	Bína-Gooná ...	...	...	...	...	72½	...	71½	XXIX	
XXX	Bhopal-Ujjain ...	...	...	...	...	113½	...	113½	XXX	
XXXI	Bhopal-Itársi (Native state section) ...	44	...	...	...	...	...	44½	XXXI	
XXXII	The Nizam's Guaranteed state ...	(a) 329½	(b) 2½	...	...	...	...	332½	XXXII	(a) Excluding the Trimulgherry troop siding.
XXXIII	Nágdá-Ujjain ...	...	...	...	...	...	34½	34½	XXXIII	
XXXIV	The Gaekwar's Petlád ...	13½	...	...	...	...	...	13½	XXXIV	(b) Trimulgherry troop siding previously omitted now added.
XXXV	Kolar Gold-fields ...	...	...	...	10	...	...	10	XXXV	
	Total mileage opened during each year ...	...	2½	...	10	185½	34½	...		
	Total open mileage at the end of each year ...	400	402½	402½	412½	598½	...	632½		
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.									
XXXVI	Rájpura-Bhátinda ...	107½	...	...	...	...	...	108	XXXVI	
XXXVII	Jammu and Kashmir (Native state section) ...	16	...	...	...	...	...	16	XXXVII	
	Total open mileage at the end of each year ...	123½	124	124	124	124	...	124		
	Total standard gauge mileage opened during each year ...	...	243½	246½	287½	457½	392½	...		
	Total standard gauge open mileage at the end of each year ...	10,106½	10,348½	10,596½	10,878½	11,344½	...	11,736		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

APPENDIX D—contd.

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	RAILWAY.	Mileage open at the end of 1891-92.	OPENED DURING					Mileage open at the end of 1896-97.	Classification No.	REMARKS.
			1892-93.	1893-94.	1894-95.	1895-96.	1896-97.			
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	STATE LINES WORKED BY COMPANIES.									
XXXVIII	Bengal and North-Western—									
	Tirhoot section	341½	...	...	...	...	...	341½	XXXVIII	
	Company's section... ..	414½	...	6	...	...	63½	478½		
XXXIX	Luoknow-Bareilly section (Rohilkund and Kumaon)	198½	23½	7½	1½	...	...	231½	XXXIX	
XL	Rajputana-Malwa	1,674	...	...	...	...	...	1,674	XL	
XLI	Pálanpur-Deesa ... ..	...	...	17½	...	...	...	17½	XLI	
XLII	Southern Mahratta	1,043½	...	...	...	...	...	1,042	XLII	
XLIII	Guntakal-Mysore frontier ...	...	(a) 63	56½	...	...	...	119½	XLIII	(a) Transferred from the South Indian railway.
XLIV	Mysore section (Southern Mahratta)	311½	20	(c) -35½	...	...	...	296	XLIV	(b) Sixty-three miles transferred to the Guntakal-Mysore frontier railway.
XLV	South Indian	1,105½	(b) -63	...	...	...	...	1,041½	XLV	
XLVI	Máyavaram-Mutupet ... ..	...	...	...	54	...	...	54	XLVI	(c) Yesvantpur-Dodballapur and Mysore-Nanjangid sections, now shown as Nos. LXII and LXIII, respectively.
XLVII	Assam-Bengal ... ..	...	...	...	...	159	201½	360½	XLVII	
XLVIII	Burma... ..	...	...	...	...	...	(d)886½	886½	XLVIII	(d) Transferred from "State lines worked by the State."
	Total mileage opened during each year ... ..	...	43½	52	55½	159	1,151½	...		
	Total open mileage at the end of each year	5,089	5,132½	5,183½	5,232	5,390½	...	6,548		
	STATE LINES WORKED BY THE STATE.									
XLIX	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	442½	35½	...	...	...	...	478½	XLIX	
	Dacca section	86	...	...	...	...	...	86		
L	Cawnpore-Burhwal (metre gauge link) ... ..	...	...	...	...	...	(e) 34½	(e) 34½	L	(e) Including 16½ miles from Burhwal to Barabanki, laid on a mixed gauge.
	Burma	558½	...	...	...	...	(f) -886½	...		(f) Transferred to "State lines worked by companies."
	Mu Valley	59	100	13	15½	141½	...	...
	Total mileage opened during each year ... ..	...	135½	19	15½	141½	-852	...		
	Total open mileage at the end of each year	1,146½	1,281½	1,294½	1,310	1,451	...	599		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years vide previous administration reports.

APPENDIX D—*contd.*

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	RAILWAY.	Mileage open at the end of 1891-92.	OPENED DURING					Mileage open at the end of 1896-97.	Classification No.	REMARKS.
			1892-93.	1893-94.	1894-95.	1895-96.	1896-97.			
	METRE GAUGE—<i>concl'd.</i>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
	ASSISTED COMPANIES.									
LI	Deoghur	4½	...	...	...	...	...	4½	LI
LII	Rohilkund and Kumaon (Company's section) ...	54	...	...	...	...	...	54	LII
LIII	Bengal Dooars ... ..	...	27	5½	4½	...	...	96½	LIII
LIV	Dibru-Sadiya... ..	77½	...	...	...	...	...	77½	LIV
	Total mileage opened during each year ... ..	...	27	5½	4½	...	...	...
	Total open mileage at the end of each year	136½	163½	168½	172½	172½	...	172½		
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.									
LX	The Gaekwar's Mehsána ...	92½	...	...	...	...	...	92½	LX
LXI	Kolhápúr	29	...	...	...	...	...	29	LXI
LXII	Yesvantpur-Mysore frontier ...	...	...	(a) 51½	...	...	...	51½	LXII
LXIII	Mysore-Nanjangúd ... ..	...	...	(b) 15½	...	...	...	15½	LXIII
	Total mileage opened during each year ... ..	...	...	66½	...	...	...	...
	Total open mileage at the end of each year	121½	121½	188½	188½	188½	...	188½		
	LINES OWNED AND WORKED BY NATIVE STATES.									
LXVI	Jodhpore-Bickaneer—									
	Jodhpore section ...	247½	} 73	...	...	...	...	364	LXVI
	Bickaneer section ...	43½		...	...	...	...	...	...
LXVII	Oodeypore-Chitor ... ..	...	...	...	...	60½	...	60½	LXVII
LXVIII	Bhánagar - Gondal - Junágarh-Forbandar	333½	...	...	...	...	...	333½	LXVIII
LXIX	Jetalsar-Rájkot ... ..	...	...	46½	...	...	...	46½	LXIX
	Total mileage opened during each year ... ..	...	73	46½	...	60½	...	...
	Total open mileage at the end of each year	624½	697½	744	744½	804	...	804		
	FOREIGN LINES.									
LXXI	West of India Portuguese ...	51	...	...	...	...	...	51	LXXI
LXXII	Pondicherry	7½	...	...	...	...	...	7½	LXXII
	Total open mileage at the end of each year	58½	58½	58½	58½	58½	...	58½		
	Total metre gauge mileage opened during each year ... ..	...	278½	183½	75½	360½	299½	...	
	Total metre gauge open mileage at the end of each year	7,176½	7,455½	7,637½	7,706	8,065½	...	8,365½		

(a) Including the Yesvantpur-Podballapur section previously included with the Mysore section (Southern Mahratta).
(b) Previously included with the Mysore section (Southern Mahratta).

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—concl'd.

Length of railways open for traffic at the end of the official years 1891-92 and 1896-97, and progress made in the opening of railways during the official years 1892-93 to 1896-97.

Classification No.	RAILWAY.	Mileage open at the end of 1891-92.	OPENED DURING					Mileage open at the end of 1896-97.	Classification No.	REMARKS.
			1892-93.	1893-94.	1894-95.	1895-96.	1896-97.			
	SPECIAL GAUGES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	STATE LINES WORKED BY THE STATE.									
LXXV	Nalhāti (4' 0")	27½	(a)–27½	...	...	...	...	...	LXXV	(a) Incorporated with the East Indian railway on the 1st April 1892.
	Cherra-Companyganj (2' 6")	8	(b)–8	...	...	...	...	...
	Jorhāt (2' 0")	28½	...	...	...	...	...	28		(b) Now treated as a steam tramway.
	Total mileage opened during each year ... ..	...	–35½	...	...	...	...	...
	Total open mileage at the end of each year	63½	28½	28	28	28	...	28		
	ASSISTED COMPANIES.									
LXXVI	Darjeeling-Himalayan (2' 0")	51	...	...	...	...	...	51	LXXVI	
LXXVII	Bārsi (2' 6") ... ..	...	...	...	...	...	21½	21½	LXXVII	
	Thaton-Duyínzáik (2' 0")	8	(b)–8	...	...	...	...	...
	Total mileage opened during each year ... ..	...	–8	...	...	...	21½	...		
	Total open mileage at the end of each year	59	51	51	51	51	...	72½		
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.									
LXXVIII	The Gaekwar's Dabhoi (2' 6")	71½	...	...	...	...	...	71½	LXXVIII	
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.									
LXXX	Cooch Behar (2' 6")... ..	...	...	22½	...	...	...	22	LXXX	
	LINE OWNED AND WORKED BY NATIVE STATE.									
LXXXI	Morvi (2' 6")... ..	98½	...	...	½	...	...	94½	LXXXI	
	Total mileage of special gauge railways opened during each year ... ..	...	–43½	22½	½	...	21½	...		
	Total open mileage of special gauge railways at the end of each year	288½	244½	266½	267½	267½	...	288½		
	Total mileage of all railways opened during each year... ..	...	479½	452½	363½	818½	713½	...		
	Total open mileage of all railways at the end of each year	17,571½	18,048½	18,500½	18,851½	19,677	...	20,390½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vi* : previous administration reports.

APPENDIX E.

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	RAILWAY.	Mileage open at the end of 1891.	OPENED DURING					Mileage open at the end of 1896.	Classification No.	REMARKS.
			1892.	1893.	1894.	1895.	1896.			
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	STATE LINES WORKED BY COMPANIES.									
I	East Indian	1,525½	(d) 84½	3	49½	36	4½	1,701	I	(a) Transferred on the 1st January 1891 from "State lines worked by the State."
	Patna Gya	57½	(c)—57½	...	...	...	...	...		(b) Excluding 1½ miles at Warora retained by the colliery as a siding on the transfer of this railway.
III	Bengal-Nágpur	831½	...	30	...	...	...	860½	III	
IV	Indian Midland	677½	...	...	...	1½	...	679½	IV	(e) Including the Jammu and Kashmir railway (British section) from the 1st April 1891.
V	Bhopal-Itársi (British section)	13	...	...	...	...	...	13	V	(d) Including the Nalháti and Patna-Gya railways incorporated on the 1st April and the 1st July 1892, respectively.
VI	Godhra-Rutlam-Nágdá ... ..	...	...	25	90½	...	25½	141	VI	
VII	Wardha Coal (a)	(b) 45	...	...	...	...	...	45	VII	
VIII	Dhond-Manmád	145½	...	...	...	...	...	145½	VIII	(e) Incorporated on the 1st July 1892 with the East Indian railway.
IX	Bezwada extension (East Coast State)	21½	...	(h) 91	(f)—91	...	...	20½	IX	(f) Including the Amritsar-Pathánkot railway incorporated on the 1st April 1892.
X	Madras-Ennúr section (Bez-wada-Madras) ... ..	...	...	...	...	...	8½	8½	X	(g) Amalgamated with the North-Western State railway on the 1st April 1892.
	Total mileage opened during each year ... ..	...	27½	149	48½	37½	39	...		(h) Bezwada-Gódávári section of the East Coast State railway.
	Total open mileage at the end of each year	3,316½	3,344	3,493½	3,541½	3,579½	...	3,614½		(i) Including the Bezwada-Gódávári section, East Coast State railway, re-transferred to the State for working from the 1st January 1894.
	STATE LINES WORKED BY THE STATE.									
XI	North-Western	(c) 2,289½	(f) 132	...	...	45½	236½	2,714	XI	(j) Three miles of metre gauge line from Tadépalli to Bezwada have been excluded from the mileage of this railway.
	Amritsar-Pathánkot	66½	(g)—66½	...	...	...	...	...
XII	Hyderabad-Shadípalli ... ..	...	59	...	...	...	...	59	XII	(k) Including three miles of metre gauge line from Tadépalli to Bezwada.
XIII	Oudh and Roh'lkhand	692½	...	48½	56	...	15½	812½	XIII	
XIV	Eastern Bengal	248½	...	...	...	...	...	250	XIV	
	Bengal Central	125	...	...	...	...	...	125		
XV	Calcutta Port Commissioners'	6½	...	...	...	...	...	8½	XV	
XVI	East Coast ... ..	...	...	174½	(i) 183	(j) 72½	73½	(k) 508½	XVI	
	Total mileage opened during each year ... ..	...	124½	223	239	118	325	...		
	Total open mileage at the end of each year	3,428½	3,558½	3,781½	4,019½	4,143	...	4,472½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—contd.

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	RAILWAY.	Mileage open at the end of 1891.	OPENED DURING					Mileage open at the end of 1896.	Classification No.	REMARKS.
			1892.	1893.	1894.	1895.	1896.			
	STANDARD GAUGE <i>concl'd.</i>									
	LINES WORKED BY GUARANTEED COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
XVIII	Great Indian Peninsula ...	1,288½	...	...	...	...	1	1,288	XVIII	
XIX	Bombay, Baroda and Central India ...	460½	...	...	...	...	...	460½	XIX	
XX	Madras ...	839½	...	...	...	...	...	839½	XX	
	Total mileage opened during each year ...	...	...	...	...	...	1	...		
	Total open mileage at the end of each year ...	2,588½	2,586½	2,586½	2,587	2,587	...	2,588		
	ASSISTED COMPANIES.									
XXI	Delhi-Umballa-Kalka ...	162½	...	...	...	...	...	160½	XXI	
XXII	Tarkessur ...	22½	...	...	...	...	...	22½	XXII	
	Total open mileage at the end of each year ...	184½	183½	183½	183½	183½	...	182½		
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.									
XXVII	Khámgaon ...	7½	...	...	...	...	...	7½	XXVII	
XXVIII	Amrúoti ...	5½	...	...	...	...	...	5½	XXVIII	
XXIX	Bína-Gooná ...	...	...	...	...	72½	...	71½	XXIX	
XXX	Bhopal-Ujjain ...	...	...	...	...	113½	...	113½	XXX	
XXXI	Bhopal-Itársi (Native state section) ...	44	...	...	...	...	...	44½	XXXI	
XXXII	The Nizam's Guaranteed state ...	(a) 329½	(b) 2½	...	...	...	...	332½	XXXII	(a) Excluding the Trimulgherry troop siding.
XXXIII	Nágdá-Ujjain ...	...	...	...	...	...	34½	34½	XXXIII	(b) Trimulgherry troop siding previously omitted, now added.
XXXIV	The Gaekwar's Petlád ...	13½	...	...	...	...	...	13½	XXXIV	
XXXV	Kolar Gold-fields ...	...	...	...	10	...	...	10	XXXV	
	Total mileage opened during each year ...	...	2½	...	10	185½	34½	...		
	Total open mileage at the end of each year ...	400	402½	402½	412½	598½	...	632½		
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.									
XXXVI	Rájpura-Bhátinda ...	107½	...	...	...	...	...	108	XXXVI	
XXXVII	Jammu and Kashmir (Native state section) ...	16	...	...	...	...	...	16	XXXVII	
	Total open mileage at the end of each year ...	123½	124	124	124	124	...	124		
	Total standard gauge mileage opened during each year ...	...	154	372	297½	341½	399½	...		
	Total standard gauge open mileage at the end of each year ...	10,041½	10,199½	10,572½	10,868½	11,215½	...	11,614½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—contd.

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	RAILWAY.	Mileage open at the end of 1891.	OPENED DURING					Mileage open at the end of 1896.	Classification No.	REMARKS.
			1892.	1893.	1894.	1895.	1896.			
	METRE GAUGE.									
	STATE LINES WORKED BY COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
XXXVIII	Bengal and North-Western—								XXXVIII	(a) Including the Bareilly, Pilibhit and the Lucknow-Sitapur-Seramau railways.
	Tirhoot section	338½	3½	...	...	...	...	341½		(b) Purchased from the late South Indian Guaranteed Railway Company on the 1st January 1891.
	Company's section	400½	14	...	...	...	63½	478½		(c) Transferred from the South Indian railway.
XXXIX	Lucknow - Bareilly section (Rohilkund and Kumaon) (e)	198½	...	23½	9½	...	...	231½	XXXIX	(d) Excluding sixty-three miles transferred to Guntakal-Mysore frontier railway.
XL	Rajputana-Malwa	1,674	...	...	...	...	...	1,674	XL	(e) Yesvantpur-Dodballapur and Mysore-Nanjangud sections, now shown as Nos. LXII and LXIII respectively.
XLI	Pálanpur-Deesa ... ..	...	...	17½	...	...	...	17½	XLI	(f) Transferred from "State lines worked by the State."
XLII	Southern Mahratta	1,043½	...	...	...	...	...	1,042	XLII	(g) Including 52½ miles opened during 1896.
XLIII	Guntakal-Mysore frontier ...	...	(e) 63	56½	...	...	...	119½	XLIII	(h) Including 16½ miles from Burhwal to Barabanki, laid on a mixed gauge.
XLIV	Mysore section (Southern Mahratta)	311½	20	(e)—35½	...	...	...	296	XLIV	(i) Transferred to "State lines worked by companies."
XLV	South Indian (b)	901	(d) 141½	...	...	...	...	1,041	XLV	
XLVI	Máyavarum-Mutupet ... ..	...	...	...	54	...	...	54	XLVI	
XLVII	Assam-Bengal ... ..	...	...	...	...	129½	156½	286	XLVII	
XLVIII	Burma ... ..	...	...	...	...	...	(f) & (g) 886½	886½	XLVIII	
	Total mileage opened during each year ... ..	...	241½	62	63	129½	1,106½	...		
	Total open mileage at the end of each year	4,867½	5,109	5,170½	5,231½	5,361½	...	6,468½		
	STATE LINES WORKED BY THE STATE.									
XLIX	Eastern Bengal—								XLIX	
	Northern and Behar sections (including the Kaunia-Dharilla, 2' 6" gauge, branch)	442½	35½	...	...	...	...	478½		
	Dacca section	86	...	...	...	...	...	86		
L	Cawnpore-Burhwal (metre gauge link) ... ..	...	...	...	...	...	(h) 34½	(i) 34½	L	
	Burma	558½	100	13	15½	89	(i)—834½	...		
	Mu Valley	59	...	...	...	...	...	...
	Total mileage opened during each year ... ..	...	135½	13	15½	89	—799½	...		
	Total open mileage at the end of each year	1,146½	1,281½	1,294½	1,309½	1,398½	...	599		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

APPENDIX E—contd.

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	RAILWAY.	Mileage open at the end of 1891.	OPENED DURING					Mileage open at the end of 1896.	Classification No.	REMARKS.
			1892.	1893.	1894.	1895.	1896.			
	METRE GAUGE—concl'd.									
	ASSISTED COMPANIES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
LI	Deoghur	4½	...	...	...	...	...	4½	LI	
LII	Rohilkund and Kumaon (Company's section) ...	54	...	...	...	...	...	54	LII	
LIII	Bengal Dooars ... ..	...	...	32½	4½	...	...	36½	LIII	
LIV	Dibru-Sadiya	77½	...	...	...	...	...	77½	LIV	
	Total mileage opened during each year ... ..	...	...	32½	4½	...	...	...
	Total open mileage at the end of each year	136½	136½	168½	172½	172½	...	172½		
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.									
LX	The Gaekwar's Mehsána ...	92½	...	...	...	...	...	92½	LX	
LXI	Kolhápúr	29	...	...	...	...	...	29	LXI	
LXII	Yesvantpur-Mysore frontier	...	...	(a) 51½	...	...	...	51½	LXII	(a) Including the Yesvantpur-Dodballapur section, previously included with the Mysore section (Southern Mahratta).
LXIII	Mysore-Nanjangúd ... ..	...	...	(b) 15½	...	...	...	15½	LXIII	(b) Previously included with the Mysore section (Southern Mahratta).
	Total mileage opened during each year ... ..	...	...	66½	...	...	...	...
	Total open mileage at the end of each year	121½	121½	188½	188½	188½	...	188½		
	LINES OWNED AND WORKED BY NATIVE STATES.									
LXVI	Jodhpore-Bickaneer—								LXVI	
	Jodhpore section ...	247½	73	...	...	...	...	364		
	Bickaneer section ...	43½		...	...	...	...	...
LXVII	Oodeypore-Chitor ... ..	...	...	...	60½	...	...	60½	LXVII	
LXVIII	Bhávnaagar - Gondal - Junágarh-Porbandar	333½	...	...	...	...	...	333½	LXVIII	
LXIX	Jetalsar-Rájkot ... ..	...	...	46½	...	...	...	46½	LXIX	
	Total mileage opened during each year ... ..	...	73	46½	...	60½	...	...
	Total open mileage at the end of each year	624½	697½	744	744½	804	...	804		
	FOREIGN LINES.									
LXXI	West of India Portuguese... ..	51	...	...	...	...	...	51	LXXI	
LXXII	Pondicherry	7½	...	...	...	...	...	73½	LXXII	
	Total open mileage at the end of each year	58½	58½	58½	58½	58½	...	58½		
	Total metre gauge mileage opened during each year	...	450½	220½	33	278½	306½	...		
	Total metre gauge open mileage at the end of each year	6,954½	7,405	7,624½	7,705½	7,982½	...	8,291		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—concl'd.

Length of railways open for traffic at the end of the calendar years 1891 and 1896, and progress made in the opening of railways during the calendar years 1892 to 1896.

Classification No.	RAILWAY.	Mileage open at the end of 1891.	OPENED DURING					Mileage open at the end of 1896.	Classification No.	REMARKS.
			1892	1893	1894	1895	1896.			
	SPECIAL GAUGES.									
	STATE LINES WORKED BY THE STATE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
LXXXV	Nalhati (4' 0")	27½	(a)—27½	...	...	...	...	...	LXXXV
	Cherra-Companyganj (2' 6")	8	(b)—8	...	...	...	...	...
	Jorbhat (2' 0")	28½	...	...	...	...	...	28	
	Total mileage open during each year ... ..	...	—35½	...	...	...	...	...
	Total open mileage at the end of each year	63½	28½	28	28	28	...	28		
	ASSISTED COMPANIES.									
LXXXVI	Darjeeling-Himalayan (2' 0")	51	...	...	...	...	...	51	LXXXVI
	Thaton-Duyinzaiik (2' 0") ...	8	(b)—8	...	...	...	...	...
	Total mileage opened during each year ... ..	...	—8	...	...	...	...	...
	Total open mileage at the end of each year	59	51	51	51	51	...	51		
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.									
LXXXVIII	The Gaekwar's Dabhoi (2' 6")	71½	...	...	...	...	...	71½	LXXXVIII
	LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.									
LXXX	Cooch Behar (2' 6") ... ..	...	...	22½	...	...	...	22½	LXXX
	LINE OWNED AND WORKED BY NATIVE STATE.									
LXXXI	Morvi (2' 6")	93½	...	...	½	...	...	94½	LXXXI
	Total mileage of special gauge railways opened during each year ... ..	...	—48½	22½	½	...	...	...
	Total open mileage of special gauge railways at the end of each year... ..	288½	244½	266½	267½	267½	...	267½		
	Total mileage of all railways opened during each year ...	...	561	614½	381½	620½	706½	...	
	Total open mileage of all railways at the end of each year... ..	17,284½	17,849	18,463½	18,841	19,466½	...	20,172½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and Section.	Length in Miles (See also Appendix A.)		Remarks.
STANDARD GAUGE.				
STATE LINES WORKED BY COMPANIES.				
I	<i>East Indian—</i>			
	Moghal Sarai to Gya	126.26		
	Mile 4.32 from Salanpur to Shamdi	0.98		
III	<i>Bengal-Nagpur—</i>		127.24	
	Sini <i>via</i> Midnapore to Howrah	170.00		
	Midnapore to Barang (Cuttack)	190.00		
IV	<i>Indian Midland—</i>		360.00	
	Saugor to Katni	116.00	116.00	
	Total		603.24	
STATE LINES WORKED BY THE STATE.				
XI	<i>North-Western—</i>			
	Lyallpur to Khánawal	105.00		
	Roumia to Basál (New Pind Sultáni)	25.00		
	Langar (a) to Mári	55.00		
	Kotri to Hyderabad (Sind)	5.30		
XIII	<i>Oudh and Rohilkhand—</i>		190.30	
	Rae Bareli to Benares Cantonment	138.69	138.69	
XIV	<i>Eastern Bengal—</i>			
	Belgáchi to the Ganges	2.33		
	Panchooria to the Ganges	5.59		
	Panchooria to Faridpur	14.59		
	Total		22.42	
XVII	<i>Bezawada-Madras (Ennúr-Bezawada section)—</i>			
	Ennúr to Gúdur	74.60		
	Nellore (b) to Tadépalli	155.65	230.25	
	Total		581.66	
LINE WORKED BY GUARANTEED COMPANY.				
XVIII	<i>Great Indian Peninsula—</i>			
	Amalner to Jalgaon	38.07	38.07	
ASSISTED COMPANIES.				
XXIII	<i>South Behar (Luckeeserai-Gya)—</i>			
	Luckeeserai to Gya	78.81	78.81	
XXIV	<i>Southern Punjab (Delhi-Samásata)—</i>			
	Delhi <i>via</i> Bhátinda to Samásata	400.71	400.71	
XXV	<i>Hardwar-Dehra—</i>			
	Hardwar to Dehra	30.00	30.00	
XXVI	<i>Tapti Valley—</i>			
	Surat to Amalner	162.47	162.47	
	Total		671.99	
LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.				
XXIX	<i>Bina-Gaona—</i>			
	Gaona to Bara	76.20	76.20	
	Total standard gauge		1,971.16	

(a) The length between Basál (New Pind Sultáni) and Langar, 16 miles, is a part of the open mileage of the Khusálgarh branch of the North-Western State railway.

(b) The existing section of the South Indian, metre gauge, railway between Gúdur and Nellore, 24.24 miles, which is under conversion to the standard gauge, will form part of this railway.

APPENDIX F—*contd.*

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and Section.	Length in Miles. (See also Appendix A.)	Remarks.
	METRE GAUGE.		
	STATE LINES WORKED BY COMPANIES.		
XXXVIII	<i>Bengal and North-Western—</i>		
	<i>Tirhoot section—</i>		
	Hajeepore to Begamsarai	44·25	
	Garhara to Katihár	116·75	
		161·00	
	<i>Company's section—</i>		
	Turtipur to Benares	83·20	
	Mau to Azamgarh	27·00	
	Mau <i>via</i> Ballia to Revelganj	71·32	
	Saiyedpur Bhitri to Gházipur	29·00	
	Salimpur to Barhaj	12·77	
	Balrámpur to Tulsipur	20·00	
	Jangal Motipur to Katarnian Ghát	27·08	
		270·37	
			431·37
XLVII	<i>Assam-Bengal—</i>		
	Badarpur to Makum	325·32	
	Badarpur to Silchar	18·62	
	Lumding to Jamuna Mukh	37·63	
			381·57
XLVIII	<i>Burma—</i>		
	Mogaung to Myitkyina	37·00	
	Myohaung to the right bank of the Salween river	230·72	
			267·72
	Total ... ..	...	1,080·66
	STATE LINE WORKED BY THE STATE.		
	<i>Cawnpore-Burhwal (metre gauge link)—</i>		
	Aishbagh to Cawnpore	45·03	45·03
	Carried over ... ..	...	1,125·69

APPENDIX F—contd.

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and Section.	Length in Miles. (See also Appendix A.)		Remarks.
	Brought forward ...	...	1,125.69	
ASSISTED COMPANIES.				
LVI	<i>Ahmedabad-Parantij—</i> Ahmedabad to Ahmednagar	54.59	54.59	
LVI	<i>Sultanpur-Bogra-Kaliganj—</i> Sultanpur to Kaliganj	60.00	60.00	
LVII	<i>Mymensingh-Jamalpur-Subhankhali—</i> Mymensingh to Subhankhali	63.00	63.00	
LVIII	<i>Segowlie-Raksaul—</i> Segowlie to Raksaul	18.00	18.00	
LIX	<i>Nilgiri—</i> Mettupalaiyam to Coonoor	16.81	16.81	
	Total ...	...	212.40	
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.				
LXIII	<i>Mysore-Nanjangud—</i> Nanjangud station to a point 0.50 mile nearer Nanjangud town	0.50	0.50	
LXIV	<i>Birur-Shimoga—</i> Birur to Shimoga	38.53	38.53	
LXV	<i>Hyderabad-Godavari Valley—</i> Hyderabad to Manmad	389.81	389.81	Commencement of earthwork as far as the Anka Pass, 5.75 miles from Manmad, authorised for famine relief purposes.
	Total ...	...	428.84	
LINES OWNED AND WORKED BY NATIVE STATES.				
LXVI	<i>Jodhpore-Bickaneer—</i> <i>Jodhpore section—</i> Balotra to the Jodhpore frontier	134.92		Commencement of earthwork sanctioned for famine relief purposes.
	<i>Bickaneer section—</i> Bickaneer to Khari	41.62	176.54	Commenced as a measure of famine relief.
LXX	<i>Rajkot-Jamnagar—</i> Rajkot to Jamnagar	50.29	50.29	
	Total ...	...	226.83	
FOREIGN LINE.				
LXXIII	<i>Karikal-Peralam—</i> Peralam to Karikal	14.45	14.45	
	Total metre gauge ...	...	2,008.21	

APPENDIX F—concl'd.

Railways or sections of railways under construction or sanctioned on the 31st March 1897.

Classification No.	Railway and Section.	Length in Miles. (See also Appendix A.)		Remarks.
	SPECIAL GAUGES.			
	STATE LINE WORKED BY COMPANY.			
LXXIV	<i>Raipur-Dhantari branch (Bengal-Nággpur) (2' 6")—</i>			
	Raipur to Dhantari	45-00		
	Abhanpur to Rajim	11-67	56-67	Commencement of earthwork on a portion of the branch has been authorized for famine relief purposes.
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY.			
LXXVIII	<i>The Gaekwar's Dabhoi (2' 6")—</i>			
	Vishvámíttri to Padra	7-18	7-18	
LXXIX	<i>Anklesvar-Párdi section (Rajpipla) (2' 6")—</i>			
	Anklesvar to Párdi	19-73	19-73	
	Total ... ..	...	26-91	
	LINES OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.			
LXXX	<i>Cooch Behar (2' 6")—</i>			
	Right bank of the Torsa river to the town of Cooch Behar	2-25	2-25	
	LINE OWNED AND WORKED BY NATIVE STATE.			
LXXXII	<i>Gwalior-Sipri—</i>			
	Gwalior to Sipri	72-96	72-96	Gauge undecided. Commencement of earthwork on the Gwalior-Mahona section authorized for famine relief purposes.
	Total special gauges ... ..	...	158-79	
	Total all gauges ... ..	...	4,138-16	
	STEAM TRAMWAYS WORKING OUTSIDE MUNICIPAL LIMITS.			
	<i>Howrah-Amta (2' 0")—</i>			
	Telkul ghât (Howrah) to Amta	30-00	30-00	
	<i>Howrah-Sheakhalla (2' 0")—</i>			
	Telkul ghât (Howrah) to Sheakhalla	20-00	20-00	
	<i>Ránaghat-Krishnagarh (2' 6")—</i>			
	Ránaghat to Krishnagarh	19-00	19-00	
	<i>Mangaldui (2' 6")—</i>			
	Rángamati to Ghagrapara	35-00	35-00	
	Total ... ..	...	104-00	

Statement showing the total approximate earnings from the 1st January to the 31st March 1897, as compared with the actuals of the corresponding periods of 1895 and 1896.

Classification No.	RAILWAY.	1st January to 31st March 1895.	1st January to 31st March 1896.	1st January to 31st March 1897.	REMARKS.
STANDARD GAUGE.					
STATE LINES WORKED BY COMPANIES.					
		Rs.	Rs.	Rs.	
I	East Indian	1,43,69,135	1,48,59,007	1,55,05,431	
II	Bengal Central	(a)	(a)	2,24,492	(a) See "State lines worked by the State."
III	Bengal-Nágpur	24,77,701	21,51,659	19,01,833	
IV	Indian Midland	13,16,016	12,67,054	13,72,496	
VI	Godhra-Rutlam-Nágdá	2,74,346	3,13,030	2,82,111	
IX	Bezwada extension (East Coast State) ..	40,814	52,526	47,900	
X	Madras-Ennúr section (Bezwada-Madras) ..	...	(b) 7,877	18,166	(b) Earnings from the date of opening, viz., 22nd February 1896.
	Total	1,84,78,012	1,86,51,153	1,93,52,429	
STATE LINES WORKED BY THE STATE.					
XI	North-Western (c)	89,47,066	82,40,331	74,95,000	(c) Including the Jammu and Kashmir railway (Native state section).
XII	Hyderabad-Shadipalli	44,107	49,525	52,000	
XIII	Oudh and Rohilkhand	31,83,611	25,85,199	20,18,257	
XIV	Eastern Bengal (d)	35,01,909	32,23,475	30,95,521	(d) Including the metre and special gauge sections.
	Bengal Central	2,22,737	2,11,565	(e)	(e) See "State lines worked by companies."
XVI	East Coast	4,45,947	5,95,316	6,85,748	
	Total	1,63,45,377	1,49,05,411	1,32,96,526	
LINES WORKED BY GUARANTEED COMPANIES.					
XVIII	Great Indian Peninsula (f)	1,02,39,592	1,11,43,739	82,43,633	(f) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
XIX	Bombay, Baroda and Central India ..	45,52,222	46,84,561	35,63,022	
XX	Madras	28,05,038	26,42,396	27,84,997	
	Total	1,75,96,852	1,84,70,696	1,45,91,652	
ASSISTED COMPANIES.					
XXI	Delhi-Umballa-Kalka	3,76,208	3,34,841	3,27,070	
XXII	Tarkessur	86,470	84,406	86,735	
	Total	4,62,678	4,19,247	4,13,805	
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.					
XXIX	Bína-Gooná .. .. .	...	16,549	30,936	
XXX	Bhopal-Ujjain .. .. .	...	(g) 15,029	1,19,062	(g) Earnings from goods traffic only. The line was opened for goods traffic on the 11th November 1895, and for passenger traffic on the 4th April 1896.
XXXI	Bhopal-Itársi (Native State section) (h)	1,15,595	1,34,426	1,21,000	
XXXII	The Nizam's Guaranteed state	8,96,809	9,09,308	9,22,359	
XXXIII	Nágdá-Ujjain .. .. .	...	...	27,147	(h) Including the Bhopal-Itársi (British section).
XXXIV	The Gaekwar's Petláád	17,574	20,115	12,619	
XXXV	Kolar Gold-fields	32,203	35,745	51,912	
	Total	10,62,181	11,31,172	12,85,035	
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.					
XXXVI	Rájpura-Bhátinda	5,06,328	2,82,186	1,79,000	
	Total standard gauge	5,44,51,428	5,38,59,865	4,91,18,447	

APPENDIX G—concl'd.

Statement showing the total approximate earnings from the 1st January to the 31st March 1897, as compared with the actuals of the corresponding periods of 1895 and 1896.

Classification No.	RAILWAY.	1st January to 31st March 1895.	1st January to 31st March 1896.	1st January to 31st March 1897.	REMARKS.
METRE GAUGE.					
STATE LINES WORKED BY COMPANIES.					
		Rs.	Rs.	Rs.	
XXXVIII	Bengal and North-Western—				
	Tirhoot section	16,17,399	16,32,604	14,64,476	
	Company's section				
XXXIX	Lucknow - Bareilly section (Rohilkund and Kumaon)	2,72,009	2,59,260	2,19,434	
XL	Rajputana-Malwa	68,84,442	59,06,128	48,72,832	
XLI	Pálanpur-Deesa	11,208	10,565	11,516	
XLII	Southern Mahratta	15,66,987	17,26,313	15,44,160	
XLIII	Guntakal-Mysore frontier	1,08,302	1,15,798	1,20,909	
XLIV	Mysore section (Southern Mahratta)	3,60,858	3,90,268	3,92,479	
XLV	South Indian	20,47,000	21,61,146	21,73,861	
XLVI	Máyavaram-Mutupet	47,600	52,710	61,723	
XLVII	Assam-Bengal ... ..	...	2,00,634	2,76,346	
XLVIII	Burma	(a)	(a)	28,60,597	(a) See "State lines worked by the State."
	Total	1,29,15,800	1,24,54,426	1,39,97,233	
STATE LINE WORKED BY THE STATE.					
	Burma	22,06,682	24,38,960	(b)	(b) See "State lines worked by Companies."
ASSISTED COMPANIES.					
LII	Rohilkund and Kumaon (Company's section)	79,329	77,263	97,989	
LIII	Bengal Dooars	40,342	49,188	52,116	
LIV	Dibru-Sadiya	1,57,937	1,59,322	1,89,656	
	Total	2,77,608	2,85,773	3,39,761	
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.					
LX	The Gaekwar's Mehsána	99,257	90,614	78,473	
LXI	Kolhápúr	29,470	32,394	26,702	
LXII	Yeavantpur-Mysore frontier	46,887	54,609	60,897	
LXIII	Mysore-Nanjangúd	9,084	9,275	7,415	
	Total	1,84,698	1,86,892	1,73,487	
LINES OWNED AND WORKED BY NATIVE STATES.					
LXVI	Jodhpore-Bickaneer—				
	Jodhpore section	2,79,309	3,51,792	3,15,488	
	Bickaneer section	21,902	28,014	36,656	
LXVII	Oodeypore-Chitor ... ..	...	34,918	30,141	
LXVIII	Bhávnagar-Gondal-Junágarh - Porbandar	5,10,961	6,48,430	5,41,883	
LXIX	Jetalsar-Rájkot	45,108	54,270	50,273	
	Total	8,57,280	11,17,424	9,74,441	
	Total metre gauge	1,64,42,068	1,64,83,475	1,54,84,922	
SPECIAL GAUGES.					
STATE LINE WORKED BY THE STATE.					
LXXV	Jorhát (2' 6")	16,265	11,917	24,789	
ASSISTED COMPANY.					
LXXVI	Darjeeling-Himalayan (2' 6")	1,56,452	1,67,211	1,46,000	
LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.					
LXXVIII	The Gaekwar's Dabhoi (2' 6")	52,188	85,431	60,038	
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.					
LXXX	Cooch Behar (2' 6")	17,360	19,544	19,852	
LINE OWNED AND WORKED BY NATIVE STATE.					
LXXXI	Morvi (2' 6")	84,808	95,547	93,328	
	Total special gauges	3,27,073	3,79,650	3,44,007	
	TOTAL OF ALL RAILWAYS	7,12,20,569	7,07,22,990	6,49,47,376	

APPENDIX H.

*Principal commodities carried and the earnings therefrom during 1896, as compared
with the previous year.*

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Progressive No.	DESCRIPTION OF COMMODITY	STANDARD							
		STATE LINES WORKED							
		I.—East Indian.				III.—Bengal-Nágpur.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways.	2,553,525	2,879,056	94,40,281	1,01,40,512	527,648	570,928	2,85,097	2,80,092
2	Cotton, raw	52,844	51,432	9,50,359	8,04,494	4,792	8,501	54,729	91,161
3	Cotton, manufactured	79,848	79,361	20,89,446	20,06,948	11,438	10,954	1,44,582	1,54,744
4	Drugs and chemicals	4,685	3,968	1,00,706	98,585	234	216	4,142	3,990
5	Dyes and tans	22,863	19,456	5,32,758	4,54,559	16,958	15,740	1,42,158	1,25,484
6	Grain and pulse	872,804	820,296	58,93,624	55,23,405	250,211	183,669	21,87,811	15,60,514
7	Hides and skins	38,396	28,566	6,43,894	4,64,623	4,548	5,329	43,863	57,168
8	Horns	938	800	17,472	13,829	352	374	3,847	4,958
9	Jute	89,775	97,818	9,39,286	8,48,090	4,816	4,606	60,041	64,296
10	Lac	24,740	28,820	3,54,124	4,20,068	8,910	9,104	51,112	50,551
11	Leather, manufactured	2,136	2,490	66,506	72,481	263	161	1,857	1,645
12	Liquors	7,754	7,005	1,78,292	1,64,069	904	824	5,431	6,620
13	Metals	79,338	80,248	10,07,016	9,98,531	3,824	3,591	36,772	40,795
14	Oils	65,614	66,145	7,85,062	7,56,005	8,341	6,237	1,24,183	80,733
15	Oil-seeds	264,119	296,180	23,20,157	20,15,136	33,300	35,065	3,07,669	3,09,034
16	Opium	8,979	9,602	2,32,270	2,36,552	32	29	1,143	1,049
17	Paper and paste-board	8,023	7,983	1,08,373	97,627	529	479	13,549	11,850
18	Provisions	73,958	76,852	10,39,561	11,18,762	8,129	6,056	1,07,685	67,193
19	Railway plant and rolling-stock carried for the public and foreign railways.	57,365	99,228	3,68,269	4,91,237	38,030	52,539	1,67,440	2,35,150
20	Salt	243,702	264,836	12,73,991	12,77,094	43,211	40,670	2,81,524	2,64,057
21	Saltpetre, &c.	40,694	50,796	4,11,979	5,19,955	...	...	...	...
22	Silk, raw	824	961	12,364	13,399	295	353	4,907	6,297
23	Silk piece-goods	150	141	4,640	4,337	...	...	...	...
24	Spices	18,698	15,244	4,07,693	3,13,005	2,106	1,853	30,635	24,850
25	Stone and lime	188,713	176,615	7,32,961	7,10,715	13,749	11,126	64,087	73,150
26	Sugar	159,790	172,804	7,77,781	7,60,048	6,761	6,104	71,107	68,080
27	Tea	1,808	1,710	31,626	22,985	280	233	2,079	1,971
28	Timber	43,798	46,470	1,85,158	2,31,109	28,276	24,930	1,17,589	1,06,920
29	Tobacco	22,333	31,646	2,61,236	3,91,418	1,814	2,559	18,495	22,790
30	Wool, raw	1,001	1,062	20,915	20,146	...	...	...	...
31	Wool, manufactured	1,646	1,690	54,332	58,100	...	...	...	...
32	All other articles of merchandise ...	301,056	288,154	29,87,110	28,53,971	35,503	46,403	1,79,641	2,32,840
	Total	5,331,917	5,706,935	3,42,29,182	3,38,09,795	1,055,254	1,048,633	45,13,175	39,47,990

H.
standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE.

BY COMPANIES.

IV.—Indian Midland (a).								VI.—Godhra-Rutlam-Nāgdā.				XI.—North-Western (b).				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.						
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.					
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.					
2,080	2,120	9,188	7,888	105	40	317	98	21,832	30,343	62,132	1,05,796	1				
24,088	21,306	2,63,125	2,15,316	11,604	12,318	77,900	87,996	43,049	41,576	7,91,815	9,14,932	2				
9,652	9,269	1,60,564	1,67,257	6,257	5,705	52,811	48,290	41,029	38,782	9,95,439	9,57,117	3				
705	440	10,525	9,030	373	272	2,302	2,037	10,659	10,496	1,77,782	1,59,082	4				
3,406	2,927	29,210	25,355	1,079	1,075	8,360	8,272	13,604	11,361	2,36,137	2,08,289	5				
136,720	159,793	8,25,503	10,25,962	65,028	99,266	2,11,582	3,23,333	1,079,977	654,959	81,65,639	36,26,222	6				
4,824	6,079	56,330	75,371	371	308	1,745	1,491	21,103	17,975	2,79,235	2,19,497	7				
11,599	8,266	65,899	45,963	72	7	279	41	415	594	4,877	5,392	8				
2,797	3,007	22,727	25,443	3,286	2,962	15,731	14,115	33,198	22,471	2,03,618	1,59,651	9				
349	282	3,660	3,182	76	63	282	263	386	333	5,025	3,999	10				
402	441	8,266	10,127	32	29	175	246	2,342	2,054	47,637	38,933	11				
1,689	1,640	22,194	23,166	377	637	2,257	3,620	13,769	13,273	2,12,553	2,05,911	12				
6,225	8,717	64,055	92,643	2,824	3,606	14,861	19,808	49,352	49,753	7,54,495	8,62,500	13				
3,747	3,340	35,537	30,041	2,252	2,775	12,189	14,944	19,554	20,896	2,44,514	2,94,088	14				
17,363	27,808	1,17,698	2,04,136	34,707	29,750	1,26,677	1,05,725	141,255	112,652	10,22,512	8,03,305	15				
98	212	706	1,876	1,335	1,333	18,567	18,410	111	99	835	822	16				
386	361	6,630	7,064	135	123	865	836	2,115	2,589	34,978	40,053	17				
13,698	15,678	1,35,642	1,54,412	4,834	4,307	25,777	22,941	87,704	81,407	10,54,940	8,84,529	18				
2,693	1,276	15,842	14,187	11,189	8,827	34,613	18,742	89,197	127,697	2,97,138	10,20,209	19				
26,302	32,830	1,72,005	2,28,624	26,739	26,791	1,13,610	1,19,189	95,398	95,415	6,04,192	6,05,502	20				
178	377	1,857	3,535	23	73	121	448	6,639	7,945	62,742	71,276	21				
4	2	94	25	...	1	...	7	295	385	4,734	6,822	22				
11	7	513	270	...	...	3	5	72	72	1,719	1,643	23		
4,703	3,665	59,493	39,834	1,550	1,159	10,624	7,619	10,619	9,504	1,40,222	1,34,083	24				
22,772	25,505	34,319	48,799	250	608	624	1,390	158,812	155,552	2,22,569	4,12,346	25				
25,833	28,639	2,15,623	2,79,254	4,237	4,615	21,573	24,267	165,623	149,476	16,40,851	13,98,241	26				
190	113	4,249	2,509	19	20	144	158	3,805	3,690	71,007	66,660	27				
13,528	15,204	31,076	35,795	1,277	1,252	3,393	3,274	46,953	53,063	1,76,221	1,92,985	28				
2,096	3,161	26,044	38,075	5,650	8,589	45,919	73,201	11,921	13,542	1,40,470	1,70,627	29				
88	190	1,454	3,535	10	6	129	63	14,024	17,448	4,83,742	5,80,331	30				
142	163	2,799	2,791	58	36	463	242	2,634	2,047	50,723	38,978	31				
18,220	18,473	1,58,258	1,92,157	22,286	33,025	48,224	65,914	209,760	220,599	20,60,987	17,47,619	32				
356,583	401,291	25,55,070	30,13,622	208,035	249,578	8,52,117	9,86,985	2,399,206	1,973,848	2,02,52,980	1,59,37,440					

(a.) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways.
(b.) Including the Jammu and Kashmir railway (Native state section.)

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Progressive No.	DESCRIPTION OF COMMODITY.	STANDARD							
		STATE LINES WORKED							
		XII.—Hyderabad-Shadipalli.				XIII.—Oudh and Rohilkhand.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and Coke carried for the public and foreign railways	2	143	1	40	27,689	22,018	89,314	72,874
2	Cotton, raw	6,785	9,800	18,186	18,956	6,060	6,772	58,210	63,457
3	Cotton, manufactured	869	1,036	2,820	2,657	17,072	17,828	8,83,472	1,38,044
4	Drugs and Chemicals	222	568	780	1,334	965	679	9,340	7,950
5	Dyes and tans... ..	315	423	553	680	4,904	5,119	42,320	38,328
6	Grain and pulse	4,139	13,158	7,239	15,226	513,110	383,334	27,89,140	15,03,758
7	Hides and skins	604	715	1,639	1,890	10,427	5,754	65,333	34,639
8	Horns ... ..	...	1	...	1	529	673	3,372	3,362
9	Jute	743	955	1,413	1,410	11,307	9,377	66,077	44,155
10	Lac	14	18	32	31	351	383	1,927	1,505
11	Leather, manufactured	97	57	307	169	445	394	4,643	4,676
12	Liquors..	39	115	165	337	4,131	3,775	39,375	38,117
13	Metals	831	982	1,414	1,632	17,457	14,316	1,03,166	84,384
14	Oils	201	380	474	809	12,492	10,114	79,722	60,317
15	Oil-seeds	12,351	10,290	21,606	9,104	39,637	47,121	1,92,547	1,69,567
16	Opium ... ..	...	3	...	19	811	1,033	24,492	33,549
17	Paper and paste-board	9	21	32	41	2,258	2,787	10,941	15,265
18	Provisions	1,933	2,648	5,774	6,514	10,336	9,808	60,738	59,793
9	Railway plant and rolling-stock carried for the public and foreign railways	522	652	636	315	7,002	4,478	7,238	9,903
20	Salt	289	740	285	502	82,239	77,424	3,26,068	3,00,578
21	Saltpetre, &c.	96	295	167	510	1,728	2,307	7,016	9,720
22	Silk, raw	30	30	90	93	1	3	2	36
23	Silk piece-goods	3	2	12	3	9	8	62	61
24	Spices	91	177	294	326	5,418	4,269	54,447	41,615
25	Stone and lime	1,002	2,960	1,218	1,794	40,981	25,391	54,189	30,955
26	Sugar	1,379	2,358	2,584	2,908	151,047	191,881	6,30,521	7,85,207
27	Tea	4	6	3	5	443	312	5,291	4,030
28	Timber	237	660	342	565	22,121	20,702	78,525	75,975
29	Tobacco	50	197	146	295	6,068	5,666	33,361	32,176
30	Wool, raw	247	373	918	1,450	217	221	1,259	826
31	Wool, manufactured... ..	9	16	36	25	225	179	2,456	2,231
32	All other articles of merchandise ...	2,725	6,109	6,680	6,989	142,076	128,603	5,00,966	4,91,490
	Total	35,338	55,888	75,736	76,630	1,139,556	1,002,729	54,75,530	41,67,543

H—contd.

standard and the metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—contd.

BY THE STATE—contd.

XIV.—Eastern Bengal system.				Bengal Central.				XV.—Calcutta Port Commissioners'.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
323,564	187,820	1,66,216	1,59,178	22,148	24,616	22,992	26,708	14,128	16,345	5,335	6,080	1
3,907	4,369	13,170	12,644	100	70	328	198	3,496	7,727	1,766	2,135	2
43,934	45,340	3,98,868	3,95,415	5,772	5,418	15,860	15,250	16,793	16,029	18,343	17,544	3
607	666	11,167	11,944	34	27	164	177	329	250	498	460	4
4,741	3,795	25,877	22,591	1,380	611	2,258	1,021	1,486	1,827	1,139	1,410	5
160,917	308,988	4,76,170	10,62,298	22,966	12,860	37,206	20,870	79,180	116,480	44,831	73,355	6
11,377	10,986	60,144	60,021	295	301	693	763	70	92	92	98	7
93	116	466	538	...	2	...	12	4	9	7	9	8
539,344	512,607	43,07,955	39,78,186	41,707	45,918	1,37,818	1,42,530	335,853	388,446	1,78,070	1,95,298	9
546	617	4,143	4,560	...	...	...	...	1,059	1,802	969	1,213	10
561	459	5,753	4,479	58	49	221	155	24	...	50	...	11
1,479	1,495	20,225	20,812	48	47	179	181	219	169	432	287	12
23,765	24,841	2,21,852	2,39,155	1,407	1,167	4,090	3,374	13,211	21,796	13,903	17,726	13
106,714	103,260	2,58,419	2,34,883	6,949	5,568	11,503	10,002	1,620	958	2,270	1,707	14
24,087	34,541	74,711	1,28,576	5,065	3,925	7,004	5,809	20,181	71,927	10,782	20,960	15
12	15	201	264	...	...	...	...	3,302	5,436	2,883	4,904	16
2,861	3,483	12,968	15,068	200	248	736	937	2,582	3,716	2,833	3,493	17
20,306	20,794	1,43,088	1,41,378	4,141	4,498	8,678	10,285	3,510	4,390	3,023	3,633	18
44	1,214	22	401	...	...	...	...	...	697	...	282	19
58,674	69,735	2,90,606	2,37,586	4,130	7,056	5,640	12,114	977	131	941	399	20
65	64	522	438	...	...	...	...	20	73	23	51	21
255	210	2,672	2,166	...	...	...	...	30	19	61	51	22
6	12	101	213	...	...	...	...	9	28	54	46	23
27,498	21,684	1,38,112	1,41,836	16,938	10,135	43,756	24,790	15,456	11,640	11,079	8,338	24
12,934	11,961	28,469	31,244	2,328	200	386	341	7,926	9,848	3,480	4,191	25
30,650	34,508	1,42,037	1,48,200	7,070	8,745	15,714	21,166	16,758	7,633	11,179	5,781	26
25,650	39,177	7,31,414	7,97,591	7	3	6	2	25,896	52,361	9,207	8,360	27
5,741	6,066	28,867	28,466	382	410	1,270	1,450	1,505	3,170	1,260	2,600	28
22,749	26,251	2,06,790	2,49,121	2,246	1,913	5,802	4,531	2,257	1,732	2,017	1,754	29
1,251	1,139	19,404	14,348	...	...	...	...	1,652	1,739	1,200	1,106	30
101	85	810	660	...	2	...	15	2	12	3	17	31
101,055	112,641	4,42,632	4,88,332	8,326	11,280	28,021	20,898	15,556	31,370	18,520	21,996	32
1,565,488	1,596,939	82,33,851	86,82,642	153,586	145,069	3,42,825	3,23,574	585,091	777,852	3,46,250	4,05,184	

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Progressive No.	DESCRIPTION OF COMMODITY	STANDARD							
		STATE LINES WORKED BY THE STATE—concl'd.				LINES WORKED BY			
		XVI.—East Coast.				XVIII.—Great Indian Peninsula (a).			
		Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.		
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways	15,537	8,660	33,853	12,903	124,290	172,392	3,81,866	6,06,026
2	Cotton, raw	1,219	174	2,495	853	191,748	190,863	44,66,601	42,17,686
3	Cotton, manufactured	5,137	7,141	12,799	17,118	48,165	42,156	10,89,154	10,07,257
4	Drugs and chemicals	240	246	1,975	2,332	19,161	25,674	2,75,184	3,48,891
5	Dyes and tans	4,872	4,404	15,205	17,319	52,413	56,351	6,06,890	5,79,492
6	Grain and pulse	36,432	79,378	79,929	1,79,722	412,233	447,057	35,18,089	37,16,816
7	Hides and skins	838	1,006	2,896	3,673	16,055	16,508	3,57,243	3,88,943
8	Horns	78	141	378	951	1,112	1,255	23,023	25,090
9	Jute	3,724	3,651	13,418	12,458	20,813	22,510	2,02,023	3,04,950
10	Lac	25	38	192	245	700	502	8,165	6,719
11	Leather, manufactured	71	104	415	492	2,736	2,828	52,388	56,308
12	Liquors	232	301	1,253	1,857	9,299	9,407	1,49,748	1,45,654
13	Metals	17,616	48,378	28,777	64,347	43,869	42,332	6,72,787	6,71,060
14	Oils	3,314	4,910	13,828	21,008	42,206	46,262	6,62,796	6,69,311
15	Oil-seeds	47,707	50,912	87,486	89,033	280,104	342,597	31,35,407	38,78,888
16	Opium	17	21	283	365	1,247	1,158	62,116	55,870
17	Paper and paste-board	86	148	797	2,081	4,142	3,876	1,00,289	91,947
18	Provisions	10,006	11,327	24,776	30,971	78,150	73,067	11,60,902	10,38,557
19	Railway plant and rolling-stock carried for the public and foreign railways	9	8,700	18	23,512	11,555	43,117	1,76,207	4,30,215
20	Salt	620	8,233	399	14,530	134,341	145,130	15,91,641	15,85,104
21	Saltpetre, &c.	20	15	87	68	3,155	3,077	46,439	41,907
22	Silk, raw ... ..	...	1	6	8	29	32	1,163	1,319
23	Silk piece-goods ... ..	...	5	6	111	401	319	10,522	8,887
24	Spices	1,429	3,986	4,829	14,406	20,860	19,572	3,67,903	3,23,521
25	Stone and lime	11,781	16,686	10,976	9,118	16,645	19,432	1,04,874	1,11,494
26	Sugar	22,394	26,595	19,804	21,862	60,377	62,019	7,65,356	7,60,075
27	Tea	4	5	47	51	386	339	12,265	8,844
28	Timber	2,519	7,134	7,746	14,590	136,331	129,037	5,64,260	5,58,875
29	Tobacco	2,157	2,141	9,584	10,039	5,217	7,071	81,843	1,10,057
30	Wool, raw	9	13	162	176	275	341	7,477	9,415
31	Wool, manufactured	60	73	608	701	1,183	1,181	24,259	24,165
32	All other articles of merchandise ...	7,291	6,013	25,874	31,982	111,189	109,994	13,37,018	13,16,244
	Total ...	195,444	300,540	4,00,901	5,98,882	1,845,387	2,037,456	2,21,05,898	2,30,99,587

(a) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—cont.

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Progressive No
XIX.—Bombay, Baroda and Central India.				XX.—Madras.				XXI.—Delhi-Umballa-Kalka.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year. (b)	1896. (c)	Previous year. (b)	1896. (c)	Previous year.	1896.	Previous year.	1896.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
73,510	52,571	4,32,136	2,97,389	187,263	95,002	4,51,551	4,45,348	3,764	4,193	8,585	8,874	1
130,424	146,788	15,46,446	15,59,555	19,836	19,185	2,93,577	2,69,346	2,960	2,153	20,118	14,859	2
31,902	31,891	6,30,318	6,10,938	17,765	17,911	2,44,095	2,43,651	3,927	2,967	33,976	26,998	3
3,870	3,401	56,857	50,322	2,988	3,092	30,748	28,351	732	617	6,641	5,283	4
10,601	8,911	1,76,508	1,46,910	26,334	20,622	2,49,064	1,98,940	1,340	443	11,795	9,951	5
258,010	159,546	17,73,833	10,01,146	182,649	182,393	12,29,905	11,12,353	23,447	18,468	77,629	59,171	6
3,916	3,552	53,291	53,116	31,864	30,421	4,15,659	4,11,445	1,141	474	7,803	2,633	7
241	191	4,325	3,381	140	123	1,583	1,304	36	15	162	130	8
10,463	10,281	1,22,019	1,13,249	6,715	7,001	64,282	68,205	3,505	3,683	42,259	16,435	9
180	70	1,081	557	148	119	1,609	1,279	27	24	146	126	10
1,117	1,015	19,536	18,321	203	218	4,887	5,737	441	397	4,524	4,091	11
3,817	4,190	45,083	50,983	8,968	9,519	96,182	1,02,115	4,924	5,083	21,222	22,166	12
39,451	38,709	5,20,265	5,12,709	16,541	16,942	1,73,802	1,72,778	3,969	4,510	23,774	29,568	13
9,222	10,987	1,12,214	1,24,468	18,026	16,237	1,70,508	1,47,596	1,669	3,132	10,893	19,009	14
167,289	118,224	15,25,967	10,70,111	42,482	46,056	2,60,383	2,78,564	2,797	591	9,267	2,426	15
1,396	1,384	52,197	52,479	...	...	...	...	36	30	432	351	16
1,496	1,298	23,765	20,191	675	459	9,252	8,171	532	605	3,665	4,032	17
51,667	40,042	4,90,120	3,81,214	70,406	63,426	5,37,138	4,77,744	6,541	8,415	31,847	37,766	18
28,891	40,927	1,97,575	1,92,354	460	14,729	2,944	37,518	1,308	1,101	305	972	19
193,301	134,899	4,15,553	4,18,306	53,866	49,291	3,04,292	2,81,391	3,028	1,945	6,390	4,731	20
1,344	1,758	11,184	14,428	141	334	1,174	2,411	491	472	1,660	1,721	21
444	503	13,124	14,706	108	104	2,281	2,367	52	31	498	330	22
63	41	2,148	1,420	76	73	1,860	1,972	...	4	3	40	23
11,660	8,921	1,37,971	1,07,107	17,741	17,576	1,88,215	1,83,783	869	786	5,486	5,033	24
29,340	33,345	98,551	1,01,831	41,173	41,241	80,811	85,796	12,589	11,393	23,612	23,243	25
51,618	48,816	6,74,667	6,09,074	25,625	40,599	1,65,627	2,68,548	11,728	6,229	32,674	17,477	26
1,034	1,513	16,652	18,539	464	396	11,959	9,326	51	51	322	366	27
46,606	39,335	3,27,982	2,75,036	138,817	107,992	4,35,244	3,71,260	1,973	1,003	6,421	4,122	28
19,710	26,192	1,53,596	2,00,328	12,341	13,628	1,14,843	1,22,372	1,106	982	8,051	7,306	29
6,031	5,295	1,35,715	1,20,730	240	293	2,593	3,553	171	182	1,193	1,366	30
405	475	9,381	11,140	539	587	6,191	8,292	310	135	2,824	1,157	31
271,807	281,853	13,49,965	12,57,175	67,285	67,765	6,42,929	6,77,429	28,686	31,470	1,55,922	1,31,450	32
1,400,831	1,256,929	1,11,31,025	94,09,213	991,879	883,334	61,95,128	60,28,945	129,150	111,584	5,60,099	4,57,186	

(b) Including the Kolar Gold-fields railway.

(c) Including the Madras-Ennur section (Bezwa-da-Madras) and the Kolar Gold-fields railway.

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Pro- gressive No.	DESCRIPTION OF COMMODITY.	STANDARD									
		ASSISTED COMPANIES—concl'd.				LINES OWNED BY NATIVE					
		XXII.—Tarkessur.				XXXII.—The Nizam's Guaranteed state (a)				XXXIII.—Nagda	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	
1	Coal and coke carried for the public and foreign railways.	2,313	2,529	949	1,062	250,303	229,804	9,80,151	9,43,038		28
2	Cotton, raw ... ..	...	...	...	...	546	545	5,721	5,392		101
3	Cotton, manufactured	104	106	198	202	4,745	4,994	69,286	73,508		554
4	Drugs and chemicals	73	32	141	76	738	784	7,659	8,102		17
5	Dyes and tans	22	30	30	40	2,489	2,762	17,234	19,013		51
6	Grain and pulse	3,417	5,486	4,391	7,457	45,690	52,425	2,25,369	2,87,989		6,893
7	Hides and skins	13	12	20	17	2,919	2,718	23,582	23,849		7
8	Horns	5	7	9	10	204	329	2,010	3,268		...
9	Jute	1,664	2,023	2,269	2,820	2,375	2,287	17,060	17,437		124
10	Lac	2	7	2	8	22	21	267	248		7
11	Leather, manufactured ... ..	...	...	...	...	163	149	1,881	1,690		5
12	Liquors ... ..	...	...	...	...	2,903	3,453	19,445	23,995		1
13	Metals	140	127	190	175	7,925	4,743	66,591	43,516		382
14	Oils	621	619	750	783	2,904	3,810	26,338	32,078		143
15	Oil-seeds	1,457	1,372	1,371	1,328	61,135	62,632	2,96,544	3,03,583		67
16	Opium ... ..	...	...	...	...	19	19	883	904		14
17	Paper and paste-board	18	2	29	4	471	482	4,862	5,493		4
18	Provisions	2,840	1,969	3,453	2,482	9,864	8,899	97,157	90,790		201
19	Railway plant and rolling-stock carried for the public and foreign railways.	157	...	159	...	144	19	1,628	298		...
20	Salt	1,006	986	987	985	26,128	28,490	1,27,367	1,41,177		3,344
21	Saltpetre, &c.	106	115	103	158	629	444	4,446	3,504		...
22	Silk, raw ... ..	...	...	...	...	...	1	...	38		...
23	Silk piece-goods ... ..	...	...	...	...	2	...	48	13		...
24	Spices	74	69	127	117	3,905	4,043	32,712	33,293		53
25	Stone and lime	732	836	323	311	5,942	8,173	25,070	34,011		...
26	Sugar	261	247	255	272	2,505	2,643	17,967	19,554		394
27	Tea ... ..	...	...	...	...	80	39	934	567		...
28	Timber	121	121	124	104	20,019	21,422	77,606	84,112		442
29	Tobacco	49	45	84	99	1,629	2,190	23,598	31,998		211
30	Wool, raw	1	1	2	1	55	23	684	252		...
31	Wool, manufactured ... ..	...	...	...	...	154	132	1,832	1,610		...
32	All other articles of merchandise ...	4,266	4,485	5,155	6,245	12,560	13,297	1,08,926	89,749		345
	TOTAL	19,462	21,226	21,121	24,766	469,167	461,722	22,84,908	23,24,064		13,588

Opened for traffic on the 16th July 1896.

(a) Including the Bezwada extension (East Coast State).

H—contd.

the standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—concltd.

STATES AND WORKED BY COMPANIES.										METRE GAUGE.				Pro- gressive No.
XXXIV.—The Gaekwar's Pothd.						XXXVI.—Rajpura-Bhatinda.				XXXVIII.—Bengal and North-Western— Tirhoot section. Company's section.				
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Pre- vious year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	40	5	...	4	...	468	2,050	390	4,580	42,715	41,324	67,854	73,037	1
	241	639	1,079	773	1,126	296	563	1,216	3,361	534	634	7,012	8,426	2
	1,739	634	658	874	843	855	649	3,850	2,952	18,991	19,225	1,40,645	1,38,962	3
	46	124	177	123	153	228	232	1,147	1,070	2,117	1,499	18,091	13,612	4
	162	100	134	118	168	395	312	1,868	1,366	6,348	4,707	51,223	38,676	5
	14,535	1,600	2,773	1,043	1,996	208,775	115,563	6,68,533	3,87,243	264,552	311,974	9,65,998	11,31,302	6
	23	42	55	48	62	239	206	574	520	7,160	5,918	49,538	35,562	7
	1	2	3	1	3	3	3	9	13	66	35	646	196	8
	291	109	125	114	128	5,237	1,785	22,099	8,479	8,025	9,840	41,752	48,993	9
	16	1	...	1	...	18	18	81	69	827	822	3,155	3,161	10
	17	23	12	29	14	81	112	560	809	337	385	2,739	2,779	11
	3	49	42	82	66	352	84	1,570	464	419	428	3,336	4,433	12
	808	285	199	300	294	1,839	1,613	4,551	4,970	9,523	9,762	50,947	50,336	13
	308	157	125	149	120	1,059	588	5,344	3,034	10,972	10,585	39,204	34,722	14
	105	368	591	229	489	28,337	8,782	74,901	27,416	74,849	97,415	2,92,106	3,24,720	15
	63	...	...	1	...	40	34	445	384	437	500	6,097	7,224	16
	12	8	11	11	12	47	54	164	185	240	392	2,130	2,472	17
	450	574	223	620	226	3,002	4,771	7,677	12,845	11,000	9,061	47,708	44,928	18
	...	1	...	1	...	...	18,830	...	30,396	...	...	...	...	19
	6,122	882	858	809	1,016	1,696	1,383	2,376	1,728	69,917	70,515	1,93,631	1,84,325	20
	...	8	2	8	2	326	420	645	1,386	11,681	16,043	27,668	46,053	21
	...	3	3	6	6	7	10	20	34	7	18	52	115	22
	...	...	...	...	...	...	...	...	2	...	...	...	...	23
	150	193	147	215	150	812	853	1,339	1,660	6,342	5,554	45,717	37,604	24
	...	2,348	1,379	1,731	984	16,067	9,337	11,213	6,377	7,099	8,368	13,538	14,335	25
	846	682	646	588	597	17,166	12,473	49,219	37,331	28,210	31,894	1,22,529	1,43,348	26
	...	...	...	...	...	9	10	36	48	38	20	297	152	27
	129	2,157	1,097	1,719	899	4,229	4,147	8,684	11,395	7,745	6,545	22,624	21,113	28
	623	7,477	10,579	8,080	11,114	317	290	653	592	14,433	19,821	88,483	1,17,275	29
	1	7	16	14	31	32	43	134	266	44	46	372	397	30
	4	...	...	...	...	62	68	238	303	81	89	729	691	31
	985	3,590	3,362	3,149	10,797	8,817	11,534	28,865	33,455	66,793	53,863	1,89,940	2,04,600	32
	27,720	22,068	24,296	20,840	31,296	300,811	196,817	8,98,401	5,84,733	671,502	737,287	24,95,751	27,33,549	

Opened for traffic on the 15th July 1896.

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Pro- gressive No.	DESCRIPTION OF COMMODITY.	METRE									
		STATE LINES									
		XL.—Rajputana-Malwa.				XII.—Pālanpur-Deesa.				XLII.—Southern	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	
1	Coal and coke carried for the public and foreign railways	10,407	10,762	39,818	42,976	...	...	...	...	33,935	4,913
2	Cotton, raw	84,909	73,870	12,17,534	10,93,420	4	...	11	1	74,492	64,864
3	Cotton, manufactured	36,706	31,818	8,18,448	7,15,225	409	418	688	626	19,854	17,909
4	Drugs and chemicals... ..	2,370	2,082	44,542	40,044	20	10	34	21	2,069	2,174
5	Dyes and tans... ..	12,410	10,182	1,73,126	1,45,640	135	119	176	171	19,840	24,793
6	Grain and pulse	599,579	434,604	47,01,629	26,43,999	6,263	3,864	4,565	3,153	181,842	277,663
7	Hides and skins	7,765	7,094	87,582	80,479	79	77	101	83	8,108	8,260
8	Horns	214	119	2,984	1,886	...	2	...	2	347	358
9	Jute	21,370	18,030	1,64,546	1,45,391	164	120	190	144	9,574	10,643
10	Lac	835	683	11,589	7,586	9	9	13	11	38	37
11	Leather, manufactured	1,361	929	27,816	18,703	26	19	39	30	481	501
12	Liquors... ..	3,773	3,611	40,962	41,556	226	254	236	252	9,688	8,971
13	Metals	31,429	29,845	4,05,071	3,69,576	295	250	323	291	21,878	17,651
14	Oils	8,532	8,731	71,989	70,211	75	79	92	76	17,918	23,068
15	Oil-seeds	230,100	136,382	13,59,363	6,80,103	3,917	1,594	2,261	1,610	70,143	64,754
16	Opium	3,823	3,933	47,121	48,803	...	...	...	...	4	7
17	Paper and paste-board	1,302	1,357	22,978	24,324	3	1	4	3	584	544
18	Provisions	50,978	48,611	4,69,072	4,25,903	1,044	1,282	1,074	1,180	57,256	54,918
19	Railway plant and rolling-stock carried for the public and foreign railways	20,564	27,451	76,434	1,32,378	...	51	...	14	480	861
20	Salt	223,251	205,709	20,00,093	18,47,032	400	393	501	501	45,790	44,404
21	Saltpetre, &c.	14,101	18,124	83,548	1,02,059	15	4	17	4	484	482
22	Silk, raw	231	292	15,748	19,378	...	...	...	...	292	174
23	Silk piece-goods	50	36	3,327	2,319	...	...	...	...	21	...
24	Spices	17,349	14,056	1,94,599	1,48,710	220	228	305	315	26,596	28,758
25	Stone and lime	22,496	24,931	87,597	99,957	207	289	211	197	21,696	23,766
26	Sugar	130,102	127,263	12,54,768	12,72,272	2,229	2,132	2,268	2,234	43,613	53,462
27	Tea	1,039	1,290	30,059	32,202	6	5	11	15	50	32
28	Timber... ..	25,162	25,410	1,07,613	1,09,867	325	427	329	419	50,428	52,458
29	Tobacco	14,499	17,503	1,49,016	1,69,864	411	693	567	908	9,135	9,371
30	Wool, raw	6,899	7,031	1,31,261	1,20,844	86	52	160	99	256	245
31	Wool, manufactured... ..	827	765	21,239	22,333	3	2	3	4	815	864
32	All other articles of merchandise	117,334	122,191	9,29,744	9,15,206	1,149	1,356	1,477	4,627	54,536	50,572
	TOTAL	1,701,767	1,414,690	1,47,91,216	1,15,90,246	17,720	13,730	15,656	16,961	782,243	847,277

H—contd.

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—contd.

WORKED BY COMPANIES—contd.

Maharatta (a).		XLV.—South Indian (b).				XLVI.—Mâyavaram-Mutpet.				XLVII.—Assam-Bengal.				Progressive No.
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1,78,326	21,925	5,944	15,755	8,661	12,278	...	...	...	...	1,869	3,172	399	1,596	1
4,19,927	4,03,330	19,501	14,864	1,35,403	1,01,172	11	7	31	31	16	361	65	1,698	2
2,62,898	2,27,263	19,392	18,700	2,27,109	2,13,133	650	603	1,895	1,912	76	904	337	4,398	3
21,930	21,401	2,283	2,257	21,268	21,330	135	165	341	388	...	21	...	152	4
1,20,628	1,38,716	13,702	13,313	96,873	1,05,484	337	196	426	332	...	51	...	193	5
9,64,172	15,30,604	239,857	261,659	10,18,358	9,74,799	18,974	30,221	16,088	22,497	1,074	5,722	4,173	17,110	6
72,152	67,139	9,013	9,592	1,01,433	93,060	110	103	348	254	10	70	57	390	7
4,053	3,990	110	109	1,022	823	3	5	13	18	...	...	...	...	8
59,708	70,563	6,645	6,775	37,443	37,864	508	743	850	997	1,475	2,325	3,305	7,644	9
259	228	194	203	1,315	1,364	23	26	26	33	...	...	...	...	10
4,076	4,318	81	71	1,124	1,020	...	1	2	3	3	16	22	125	11
63,849	55,553	3,867	4,028	32,247	31,583	49	46	178	176	7	35	51	234	12
2,05,167	1,63,467	15,383	15,373	1,33,218	1,32,136	1,734	742	2,798	1,716	16	383	86	1,674	13
1,00,453	1,56,913	19,128	17,619	1,18,725	1,03,273	997	727	1,940	1,654	12	398	40	1,637	14
3,34,547	3,55,523	76,674	46,163	2,41,839	1,81,709	1,207	1,375	1,140	1,279	...	89	...	396	15
155	146	...	...	...	...	...	...	...	...	...	...	...	...	16
8,129	7,521	778	764	12,131	12,587	93	100	245	302	11	19	47	112	17
4,02,358	3,76,894	29,017	32,726	1,67,835	2,02,791	1,064	1,221	1,093	1,612	468	1,981	2,753	11,256	18
4,662	4,063	614	4,115	1,794	13,695	815	11	237	7	...	...	...	...	19
2,90,611	3,12,224	68,444	66,873	2,66,035	2,47,721	4,596	3,200	4,639	3,063	155	4,368	441	9,168	20
3,204	3,688	566	606	3,743	3,648	1	3	2	4	...	2	...	11	21
4,714	3,587	90	96	2,138	2,321	...	1	1	7	...	...	...	...	22
405	11	4	9	63	197	...	...	2	...	...	1	...	17	23
2,01,562	2,10,704	14,853	15,974	1,15,283	1,25,650	1,797	1,937	3,352	3,227	25	362	121	1,731	24
53,069	54,181	117,132	106,804	1,21,768	1,46,544	2,843	7,952	2,171	4,442	31	90	176	302	25
2,55,277	2,94,322	49,159	63,371	2,94,936	3,42,293	964	1,113	1,148	1,488	357	1,605	1,588	6,123	26
980	682	420	539	2,327	2,797	1	1	4	3	1	26	5	308	27
1,60,223	1,63,390	78,114	60,373	1,17,571	1,11,104	2,214	1,708	1,294	1,719	...	109	...	521	28
58,701	56,501	6,301	6,307	46,144	43,231	42	52	50	77	28	295	185	1,738	29
3,315	3,935	94	174	1,302	2,271	...	...	...	2	...	...	...	...	30
9,721	11,550	214	223	2,909	3,187	1	...	3	1	...	...	...	...	31
3,66,974	2,80,779	107,201	109,390	6,28,926	6,19,259	5,596	5,381	10,275	10,290	694	1,358	3,123	7,499	32
46,36,205	50,05,111	904,775	894,830	39,60,963	38,90,224	44,765	57,670	50,592	57,534	6,328	23,763	16,974	76,033	

(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Maharatta), the Kolhapur, Yesvantpur-Mysore frontier, and the Mysore Nanjangud railway.

(b) Including the Pondicherry railway.

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Progressive No.	DESCRIPTION OF COMMODITY.	METRE							
		STATE LINES WORKED BY COMPANIES—conold.				ASSISTED			
		XLVIII.—Burma.*				II.—Deoghur.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	463	349	371	235	...	...	...	...
2	Cotton, raw	94	272	743	3,264	...	...	...	...
3	Cotton, manufactured	4,405	5,561	68,441	71,669	...	...	...	...
4	Drugs and chemicals	199	204	4,814	4,619	...	...	...	...
5	Dyes and tans	5,048	4,148	52,346	39,115	...	...	...	...
6	Grain and pulse	319,216	335,655	14,16,509	15,94,402	...	...	...	...
7	Hides and skins	810	1,359	8,037	13,262	...	...	...	...
8	Horns	32	46	414	631	...	...	...	...
9	Jute	4,686	4,801	27,185	21,956	...	...	...	...
10	Lac	802	539	8,131	5,384	...	...	...	...
11	Leather, manufactured	138	185	3,624	4,297	...	...	...	...
12	Liquors	1,628	1,911	22,550	24,466	...	...	...	...
13	Metals	3,046	4,643	25,802	44,477	...	...	...	...
14	Oils	7,519	8,174	79,937	70,206	...	...	...	...
15	Oil-seeds	5,085	4,926	27,010	24,693	...	...	...	...
16	Opium	9	11	287	395	...	...	...	...
17	Paper and paste-board	202	228	4,064	4,057	...	...	...	...
18	Provisions	39,390	42,102	3,11,419	3,15,463	Information not available.		...	...
19	Railway plant and rolling-stock carried for the public and foreign railways	479	6,091	1,399	41,618	...	...	...	...
20	Salt	13,631	13,346	88,586	90,240	...	...	...	...
21	Saltpetre, &c.	3	5	30	61	...	...	...	...
22	Silk, raw	142	162	4,757	4,907	...	...	...	...
23	Silk piece-goods	21	7	792	231	...	...	...	...
24	Spices	6,776	6,724	83,628	81,604	...	...	...	...
25	Stone and lime	6,680	17,745	14,239	34,020	...	...	...	...
26	Sugar	7,160	9,322	47,598	59,033	...	...	...	...
27	Tea	75	87	1,031	1,140	...	...	...	...
28	Timber	78,811	97,659	2,39,815	2,70,413	...	...	...	...
29	Tobacco	1,972	2,628	17,598	21,069	...	...	...	...
30	Wool, raw	10	1	72	37	...	...	...	...
31	Wool, manufactured	33	94	603	1,381	...	...	...	...
32	All other articles of merchandise ...	73,978	100,250	2,61,544	3,18,425	...	...	...	...
	TOTAL ...	582,543	669,235	28,23,376	31,66,820	...	...	...	...

* The working of this line has been transferred to a company from the 1st September 1896.

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE.—contd.

COMPANIES.												Progressive No.
LII.—Rohilkund and Kumaon (Company's section) (a).				LIII.—Bengal Dooars.				LIV.—Dibru-Sadiya.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.*	Tons.	Rs.*	Rs.	
97	193	98	191	1,747	954	8,244	4,429	165,475	170,955	1,96,461	2,01,174	1
73	55	469	286	...	...	...	...	...	...	...	...	2
2,143	2,330	11,028	11,472	67	27	451	187	35	123	1,651	2,221	3
415	234	2,575	1,685	16	17	113	129	207	53	1,323	846	4
1,983	2,164	9,267	10,457	9	11	53	67	...	...	...	...	5
48,200	51,417	1,17,909	1,20,126	4,734	6,369	21,803	31,425	12,353	14,157	85,511	98,362	6
1,391	648	4,680	2,304	57	79	201	297	...	...	...	...	7
135	59	563	227	...	...	...	...	...	...	...	...	8
1,134	1,494	4,493	5,188	213	145	608	505	...	...	...	...	9
84	96	402	410	...	...	...	...	...	...	...	...	10
57	49	318	301	...	...	...	...	...	...	...	...	11
1,392	1,295	8,767	8,599	46	55	345	475	167	144	1,577	1,649	12
2,094	1,873	10,896	9,996	2,060	2,717	14,347	20,960	4,167	3,925	33,818	33,536	13
1,546	1,368	6,056	5,252	365	232	2,600	1,632	414	1,501	3,034	5,996	14
8,669	7,413	21,848	21,545	17	5	71	26	...	...	...	...	15
110	3	820	44	...	...	...	...	...	...	...	...	16
25	37	170	139	...	3	...	20	...	...	...	...	17
5,051	6,846	36,279	53,264	401	346	2,798	2,403	650	475	6,691	5,211	18
6,534	2,623	25,491	13,721	6	...	10	...	...	...	...	...	19
10,327	10,954	25,079	26,949	466	485	2,190	2,238	303	269	2,448	2,260	20
185	188	433	517	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	23
719	562	3,420	2,976	24	30	186	201	...	...	...	...	24
4,672	2,640	7,604	5,428	213	206	1,451	1,175	1,636	1,292	6,598	4,891	25
22,004	32,075	65,925	97,844	327	258	2,299	1,870	186	221	1,783	2,011	26
293	203	3,029	2,485	10,732	11,754	96,292	1,06,017	5,636	5,407	48,362	49,672	27
12,595	11,918	46,576	43,246	327	191	1,538	923	3,756	4,549	18,807	18,049	28
1,502	858	6,653	4,447	93	142	366	432	...	...	...	...	29
144	93	1,044	584	...	...	...	...	...	...	...	...	30
39	42	268	352	...	...	...	...	...	...	...	...	31
62,478	60,376	1,19,722	1,14,841	3,526	3,551	21,407	22,418	7,676	6,024	38,078	44,470	32
196,091	200,111	5,41,882	5,64,876	25,446	27,577	1,77,873	1,97,834	202,771	209,095	4,47,742	4,70,348	

(a) Including the Lucknow-Bareilly section.
* Revised figures.

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Progressive No.	DESCRIPTION OF COMMODITY.	METRE									
		LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.				LINES OWNED AND WORKED					
		LX.—The Gaekwar's Mehsana.				LXVI.—JODHPORE.				Bikaner	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
1	Coal and coke carried for the public and foreign railways.	8	7	15	14	241	344	654	2,236	146	344
2	Cotton, raw	791	798	2,758	2,080	93	62	754	722	8	5
3	Cotton, manufactured	1,475	1,543	3,458	3,615	2,442	1,992	20,952	17,235	266	209
4	Drugs and chemicals	80	45	158	94	107	101	1,073	970	15	13
5	Dyes and tans	390	315	689	496	588	492	5,374	4,064	66	38
6	Grain and pulse	19,540	19,443	30,218	39,564	12,884	45,832	58,715	2,35,511	2,546	17,360
7	Hides and skins	292	224	496	381	723	634	6,335	5,148	88	78
8	Horns	2	6	4	7	...	1	6	6	1	...
9	Jute	903	787	1,412	1,303	762	1,024	6,460	8,460	93	175
10	Lac	6	1	20	3	40	49	342	453	3	5
11	Leather, manufactured	27	28	70	59	250	161	2,265	1,407	18	12
12	Liquors	8	17	16	28	22	20	291	280	5	5
13	Metals	1,046	949	1,627	1,432	3,820	4,103	15,375	15,725	336	384
14	Oils	1,087	1,186	2,671	2,563	272	288	2,124	2,202	60	67
15	Oil-seeds	43,129	23,599	35,946	22,464	2,714	1,137	14,453	5,715	15	218
16	Opium	9	9	45	47	49	88	639	1,098	11	16
17	Paper and paste-board	24	15	32	29	110	84	866	592	20	19
18	Provisions	2,832	1,959	5,197	3,244	2,972	2,679	23,701	20,556	875	774
19	Railway plant and rolling-stock carried for the public and foreign railways	1	37	3	29	...	715	...	3,751	...	715
20	Salt	21,867	21,883	34,812	33,921	15,453	17,971	85,246	98,075	91	135
21	Saltpetre, &c.	489	404	605	525	604	323	2,612	2,069	132	74
22	Silk, raw	2	2	5	5	...	...	7	...	...	...
23	Silk piece-goods	1	...	3	1	...	...	3	2	...	...
24	Spices	485	379	992	796	1,079	1,063	10,005	7,530	259	260
25	Stone and lime	2,057	1,610	3,893	3,357	9,314	10,593	18,221	20,674	4,222	5,554
26	Sugar	5,839	6,819	8,117	9,715	12,016	12,004	88,434	86,697	2,100	1,745
27	Tea	9	4	31	17	...	1	10	14	...	...
28	Timber	3,959	3,304	5,448	4,322	1,093	1,164	7,301	8,153	298	304
29	Tobacco	381	489	821	1,065	980	989	6,919	6,729	39	44
30	Wool, raw	77	100	180	224	2,921	2,584	23,667	22,339	185	163
31	Wool, manufactured	3	2	8	7	276	136	2,557	1,836	58	67
32	All other articles of merchandise	9,285	8,442	13,885	23,690	6,260	5,892	39,094	37,021	908	1,290
	TOTAL	116,104	94,406	1,53,635	1,55,097	78,085	112,526	4,44,455	6,17,270	12,864	30,073

H—concl'd.

standard and metre gauge railways during the year 1896, as compared with the previous year.

GAUGE—concl'd.															
BY NATIVE STATES.										FOREIGN LINE.					
BICKANEER.		LXVII.—Oodeypore-Chitor.				LXVIII.—Bhāvnagar-Gondal-Junāgarh Porbandar (a).				LXIX.—West of India Portuguese.					Progressive No
Section.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.			
Previous year.	1896.	Pre-vious year.	1896.	Pre-vious year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	Previous year.	1896.	1896.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
319	816	...	...	...	...	3,559	6,027	11,843	19,236	1	1	4	4	1
65	41	193	1,191	629	4,352	37,746	45,053	2,56,403	2,91,750	15,641	517	60,338	1,900	2	
1,483	1,166	311	674	1,446	2,967	2,846	2,785	22,748	21,800	2,399	756	10,207	3,229	3	
92	74	19	34	99	166	106	126	1,345	1,438	70	33	391	168	4	
331	191	66	118	288	508	841	716	5,224	4,548	90	33	389	132	5	
6,564	33,591	724	3,422	1,221	6,687	32,654	45,951	1,11,812	1,61,431	18,346	13,751	56,925	39,505	6	
364	352	56	117	158	331	462	510	3,464	3,872	34	44	113	147	7	
3	1	1	...	1	1	17	14	91	87	...	...	...	...	8
361	589	34	128	101	231	1,667	1,683	7,884	7,981	27	12	119	47	9	
16	18	3	16	10	42	30	17	217	131	...	...	...	...	10
95	70	6	13	30	76	60	56	580	685	...	...	...	...	11
35	52	3	12	21	87	149	179	1,482	1,651	144	140	573	513	12	
1,481	1,872	107	297	362	963	4,777	6,136	32,423	32,997	5,854	2,362	20,124	7,977	13	
251	226	76	139	196	387	4,125	4,808	18,924	21,715	6,725	8,355	19,571	23,979	14	
44	695	121	667	146	753	21,394	12,248	84,826	43,201	17,573	2,509	56,456	7,524	15	
77	115	20	46	99	284	13	14	294	328	...	...	...	...	16
69	84	13	32	39	116	134	150	1,192	1,297	...	...	...	...	17
3,423	2,583	315	674	912	1,823	12,491	10,205	66,453	55,186	22	19	98	77	18	
...	913	12	30	8	15	4,953	1,330	12,058	3,530	...	...	...	...	19
194	295	498	1,162	1,066	2,417	6,136	5,588	10,989	8,988	26,491	14,066	61,596	31,478	20	
415	241	25	48	69	117	96	76	628	519	...	...	...	...	21
...	...	...	...	...	...	2	7	28	90	...	...	...	...	22
...	...	...	1	...	7	1	1	19	3	...	...	...	...	23
1,263	1,106	65	135	171	364	1,894	1,620	11,291	9,592	590	411	2,486	1,775	24	
7,792	8,082	51	380	160	947	36,587	56,395	30,575	41,388	19	12	29	36	25	
6,671	5,348	398	1,076	1,052	2,605	7,966	9,547	36,703	44,892	940	372	3,513	1,204	26	
1	4	...	...	2	6	7	7	61	76	8	8	35	33	27
961	981	27	58	72	161	28,822	22,686	1,50,843	1,18,485	1,184	828	2,872	2,115	28	
223	388	156	639	531	1,928	995	1,484	6,004	8,109	324	309	1,188	1,132	29	
1,088	965	26	40	104	157	450	387	3,932	3,695	22	...	113	...	30	
322	379	1	4	7	19	14	11	107	67	23	25	78	94	31	
3,568	4,624	262	934	1,230	6,112	9,527	11,694	60,888	68,066	16,457	9,022	53,782	27,617	32	
37,571	65,862	3,589	12,087	10,230	33,679	220,521	248,011	9,51,331	9,76,834	112,984	53,585	3,50,930	1,50,686		

(a) Including the Jetalsar-Rājkot railway.

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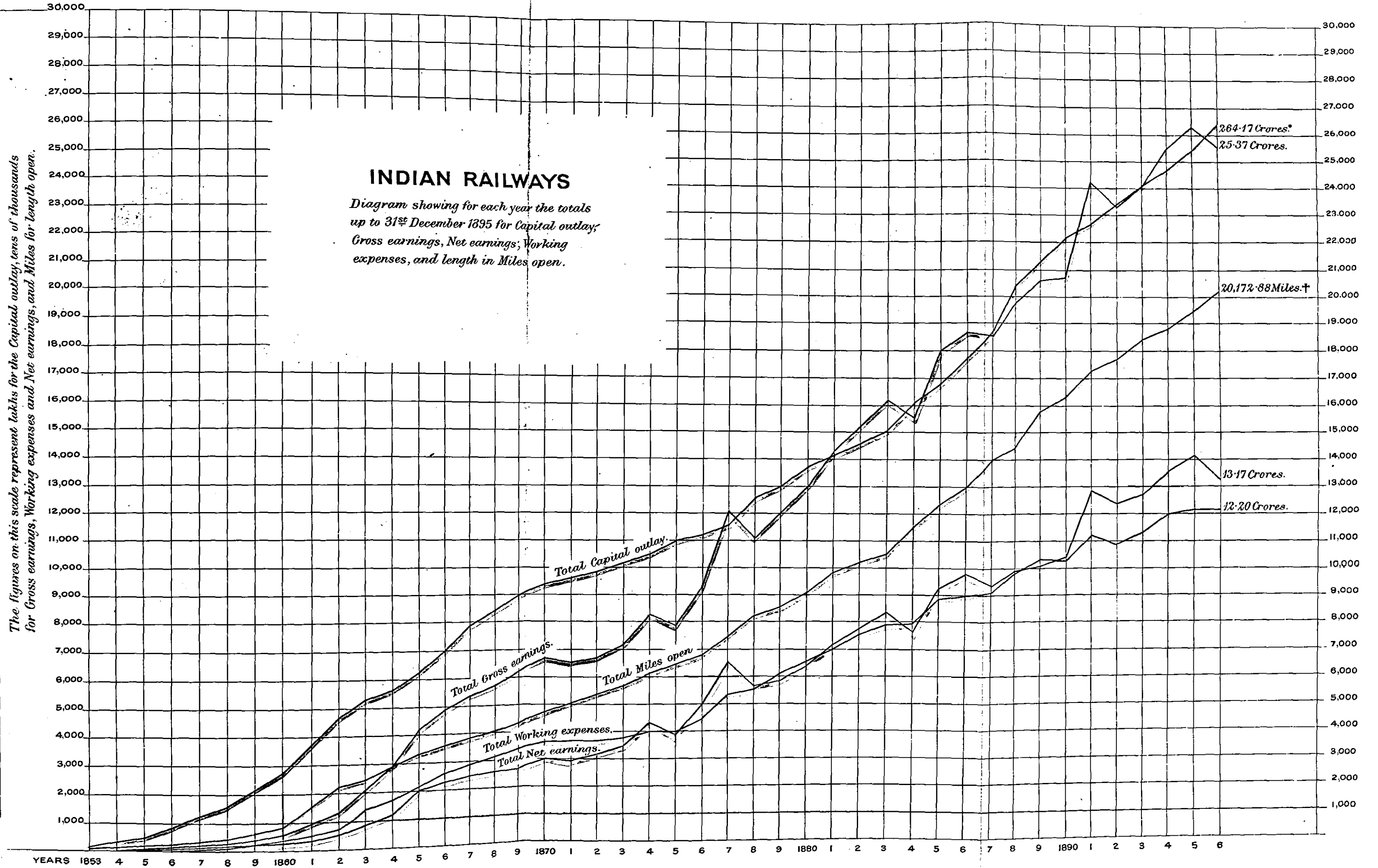
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The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings, Working expenses and Net earnings, and Miles for length open.

* As per details in Chapter VII, paragraph I, of the Administration report
 Deduct-Total difference due to premia on lines purchased as per foot-note (\$) in Statement.
 No 17, pages 84 and 85 of the report.
 † Excluding the Mushkal-Bolan Railway, constructed but not worked.

Crores.
 272.26
 8.09
 264.17