



4

# ADMINISTRATION REPORT.

ON THE

# RAILWAYS IN INDIA

FOR

1885-86,

BY

COLONEL F. S. STANTON, R.E.,

DIRECTOR GENERAL OF RAILWAYS.

PART I.

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



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1886.

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REFERENCE to NUMBERS marked against RAILWAYS on MAP.

Number.	Railway.	Number.	Railway.
1	East Indian.	31	Wadhwan-Morvi.
1a	Deoghar.	32	Patri.
2	Tanakeswar.	33	Bombay, Baroda, and Central India.
3	Eastern Bengal.	34	H. H. the Gaekwar's.
4	Bengal Central.	35	Great Indian Peninsula.
5	Dacca.	36	Dhond-Munmad.
6	Northern Bengal.	37	Bhopal.
7	Kaunia-Dharidra.	38	Bilaspur-Etawah. (Katni-Umaria section).
8	Darjeeling-Himalayan.	39	Nagpur-Bengal.
9	Assam-Behar.	40	Nagpur-Chhattisgarh.
10	Nalhati.	41	Wardha-Coal.
11	Bardwan-Kutwa.	42	Amraoti.
12	Tirhoot.	43	Khamgaon.
13	Patna-Gya.	44	H. H. the Nizam's.
14	Bengal and North-Western.	45	Southern Mahratta.
15	Dildarnagar-Ghaziपुर.	45a	West of India Portuguese.
16	Oude and Rohilkand.	46	Madras.
17	Lucknow, Sitapur, Seranow.	47	Bellary-Kistna.
18	Bareilly-Pilibhit.	48	Cuddapah-Nellore.
19	Rohilkand and Kumaon.	49	Mysore.
20	Cawnpore-Achnera.	50	Nilgiri.
21	Indian Midland.	51	South Indian.
22	Sindia.	52	Pondicherry.
23	Rajputana-Malwa.	53	Burma.
24	Jodhpur.	54	Thaton-Duyinzaik.
25	North-western.	55	Cherrapoonji Mountain Tramway.
26	Amritsar-Palankot.	56	Jorhat.
27	Rajpura-Patiala.	57	Assam.
28	Sind-Sagar.		
29	Sind-Fishin.		
30	Bhavnagar-Gondal.		

ALPHABETICAL LIST of RAILWAYS, with Numbers for reference to MAP.

Railway	No. on Map	Province
Amraoti	43	Bihar.
Amritsar-Pathankot	20	Punjab.
Assam	57	Assam.
Assam-Bihar	9	Bengal.
Bareilly-Pilibhit	18	North-West Provinces.
Bellary-Kistna	47	Madras.
Bengal and North-western	14	Bengal.
Bengal Central	4	Do.
Bhavnagar-Gondal	30	Guzerat.
Bhopal	37	Central India.
Bilaspur-Etawah (Katul-Umaria Section)	38	Central Provinces.
Bombay, Baroda, and Central India	33	Bombay.
Burdwan-Kutwa	11	Bengal.
Burma	53	British Burma.
Cawnpore-Achnera	20	North-West Provinces.
Cherrapoonji-Mountain	55	Assam.
Cuddapah-Nellore	48	Madras.
Dacca	5	Bengal.
Darjeeling-Himalayan	8	Do.
Deoghar	14	Do.
Dhond-Manmad	36	Bombay.
Dildarnagar-Ghaziपुर	15	North-West Provinces.
Eastern Bengal	3	Bengal.
East Indian	1	Bengal, North-West Provinces, &c.
H.H. the Gaekwar's	34	Guzerat.
Great Indian Peninsula	35	Bombay.
Indian Midland	21	Central India.
Jodhpur	24	Rajputana.
Jorhat	56	Assam.
Kaunia-Dharla	7	Bengal.
Khamgaon	43	Bihar.
Lucknow-Sitapur-Seramow	17	North-West Provinces.
Madras	46	Madras.
Mysore	49	Mysore.
Nagpur-Bengal	39	Bengal and Central Provinces.
Nagpur-Chhattisgarh	40	Central Provinces.
Nalhati	10	Bengal.
Nilgiri	50	Madras.
H.H. the Nizam's	44	Hyderabad.
Northern Bengal	6	Bengal.
North-western	25	Sind and Punjab.
Oude and Rohilkund	16	North-West Provinces.
Patna-Gya	13	Bengal.
Patri	32	Guzerat.
Pondicherry	52	Madras.
Rajpura-Patiala	27	Punjab.
Rajputana-Maiwa	23	Rajputana.
Rohilkund and Kumaon	19	North-West Provinces.
Sindia	22	North-West Provinces and Central India.
Sind-Pishin	29	Beluchistan.
Sind-Sagar	28	Punjab.
Southern Mahratta	15	Bombay.
South Indian	51	Madras.
Tarakeshwar	2	Bengal.
Thaton-Duyinzaik	54	British Burma.
Tirhoot	12	Bengal.
Wadhwan-Morvi	31	Guzerat.
Wardha Coal	41	Central Provinces.
West of India Portuguese	45	Bombay (Goa).

No. 361C.

**DIRECTOR GENERAL OF RAILWAYS,  
CONSTRUCTION.**

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

SIR,

Simla, June 1, 1886.

I HAVE the honour to submit herewith Part I. of the fourth Annual Report, prepared in India for presentation to the Houses of Parliament, relating to the Administration of Railways in India during 1885-86.

The net receipts for the year 1885 show an increase as compared with those for 1884 of Rs. 1,19,66,430, and the per-centage on the capital expenditure excluding, as is usually done, that on steamboat services, suspense items, and indirect charges, gives a return equivalent to 5.84 per cent. against 5.27 per cent. in the previous year. The detailed financial results of each line will be found in the Report.

The increase in the net receipts and per-centage earned is largely due to improved results obtained from the working of the frontier lines now forming the North-Western System. The improvement in the net receipts of the three lines—the late Sind, Punjab, and Delhi, the Punjab Northern, and the Indus Valley—aggregated Rs. 51,95,100, or 43.1 per cent. of the total increase given above. While this satisfactory result was no doubt somewhat abnormal, being to a considerable extent due to the transport of military stores and railway materials to the frontier, still the details of the merchandise carried on these lines show a continued development of traffic;—excluding Government stores and railway materials for construction, there is an increase of 445,690 tons, or 23.2 per cent., over 1884, and the receipts from military services, both coaching and goods, and from the carriage of railway materials for construction, although amounting to Rs. 34,50,632, were only 12.2 per cent. of the total receipts of the lines.

The Summary of Merchandise carried on the several Indian Railways supports the favourable view of the general traffic taken in last year's report. The total tonnage has increased by 1,887,378 tons, or nearly 15 per cent.; and 39 out of the 47 items tabulated show increases, the most marked being that of "grains and pulses," with a rise of 1,159,386 tons.

A comparison of the earnings for the corresponding opening periods of 1884 and 1885, with the approximate returns for 1886 printed, as last year, as an appendix to this letter, shows that the satisfactory results then noticed are, on the whole, being maintained, although the heavy traffic on the Frontier Lines has subsided, and the export trade in wheat and seeds, as compared with 1884, has been dull:—

	Receipts, 1st January to 4th April.
	Rs.
1884	4,57,56,100
1885	4,92,23,754
1886	4,97,80,253

Between the 31st March 1886 and the present date 149 miles have been added to the open mileage, consisting of the following lines:—

- (1) Indian Midland Railway, from Cawnpore to Chaura, 42 miles, opened on the 1st April.
- (2) His Highness the Nizam's Guaranteed Railway, from Secunderabad to Warangal, 87 miles, opened on the 5th April;
- (3) Assam-Bihar State Railway (Firhoot Section), from Jhanjarpur to Nirmali, 20 miles, opened for goods traffic on the 8th April; and from Jhanjarpur to Gongereria, 14 miles, for passenger traffic on the 6th May.

A graphic diagram showing the increases in the open mileage, gross receipts, gross expenses, and net receipts, from the commencement of Indian railway construction to the end of 1885, is published with this Report.

I have the honour to be,

Sir,

Your most obedient servant,

F. S. STANTON, Colonel, R.E.,  
Director General.

STATEMENT showing the TOTAL RECEIPTS from 1st January to 3rd April 1886 as compared with the two corresponding periods of 1884 and 1885.

Railways.	1st January to 3rd April 1884.	1st January to 4th April 1885.	1st January to 3rd April 1886.
STATE IMPERIAL.			
	Rs.	Rs.	Rs.
East India	1,35,57,268	1,25,69,270	1,28,46,387
Rajputana-Malwa (a)	42,45,044	44,25,024	44,29,392
Sindia	1,09,170	1,33,207	1,10,070
Bengal Central	68,011	1,50,380	1,39,247
Southern Mahāratta	(b) 2,897	1,32,940	3,11,832
North-Western	52,55,486	68,19,091	67,90,211
Eastern Bengal	12,00,277	15,98,997	12,18,126
Wardha Coal (d)	2,44,814	2,47,335	2,86,536
Chawnpore-Kalpa	—	—	(d) 670
<b>Total</b>	<b>2,46,82,967</b>	<b>2,60,76,244</b>	<b>2,60,72,471</b>
STATE PROVINCIAL.			
East-Gya	4,31,861	1,54,946	1,40,071
Dilliberagar-Ghazipur	12,258	12,905	12,738
Bareilly-Pilibhet	—	22,361	24,805
Nashik	20,926	20,642	22,161
Bombay	2,78,645	3,59,630	3,54,219
Northern Bengal	5,05,757	5,13,409	6,75,665
Kumaon-Dumraon	53,174	46,603	32,834
Dacca	—	27,189	51,418
Chawnpore-Achutra	1,61,458	2,77,472	2,95,928
Amritsar-Pathankot	89,255	71,115	79,317
Nagpur-Chhattisgarh	4,69,067	5,15,379	5,53,114
Burma	7,08,498	7,37,272	9,41,440
Jorhat	—	4,442	7,434
<b>Total</b>	<b>23,75,399</b>	<b>27,63,265</b>	<b>31,91,142</b>
GUARANTEED COMPANIES.			
Madras	19,52,275	20,45,076	19,44,641
South Indian	10,59,309	11,78,989	11,48,463
Great Indian Peninsula (e)	99,05,022	1,11,85,038	1,09,06,620
Bombay, Baroda and Central India	35,14,278	33,42,655	34,94,032
Oudh and Rohilkhand	16,02,377	14,62,633	16,76,555
<b>Total</b>	<b>1,80,33,252</b>	<b>1,92,14,341</b>	<b>1,91,70,311</b>
ASSISTED COMPANIES.			
Bengal and North-Western	(f) 3,610	2,85,725	4,32,080
Tarakeshwar	—	84,568	77,261
Rohilkhand-Kumaon	—	51,616	62,833
Assam	23,630	61,302	87,430
<b>Total</b>	<b>27,240</b>	<b>4,83,211</b>	<b>6,59,604</b>
NATIVE STATES.			
His Highness the Nizam's	2,69,949	2,57,946	2,70,294
Bharnagar-Gondal	2,71,078	2,78,882	2,39,111
Mysore	80,497	98,780	1,02,240
Jodhpore	15,718	37,225	55,227
Kanpur-Jaisalmer	—	13,860	19,853
<b>Total</b>	<b>6,37,242</b>	<b>6,86,693</b>	<b>6,86,725</b>
<b>Grand total</b>	<b>4,57,56,100</b>	<b>4,92,23,754</b>	<b>4,97,80,253</b>

(a) Including Rewari-Ferozepore State Railway.

(b) From 24th March 1884.

(c) Includes colliery.

(d) From 1st April 1886.

(e) Includes Dhond-Mantwad, Kāhmgāon, Amraoti, and Bhopal-Itarsi Railways.

(f) From 2nd April 1884.

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# RAILWAYS IN INDIA.

## ADMINISTRATION REPORT.

PART I.

1885-86.

## CHAPTER I.

## LINES OPEN AND UNDER CONSTRUCTION.

DURING 1885-86, 376½ miles of railway were completed and opened for traffic, making on the 31st March 1886 a total of 12,376 miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,143½ miles, or an increase over that on the same date in 1885 of 575½ miles. The more important additions to open mileage have been 101½ miles of the Southern Mahratta from Hāspet to Dhārwar, 75½ miles of the Dacca State Railway from Dacca to Mymensing, 73 miles of the Burma State Railway from Nyaunglebin to Toungoo, and 72 miles of the Oudh and Rohilkhand between Nagina and Sahāranpur completing the through line between Benares and that station.

2. Sanction has been given during the year for the construction of an additional mileage to the extent of 606½ miles. The more important of the sanctions being 382½ miles of the Indian Midland Railway Company's system; the Bolan temporary railway from Pir Chowki to the top of the pass, 58 miles; the extension of the Sind-Pishia to the foot of the Amran range and to the Bolan Kotul, about 50 miles; the branch of the Bengal and North-Western to Uska Bazar, 39½ miles; and the Pachpadra branch of the Johdpore State Railway, 59½ miles.

3. The tables on the following pages give a complete list of the additions to open mileage in 1885-86, and show in detail the lengths of line sanctioned and opened for traffic at the end of March 1886.

## ADDITIONS TO OPEN MILEAGE from 1st April 1885 to 31st March 1886.

Railway and Section.	Length in Miles.	Date of Opening	Remarks.
<i>State Imperial.</i>			
East Indian:—			
Bankipore to Digha Ghāt	5.50	2nd May 1885.	
Southern Mahratta:—			
Hāspet to Dhārwar	101.26	1st July 1885.	
Ferozepore Tramway:—			
Gandā Singh Baudar to Ferozepore	7.50	21st April 1885.	Temporary 2' gauge lines.
Total State Imperial	114.25		
<i>States Provincial.</i>			
Baren:—			
Dacca to Mymensing	75.25	1st August 1885	For goods traffic.
Cawnpore-Aohmra		18th February 1886	passenger traffic.
Mendhān to Bithur	4.75	10th November 1885.	
Burma:—			
Nyaunglebin to Toungoo	73.00	1st July 1885.	
Total State Provincial	153.00		
<i>GUARANTEED COMPANIES.</i>			
Oudh and Rohilkhand:—			
Nagina to Najibabad	18.86	1st April 1885.	
Najibabad to Sahāranpur	58.85	1st January 1886.	
Lhaksar (Junction) to left bank of the Ganges near Jawāhpur.	18.50	Ditto.	
Total Guaranteed	85.61		
<i>NATIVE STATES.</i>			
Wadhwan-Mowit			
Wadhwan to Dholā	24.00	11th March 1886.	
Total Native States	24.00		
<b>GRAND TOTAL</b>	<b>376.86</b>		

STATEMENT showing lengths of LINES sanctioned and open for Traffic on the 31st March 1886.

Railways.	Date of First Opening for Traffic.	Gauge.	Length of Line sanctioned at the end of 1884-5.	Sanctioned during the Year 1885-6.	Length of Line sanctioned at the end of 1885-6.	Length opened during 1885-86.	Total Length open on 31st March 1886.	Length laid with Double Line.	Length remaining to be finished.
		Ft. In.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
<b>State Imperial.</b>									
East Indian	15th Aug. 1854	5 0	1,518	—	(a) 1,518	—	1,518	—	—
Rajputana-Malwa	1st July 1873	3 3½	1,413	—	1,413	—	1,413	—	—
Patri	12th May 1878	5 6	22	—	22	—	22	—	—
Sindia	10th Jan. 1878	5 6	74	—	74	—	74	—	—
Dhond-Manmad	15th Mar. 1878	5 6	145	—	145	—	145	—	—
Southern Mahratta	24th Mar. 1884	3 3½	718	—	718	101½	819½	—	—
Indian Midland (including Jhansi-Mánikpur and Cawnpore-Kálpí)	—	5 6	226	382	(a) 610	—	—	—	—
Total in the hands of Companies	—	—	4,119	382	4,501	101½	4,602½	470	1,972
North-Western	18th May 1861	—	—	—	(a) 1,791	7½	1,791	—	—
Eastern Bengal	2nd Jan. 1862	5 6	234	—	(a) 234	—	234	—	—
Wardha Coal	1st Feb. 1874	5 6	46	—	46	—	46	—	—
Punjab Northern	12th Apr. 1875	5 6	374	—	—	—	—	—	—
Indus Valley	1st July 1878	5 6	501	—	—	—	—	—	—
Sind-Sagar, Eastern Section	1st Jan. 1880	3 3½	71	—	—	—	—	—	—
Sind-Fishin, Northern Section	—	5 6	165	60	225	—	—	—	—
Ditto Southern Section	1st July 1880	5 6	152	—	—	—	—	—	—
Ganda Singh-Ferozepore Tramway	21st Apr. 1885	2 0	7	—	—	—	—	—	—
Ferozepore Bridge Works and approaches	—	—	7½	—	7½	—	—	—	—
Bellary-Kistna	—	3 3½	278	—	278	—	—	—	278
Cuddapah-Neilore	—	5 6	83	—	83	—	—	—	83
Nágpur-Bengal	—	5 6	479	—	479	—	—	—	479
Bilaspur-Etáwa	—	5 6	37	—	37	—	—	—	37
Sind-Sagar	—	5 6	313	16½	(a) 338	—	—	—	350
Belan (Temporary)	—	(b) 5 6	—	58	(a) 58	—	—	—	58
Total in the hands of the State	—	—	(c) 2,750	124	3,568	7½	2,073	—	1,495
<b>State Provincial.</b>									
<b>Bengal:—</b>									
Patna-Gya	31st Apr. 1879	5 6	57	—	57	—	57	—	—
<b>North - Western Provinces and Oudh:—</b>									
Dildárnagar-Gházipur	5th Oct. 1880	5 6	12	—	12	—	12	—	—
Bareilly-Pilibheet	12th Oct. 1884	3 3½	36	—	36	—	36	—	—
Total in the hands of Companies	—	—	105	—	105	—	105	—	—
<b>Bengal:—</b>									
Nalhati	21st Dec. 1863	4 0	27	—	27	—	27	—	—
Tirhoot	1st Nov. 1875	3 3½	274	—	(a) 274	—	274	—	—
Northern Bengal	28th Aug. 1877	3 3½	249	—	249	—	249	—	—
Kaunia-Dharlia	18th July 1881	2 6	38	—	(a) 37	—	37	—	—
Dacca	4th Jan. 1885	3 3½	85	—	85	75	65	—	—
Assam Behar	—	3-3½	155	—	155	—	—	—	—
<b>North - Western Provinces and Oudh:—</b>									
Cawnpore-Achnera	19th Oct. 1875	3 3½	254	—	(a) 253	4	253	—	—
Lucknow-Sitapur-Shramau	—	3 3½	124	—	124	—	—	—	124
<b>Punjab:—</b>									
Amritsar-Pathánot	1st Jan. 1864	5 6	65	—	65	—	65	—	—
<b>Central Provinces:—</b>									
Nágpur-Chhattisgarh	6th Apr. 1880	3 3½	149	—	149	—	149	—	—
<b>British Burma:—</b>									
Burma	2nd May 1877	3 3½	369	—	369	78	327	—	42
<b>Assam:—</b>									
Jorhát	5th Dec. 1884	2 0	32	—	(a) 31	—	29	—	—
Cherra Poonjee Mountain	—	2 6	7	—	7	—	—	—	—
Total in the hands of the State	—	—	1,831	—	1,826	153	1,448	—	378
<b>GUARANTEED COMPANIES.</b>									
<b>Madras:—</b>									
Madras	1st July 1856	5 6	869	—	869	—	869	—	—
South Indian	15th July 1861	3 3½	654	—	654	—	654	—	—
<b>Bombay:—</b>									
Great Indian Peninsula	18th Apr. 1853	5 6	1,288	—	1,288	—	1,288	—	—
Bombay, Baroda and Central India	10th Feb. 1860	5 6	438	—	438	—	438	—	—
<b>North-Western Provinces:—</b>									
Oudh and Rohilkhand	29th Apr. 1867	5 6	742	—	742	5	680	—	61
<b>Punjab:—</b>									
Sind, Punjab and Delhi	13th May 1861	5 6	692	—	—	—	—	—	—
Total	—	—	4,683	—	3,992	85	3,922	408	2,700

(a) Correction of mileage.

(b) Ghát portion, Hirk to Kotul, 10 miles metre gauge.

(c) The Ganda Singh-Ferozepore Tramway was not entered in the Report for 1884-85.

Statement showing lengths of Lines sanctioned and open for Traffic—continued.

Railways.	Date of First Opening for Traffic.	Gauge.	Length of Line sanctioned at the end of 1884-5.	Sanctioned during the Year 1885-6.	Length of Line sanctioned at the end of 1885-6.	Length opened during 1885-86.	Total Length open on 31st March 1886.	Length laid with Double Line.	Length remaining to be finished.	
		Ft. In.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
<b>ASSISTED COMPANIES.</b>										
<b>Bengal:—</b>										
Darjeeling-Himalayan	23rd Aug. 1880	2 0	51	—	51	—	51	—	—	
Bengal Central	16th Oct. 1882	5 6	124½	—	125½	—	125½	—	—	
Doughar	23rd Dec. 1882	3 3½	5	—	(a) 4	—	4	—	—	
Bengal and North-Western	2nd Apr. 1884	3 3½	503	(b) 39½	(c) 510½	—	303	—	207½	
Korakshwar	1st Jan. 1896	5 6	22	—	22	—	22	—	—	
Burdwan-Kurva	—	2 6	40	—	40	—	—	—	40	
<b>North-Western Provinces:—</b>										
Rohilkhand-Kumaon	12th Oct. 1884	3 3½	54½	—	54½	—	54½	—	—	
<b>Burma:—</b>										
Taiton-Duymzalk	17th Feb. 1885	3 6	8	—	8	—	8	—	—	
<b>Assam:—</b>										
Assam	16th July 1883	3 3½	77½	—	77½	—	77½	—	—	
<b>Total</b>			<b>889½</b>	<b>39½</b>	<b>893½</b>	<b>—</b>	<b>645½</b>	<b>—</b>	<b>247½</b>	
<b>OTHER COMPANIES.</b>										
<b>Madras:—</b>										
Madras	16th Dec. 1879	3 3½	7½	—	7½	—	7½	—	—	
<b>Bombay:—</b>										
West of India Portuguese	—	3 3½	51	—	51	—	—	—	51	
<b>Total</b>			<b>58½</b>	<b>—</b>	<b>58½</b>	<b>—</b>	<b>7½</b>	<b>—</b>	<b>51</b>	
<b>Native States.</b>										
<b>Khamsaon:—</b>										
Khamsaon	4th Mar. 1870	5 6	8	—	8	—	8	—	—	
<b>Amraoti:—</b>										
Amraoti	16th Feb. 1871	5 6	6	—	6	—	6	—	—	
<b>Bhopal-Indra:—</b>										
Bhopal-Indra	1st June 1872	5 6	57	—	57	—	57	—	—	
<b>His Highness the Nizam's:—</b>										
His Highness the Nizam's	24th Oct. 1874	5 6	491	—	491	—	121	—	370	
<b>His Highness the Gaekwar's:—</b>										
His Highness the Gaekwar's	8th Apr. 1878	2 6	58½	—	58½	—	58½	—	—	
<b>Total</b>			<b>620½</b>	<b>—</b>	<b>620½</b>	<b>—</b>	<b>250½</b>	<b>—</b>	<b>370</b>	
<b>Other Companies:</b>										
<b>Dhawanagar-Condal:—</b>										
Dhawanagar-Condal	20th Dec. 1880	3 3½	193	—	193	—	193	—	—	
<b>Mysore:—</b>										
Mysore	1st Feb. 1881	3 3½	173	—	173	—	140	—	33	
<b>Jodhpore:—</b>										
Jodhpore	24th June 1882	3 3½	64	50½	123½	—	64	—	59½	
<b>Bijpura-Patildia:—</b>										
Bijpura-Patildia	1st Nov. 1884	5 6	16	—	16	—	16	—	—	
<b>Wadhwan-Morvi:—</b>										
Wadhwan-Morvi	—	2 6	64	—	(c) 68	24	24	—	44	
<b>Total</b>			<b>510</b>	<b>59½</b>	<b>573½</b>	<b>24</b>	<b>437</b>	<b>—</b>	<b>186½</b>	

SUMMARY

State Imperial:—									
In the hands of Companies			2,119	382½	2,503	106½	3,486½	470½	1,017½
In the hands of the State			2,750½	124½	3,568	7½	2,073	2½	1,495
State Provincial:—									
In the hands of Companies			105	—	105	—	103	—	—
In the hands of the State			1,931	—	1,826	168	1,448	—	878½
Guaranteed Companies			4,683	—	3,992	85½	3,922½	408½	70½
Assisted Companies			889½	39½	893½	—	645½	—	247½
Other Companies			58½	—	58½	—	7½	—	51
Native States:—									
In the hands of Companies			620½	—	620½	—	250½	—	370
In the hands of the State			510	59½	573½	24	437	—	186½
<b>Total</b>			<b>(d) 13,468</b>	<b>606½</b>	<b>(e) 16,143½</b>	<b>376½</b>	<b>12,376</b>	<b>889</b>	<b>3,767½</b>

(a) Rohani Branch, 1½ miles closed.

(b) Kota Branch, in substitution of branch to Baris (36 miles) abandoned.

(c) Correction in mileage.

(d) The Gandia Singh Perampore Tramway was omitted from the Report for 1884-85.

(e) Length sanctioned at the end of 1884-85 - Miles. 15,888

Add—  
Mileage sanctioned during 1885-86 - 606½  
Difference due to alterations in mileage - 5

Deduct—  
Mileage of Gorakhpur-Bansi Branch, Bengal and North-western Railway, abandoned - 38

Net total length sanctioned at the end of 1885-86 - 16,143½

## CHAPTER II.

## WORKS IN PROGRESS.

1. The marked feature of railway construction in India at present is the number of important large bridges which are in progress.

The East Indian Railway Company is building a bridge over the river Hooghly near Calcutta which consists of a central span of 120 feet and two side spans of 40 feet each.

The Oudh and Rohilkhand Railway Company is building two bridges over the river Ganges at Benares and Bálawala, the former consists of 7 spans of 356 feet and 9 spans of 114 feet; the bridge at Bálawala of 11 spans of 256 feet.

On the Tirhoot Railway a bridge over the river Gunduck is being built to connect the Bengal and North-western Railway with the Tirhoot system, consisting of 8 spans of 250 feet.

On the Indian Midland Railway a bridge over the river Jumna at Kalpi is in progress, consisting of 10 spans of 250 feet.

On the Sind-Sagar Railway a bridge over the river Jhelum is under construction, consisting of 17 spans of 150 feet.

On the Ferozepore Branch a bridge is being built over the river Sutlej, consisting of 27 spans of 150 feet.

Lastly there is the bridge over the river Indus at Sukkur now awaiting the arrival of the iron work for the large span of 790 feet with which the main channel of the river between Rohri and Bukkur island is to be spanned.

2. Taking the railways in the order in which they are enumerated in Chapter I., the following paragraphs briefly describe the chief works or surveys in progress on, or in connexion with, the several lines.

## EAST INDIAN.

3. The river piers of the Hooghly Bridge have been built up to their full height, and the standards all erected ready for building the cantilever girders over them. The girder material for the Hooghly shore span has arrived, and the girders may be complete and ready for launching in October 1886. The materials for the cantilevers and Naihati shore span are expected shortly, and it is hoped that the erection of the central cantilevers will be completed by the end of 1886, and that both the shore spans will be ready for launching by January 1887. Owing, however, to the late arrival of the ironwork, the final completion of the bridge is not probable before the end of March 1887.

## RAJPUTANA-MALWA.

4. On the Rajputana-Malwa the new station at Ajmere has been nearly finished. Preparations for the substitution of new girders at the high viaduct over the Choral river on the Mhow Ghát were commenced, and the works of the Rewari-Ferozepore Railway and the Fázilka Branch completed.

The Baroda State is about to undertake the construction of a short length of 20 miles of metre gauge railway to connect the town of Vadnagar with the Rajputana line at Mehsana, alluded to in last year's report. The line is to be constructed and worked by the Agency of the Bombay, Baroda, and Central India Railway Company.

Preliminary plans and estimates have been prepared for making this connexion. It was originally proposed to make a metre-gauge line from Mehsana on the Rajputana-Malwa Railway to Viramgam, on the Bombay, Baroda, and Central India Railway, a third rail being inserted between Viramgam and Wadhwan, the junction between the Bhavnagar-Gondal and Bombay, Baroda, and Central India Railway systems. The Government of India, however, suggested the examination of an

Hooghly  
Bridge  
works.

Metre-gauge  
connexion  
between the  
Rajputana-  
Malwa and  
the Bhávnagar-  
Gondal.

alternatives line starting from Siddhpur on the Rajputana-Malwa Railway, passing through Pátri and joining the Bhávnagar-Gondal at Wadhván, thus avoiding the broad gauge system altogether, tapping the Khárághoda Salt-works directly, effecting a saving of some 55 miles on the traffic towards Rajputana and avoiding transshipment at Viramgam. The estimates and plans are at present before the Government of India with an offer made by the Thákór Sáheb of Bhávnagar for the construction of the Viramgam line.

**SOUTHERN MAHRATTA.**

5. The section between Háspet and Dhárwár was opened for public traffic in July 1885. From Dhárwár to Londa, the junction of the Belgaum Branch, will be ready in a few months, and it is expected that the section between Londa and the Frontier will be finished about the same time as the Ghát portion of the West of India Portuguese Railway, that is in the early part of 1888. The Belgaum Branch, 32 miles is nearly completed. Very satisfactory progress has been made on the West Deccan from Poona to Belgaum; of this length, of 244 miles, it is expected that 159 miles will be opened for traffic during 1886. The anticipation of last year's report that the section from Poona to Miraj would be opened on the 1st January 1886, has not been realised, the work in tunnels and cuttings turning out more difficult than was expected. The Southern Extension from Hubli to Ranibennur, 67 miles, will be ready by June next. The work of locating the section of the Southern Extension from Ranibennur to Harihar has been completed.

It having been agreed between the Secretary of State, acting for the Mysore Government, and the Southern Mahratta Railway Company, that the latter should take over the existing Mysore State Railway and connect it with the Southern Mahratta Railway system at Harihar, a small survey party was despatched in February to examine the location of the line from Harihar to Gubbi which had been determined by the Mysore Railway officers. The distance is about 157 miles.

The Bellary-Guntakal Section of the Madras Railway, as well as the Mysore State Railway are in process of transfer to the Southern Mahratta Railway Company.

**INDIAN MIDLAND.**

6. The Indian Midland, as at present sanctioned for construction under a contract with the Secretary of State, signed in October 1885, consists of the under-mentioned lines—

		Miles.
Main line	Bhopal to Cawnpore	320
Branches	{ Jhansi to Gwalior	60½
	{ Jhansi to Mánikpur	182½
	{ Etáwa to Saugor	47½
	Total	610

Of the Main Line, Bhopal to Cawnpore, is included the Cawnpore-Kálpí Section, which, as well as the Jhansi-Mánikpur Branch, appeared as separate lines in last year's report.

The state of the work on the various sections is as follows:—

The surveys and estimates for the 30 miles from Bhopal to Bhilsa were made by the company's engineers in 1885, and the work has been let to contractors, who commenced operations in February 1886, and are making good progress with the earthwork. From Bhilsa to Lalitpore, 90 miles, the survey is in hand. From Lalitpore to Jhansi, 60 miles, the surveys made by Government officers have been handed over to the company's officers by whom the estimates are being prepared.

The works on this section have been only just commenced; they are, however, extremely light, and will certainly be completed before the Jumna Bridge at Kálpí. The construction is being carried out for the Company by the engineers of the North-West Provinces Government.

Main line,  
Bhopal to  
Jhansi sec-  
tion, 130  
miles.

Main line,  
Jhansi to  
Kálpí sec-  
tion, 95  
miles.



Main line,  
Kálpi  
Bridge.

The well-sinking for the foundations of this bridge has made good progress during the year. The following table gives the well-sinking at each pier to end of March:—

Pier.	Depth of sinking below low-water level of each Curb.		Remarks.
		Feet.	
No. 1 abutment pier	A. well	9	These wells will only be sunk 75 feet below low water. 5 feet superstructure has been built.
	B. "	12	
No. 2 pier	A. "	46	
	B. "	40	
No. 3 "	A. "	75	
	B. "	58	
No. 4 "	A. "	90	
	B. "	90	
No. 5 "	A. "	42	
	B. "	37	
No. 6 "	A. "	34	
	B. "	47	
No. 7 "	A. "	29	
	B. "	24	
No. 8 "	A. "	80	
	B. "	61	
No. 9 "	A. "	88	
	B. "	79	
No. 10 "	A. "	86	
	B. "	93	
No. 11 abutment	—	—	The 6 small wells upon which this abutment is to be founded have only just been commenced as they have only to be sunk 25 feet.

With the exception of 5, 6, and 7 piers, the well-sinking will probably be finished during the present working season, and there is a fair prospect of completing the bridge before the rainy season of 1887.

Main line,  
Cawnpore  
to Kálpi  
section,  
45 miles.

The portion of this section from Chaura, on the left bank of the Jumna, to Cawnpore, a distance of 42 miles, was opened for traffic on the 1st April, 1886. The works are practically complete, except the fencing, the material for which has been ordered from England but has not yet arrived. The permanent-way is of the latest East Indian Railway type, viz., 74 lbs. steel double-headed rails laid on Denham-Olphert's sleepers and fished with the new pattern six-bolt plates. The bridging is light, the two larger bridges being those over the Rind and Singah rivers; each of 2 spans of 40 feet and 3 of 60 feet.

Jhansi-  
Gwalior  
branch,  
60½ miles.

The plans and complete estimates of the Jhansi-Gwalior section, 60½ miles, have just been submitted, and tenders for its construction are being advertised for. There are numerous heavy banks and rock cuttings in this length, and the bridge work is also heavy, the bridge over the Sind river with 10 spans of 100 feet being the most important.

Jhansi-  
Mánikpur  
branch,  
182½ miles.

This section was partly constructed by Government officers, but has now been handed over to the Company. The chief rivers to be crossed and the state of the works are as follows:—

- The Betwa, 13 spans of 150 feet, masonry half finished.
- „ Dhasan, 13 spans of 100 feet, masonry one-third finished.
- „ Kane, 1 of 250 feet and 12 of 100 feet, masonry one quarter finished.
- „ Bagain, 8 spans of 100 feet, masonry one-third finished.

Etáwa-  
Saugor  
branch,  
47½ miles.

The surveys and estimates for this section have been prepared by Government officers, but construction has not yet been started.

#### NORTH WESTERN.

7. On the 1st January 1886, the three railways formerly known as the Sind, Punjab, and Delhi Railway, the Indus Valley State Railway, and the Punjab Northern State Railway were amalgamated into one system called the North-western Railway.

At Riamari, the extension of the wharf was completed, and steam cranes have been erected on it by the Harbour Board. Additional sidings and platforms for the use of troops and the Commissariat Department have also been provided. At Saharunpur, Amritsar, and Raewind, extensions of the junction arrangements for the Oudh and Rohilkhand Railway, for the Amritsar-Pathankot Railway, and for the Ferozepore branch respectively, were in progress.

Late Sind, Punjab, and Delhi.

New crossing stations have been completed at Rashida, and Hamira, and begun at Talamha Road, Yusafwala, and Pattoki.

A temporary 2-foot gauge tramway has been opened between Ganda Singh Bandar and Ferozepore. The bridge of boats at Ferozepore was taken over from the Punjab Government under a special agreement, and the tramway commenced running over it on the 21st April 1885. During the flood season the river is crossed by a steamer, but throughout the remainder of the year the traffic is carried over the bridge of boats, and has been maintained with very temporary interruptions. The cost of the tramway has been debited to the Ferozepore Bridge Works, and it will be removed on completion of this bridge.

Ganda Singh Ferozepore Tramway.

No work of any importance has been commenced during the year. The Indus Bridge at Sukkur is precisely in the same condition as it was this time last year, but some of the ironwork for the large span and some of the timber required for its erection are shortly expected from England. Five additional crossing stations on the Buk-Rindli section of the railway have been arranged for and are ready to be brought into use when required.

Late Indus Valley.

The conversion of the Salt Branch between Lala Musa and Malakwal from metre to broad gauge (with the exception of the fencing and portion of the ballasting) was completed on 10th February 1886. A re-survey of the line from Jhelum to Rawalpindi, with a view to reducing the present heavy gradients, has been put in hand. The substitution of iron rolled joists for the teak longitudinals, and the relaying with 62 lbs. steel rails, on transverse wooden sleepers, on 40 spans of the Chenab bridge, has been completed. The removal of some more of the spans on the south side of this bridge as soon as the training works have been completed is contemplated.

Late Punjab Northern.

EASTERN BENGAL.

8. The doubling of the line to Naihati was practically completed during the year, and goods trains have been run on the new line between Shannagar and Dum-Dum since the commencement of 1886. The double line will be opened for passenger traffic early in 1886-87.

The branch to the Kidderpore Docks was commenced and the earthwork nearly finished, but want of funds prevented active progress on the project.

The alterations at Sialdah Station were practically completed, and the station is now well adapted to meet the requirements of the public and of the railway; the remodelling of the yard and the fitting of interlocking points are still in progress. A great improvement was effected in the lighting of the station and approaches.

The engine shed at Narauldanga was enlarged and improved, and the additions to the Kanchrapara workshops have made considerable progress. They are expected to be finished in 1886-87.

The necessary remodelling of the Chitpore yard is still under consideration.

SIND-PISHIN.

9. The following extracts, from an unofficial report by the engineer-in-chief detail the works executed in the several divisions up to February last, and give some idea of the difficulties encountered. At the end of March the girder erection had been completed up to the Kuchali Bridge, mile 30. The plate laying to Zindag-i-ab, mile 33, and the Kuchali tunnel, had been lined throughout and finished. Heavy floods, as at the same time last year, somewhat delayed work, but on the 9th April I was able to travel by train from Nari for 80 miles, passing over only two diversions, the train crossing all the Nari bridges and those over the Zindag-i-ab.

We have made some temporary workshops and a store yard at Quetta. The earthwork between Quetta and Gurkhai is practically completed throughout. It has

Quetta Division.

turned out a heavier job than I expected, being a continuous bank, averaging 5 to 6 feet high for nearly 33 miles, a tiresome piece of work.

"From Bostan towards Shebo, the first 2 miles are very heavy banks, in one case 35 feet high and about 12 chains long. Beyond these 2 miles the earthwork is lighter; and the earthwork is going on now for about 10 miles beyond Bostan. I think it very possible the whole earthwork of the 21 miles between Bostan and Shebo (Saiad Ahmed?) may be completed by the 1st April.

"The masonry of the bridges between Quetta and Bostan is nearly completed. The heaviest bridge is the one over the Quetta Lora (1 span of 120 feet and 2 spans of 40 feet) with good high piers. This masonry, however, is quite finished, and practically if the Bolan Railway had reached Quetta we would be now quite ready for platelaying right up to Bostan. Of course we cannot get girders or permanent way till the engine reaches Quetta; but we are practically ready for them as far as Bostan.

"Between Bostan and Gurkhai there are a number of 20-foot culverts, many of them in progress; but there is really nothing to stop the rails from Quetta when they do come.

"The ballast (broken stone) has been collected for considerable part (say three-fourths) of the distance between Quetta and Gurkhai.

"The tunnel, 125 feet long, through the limestone spur at Balalee (8 miles out of Quetta) is practically completed; as also the limestone cuttings right and left of the tunnel.

"There has been a great deal of brick burning, and a number of bricks (about 6 lacs altogether) have been made and burnt, and we are in full swing for going ahead with brick burning when the snows allows it.

Kach  
Division.

"During summer and autumn we could scarcely get any labour at all on this division. However, the 32nd Pioneers commenced and completed some very heavy rock cuttings near the Gurkhai end; and since winter we got some Pathan labour (about 3,000 men), which I hope will complete all the earthwork on the division, except the enormous cutting at Mud Gorge. This cutting is very troublesome and dangerous, and I think will be the last work finished on the whole line. We are doing our best to push it, but I expect that when done we shall have to make a tunnel through it and cover it up again, as the sides will not stand well enough for safe running. It is a gruesome piece of work.

"The big 120-foot bank near Mud Gorge is getting on very well and will not delay us, though it is a slow job.

"I have not been able to finish the masonry on this division (according to order), but the high level bridge, some 3 miles south of Kach (1 span of 150 feet, 4 spans of 40 feet), has about one-third of its masonry finished. This bridge has been stopped by frost.

"Beyond this no masonry has been built, but a good deal of stone has been collected, &c.

Mangi  
Division.

"The earthwork of the 6 miles above Mangi is practically all finished. The bridge work has not been pushed, but there is no very heavy work, except the bridge at Mangi itself (2 spans 100 feet and 1 span of 150 feet), for which stone has been collected.

"The tunnels and karez of the Chupper Rift will, I hope, be completely opened out to full size from end to end about the 1st April, perhaps earlier. We have managed to keep about 3,500 men on them throughout the winter.

"The earthwork (cuttings) in the belly of the rift have been finished several times, but constantly slip in. We shall have to have them secured by tunnels built up first and then covered in.

"The two main masonry piers of the high level bridge over the chasm at Chupper have been commenced and built up about 8 feet and the foundations of piers for 40 feet spans cut out of the rock. Frost has, however, stopped this bridge, as also the high viaduct at the end of the Karez, where the masonry piers are about 12 and 15 feet high. They will be started again about 1st March.

"From the lower Karez of the Chupper Rift to within 5 miles of Sharigh the earthwork is practically completed, except a great 82 feet cutting near the lower Karez, which is very troublesome and constantly slipping.

"The majority of the bridges and culverts from Dargai to within 5 miles of Sharigh have either been commenced, completed, or are well in hand. They have been stopped by frost. Two major bridges, however, one of 4 spans of 100 feet near

Most and one of 100 feet span, have not been commenced, (a) because of frost and cold, (b) because of the difficulty anticipated in the water foundations which it would be unadvisable to begin in winter. However, neither of these are very heavy works, and they will be taken in hand as soon as the cold subsides. The pumps and engines are at hand.

From 5 miles beyond Sharigh to Nasik the earthwork, except the filling of banks near the high level bridges at Poongi, is practically completed. The ballasting is done very fast, and should all be completed about 1st April, if not before. The bridging, which is very heavy indeed, the stone being very hard and far distant, has begun to show up, and I have every reason to believe that, unless anything unforeseen happens, the whole of the bridge masonry between Nasik to 5 miles beyond Sharigh will be completed and ready for girders by the 1st March.

Sharigh  
Division.

The mounds on which the quarters for station staff, drivers, guards, &c., at the changing station at Sharigh are to be built, have all been cut down and levelled; the station platforms, troop siding, station walls, and most of the bungalows have been commenced, and are making rapid progress.

The whole division may be ready for the rails and girders from end to end before the 1st April.

The division is practically completed, except the rails and girders. The ballast is all collected, and all the masonry and earthwork done. There is still something to be done in sidings and in roadside station buildings, but no work of importance remains to be done.

Harnai  
Division.

The ballasting should be nearly completed by the 1st March. All the masonry, except side drains, is finished and ready for girders; a few more rail openings and some catch-water drains may still be needed; but otherwise the whole division will be quite ready for rails and girders as soon as they once come up. The big cutting at Duloyal needs sloping down, but need not interrupt the line. The masonry of the Zindag-i-ab and Gurnai bridges is quite ready, but as diversions are impossible at those bridge sites, I fear the platelaying may be stopped (say) 12 days at each of these bridges, whilst the 150 feet spans are being put up for the engines to cross.

Spintangi  
Division.

The whole of the bridge masonry of this division, except a few side drains and rail openings which may hereafter be required, is completed and ready for girders. The whole earthwork, except a little side sloping, is also finished.

Gundakin  
Division.

The Gundakin tunnel will be completely finished and lined with masonry throughout in another two days. The roof gave immense trouble by falling in and was most dangerous, crushing in timber shoring like an egg-shell, but all danger is now over, and the tunnel is ready for rails.

The tunnel near Kuchali has proved a most difficult job. The soil is so rotten that the roof is utterly unreliable and falls in from above, forming a high arch above the timbering from which enormous pieces of rock come down from 50 to 60 feet in height, and crush everything it is possible to put up; a high arch forms above the framing, from which tons of rock come down and smash the framing. Work was stopped for some time owing to the impossibility of getting any workmen to go into such danger; but charges of dynamite were put in from the hill above on to the roof, and the explosion blew out a crater down into the tunnel; this is now being taken out from above, and it is hoped the 75 feet of tunnel between the two masonry faces may be secured and lined with masonry arching before the sides come in. There is about 75 feet more of lining to do, which with good luck may be secured before long; and for the last three months work has been going on day and night with electric lights, but with very slow progress, the earth squeezing into the made parts of the tunnel as fast as taken out through the tunnel ends. However, I hope our troubles are now over and we may get the arch lined before the 1st March.

The earth is so rotten that the cuttings in the tunnel approaches have had to be moved over a long way back, thus making the whole tunnel nearly twice as long, 600 feet. The proper course would certainly have been to make the cutting first, and arch it over afterwards; but it was impossible to foresee that we would have to blow down the roof from above. As this tunnel must delay the platelaying, a diversion is being made from just south of Kuchali tunnel, along the river bed to the Kuchali Station to take the line along past the tunnel. This diversion will bring up staging and girders for the bridge (3 spans of 100 feet) at the Kuchali Station.

The bridge north of Gundakin tunnel (1 span of 150 feet, 1 of 100 feet) has got the staging of both spans erected ready for the girders, as soon as the rails get over

the high level bridge south of Gundakin tunnel. The girders are all up to the tunnel and only await the completion of the high level bridge. The stagings have been carried round by carts, but the girder booms are too heavy to be so handled.

"But for the recent floods the high-level bridge girders at Gundakin south of the tunnel would by this time have all been up. The bridge is composed of 2 spans of 150 feet and 3 spans of 40 feet. One span of 150 feet is completely rivetted and erected, but not decked. The other span of 150 feet is being put together and may be service-bolted in another three days, but the vibration of a staging nearly 72 feet high requires the girder to be put together very carefully on such light staging. I shall be glad when it is safe.

"The floods in the Nari cut us off completely for nearly 15 days, and prevented the girders coming up; otherwise both bridges, north and south of Gundakin tunnel, might by this time have been erected. The girders of both bridges should be up by the 14th February.

"Rails and permanent-way are being sent round by road on camels and carts, and are being laid out beyond Gundakin tunnel on the permanent line and on the diversion towards Kuchali.

"I may mention that two out of the three 40-foot spans at Gundakin high-level bridge are now up and ready for rails.

"The locomotive now comes up to the high-level Gundakin bridge over the high banks and high 40-foot bridge just north of Gundakin.

"The rails run over the permanent line from Gundakin to Baber Kach, which is all laid and completed.

Baber Kach  
Division.

"The tunnel at Baber Kach has given us a deal of trouble. It was laid out on Lindsay's and Molesworth's old line; but experience has shown that it has been thrown too much forward. That protection I made of chained barrels was caught when unfinished, but has merely been buried, not broken. It has completely driven the river out of its old course and direct on the bridge below, forming a great shingle shoal where there was deep water before, a great improvement.

"I came to the conclusion, however, after seeing last year's and last summer's floods, that the water was too deep there (22 feet) to be efficiently checked by anything like barrel protection, from tearing any railway bank to pieces high up, even if its toe was properly protected, as it was by the barrel pitching; so I am making a viaduct of 3 spans of 40 feet just outside the tunnel, and widening the tunnel so as to throw the whole line further in. There is a tremendous swirl here, so I propose going over it with 3 spans of 40 feet, beyond which the bank is quite safe, I think, owing to the shingle shoal thrown up by the chained barrels.

"We have almost finished widening out the tunnel, and are busy lining it, as we find the conglomerate weathers on exposure to air and comes down in great chunks. We have had a great deal of trouble from water in the foundations of the three 40-foot span viaduct, but we are working night and day, and hope to get some foundations in a day or two. It is a very troublesome job, as we had to remove enormous quantities of shingle before we could get foundations, but the viaduct is not a high one, and as we have plenty of concrete blocks ready we ought to run it up sharp once the foundations are in. However, it is a great nuisance as it obliges us to take the line down into the river bed and on to a temporary line exposed to floods.

"We now come to the great girder erecting question over the six big Nari bridges which aggregate now—

4 spans of 40 feet.

6 spans of 100 feet.

23 spans of 150 feet.

"The locomotive is running now over Tundori and Kilat-i-killi No. 1. Kilat-i-killi No. 2 has the rails laid over it, and is all decked. The central has one span of 150 feet still to be decked. The Bheji bridge has one span of 100 feet still to be decked. The Baber Kach bridge is nowhere decked, and has one span of 100 feet still to be rivetted up and hoisted. So I hope when this reaches you the whole of the Nari bridge girder erection will have been completed. In fact, there is only one span more of 100 feet to be hoisted out of the whole, as whilst I write the derricks are being put up to hoist the last span of the series of Nari bridges.

"The floods all but brought us to dire grief, as they came down some 7 feet deep, but fortunately not so suddenly as usual; we had a number of girders half completed over the stagings, but the weather gave us sufficient notice to allow of our service-

bolting the girders by working day and night; and then down came the water and knocked all our staging into a cocked-hat. Fortunately no girders were dropped into the river for which I am very thankful; and take it all round, our staging has not suffered much though it was somewhat knocked about. Before you get this I hope to have telegraphed to you to tell you the whole of the naked girders of the 6 Nari bridges are up.

"Had you not given me *carte blanche* to get as much staging as I required and urgently, we would not have put up these Nari bridge spans in three times the time; they would not have been up till May at the earliest."

"Below Kilat-i-killi No. 1 bridge, there is not much to be said; we have rebuilt all our banks, and put in two high spans of 40 feet which were found necessary. The line between the Nari station and the Nari tunnel running under the cliffs, and a number of other exposed parts of the line were so knocked about by the floods in summer, that it has become necessary to make immense retaining walls, from 25 to 30 feet high, founded deep down on the clay, to protect the line from flood action. They are expensive works, but absolutely necessary and are now approaching completion.

"We have been grievously delayed by the floods, as of course our temporary bridges, enormous cribs filled with boulders, went off like chaff in a 7-foot flood. The river did not go down sufficiently to allow of work for nearly a week; and replacing these cribs was hard work in such cold weather and colder water. However, we are right again now and running 5 material trains a day from Nari."

#### SIND-PISHIN—NORTH-WESTERN EXTENSION SURVEY.

10. Instructions for the survey were issued by the Government of India at the end of May 1885. These instructions were to the effect that the whole Amran range, from the Khojak to the Gwaja, should be fully examined, in view to the selection of the best route for the extension of the Sind-Pishin Railway through or round the Khwaja-Amran range, and the settlement of the point to which should be carried the extension of the Sind-Pishin Railway from Shebo, to the foot of the range, recently sanctioned by the Secretary of State.

In accordance with these instructions, three survey parties were organised by the Engineer-in-Chief of the Sind-Pishin Railway, and the results of the enquiry, so far as it has been ascertained, are briefly:

1st.—That to turn the Amran range, the line must run from near Quetta *via* Nushki to Argutai;

2nd.—That the range may probably be crossed near the Gwaja Pass;

3rd.—That it might be tunnelled through the Khojak or the Sanzal Pass.

In December, instructions were issued by the Government of India regarding the further prosecution of the surveys, the submission of estimates for certain alternative lines crossing the range in the vicinity of the Gwaja Pass, and emerging on the westward slope of the range near Argutai, and for alternative lines piercing the range in the vicinity of the Khojak and emerging near Chaman.

A Committee appointed by the Government of India is now considering the result of the preliminary surveys that have been carried out under the above instructions.

#### FEROZPORE BRIDGE WORKS AND APPROACHES.

11. In October 1885, foundation work on the piers of this bridge was commenced. At the end of March 1886, all except three piers were in progress. 1,327 lineal feet of sinking, equivalent to the full sinking on 17½ wells out of 28, had been executed, and 1,476 lineal feet, equal to 21 complete wells of well steining, built. All wells will, it is expected, be at a safe depth before the rains of 1886.

Twelve of the girders, 150-foot span, are to be supplied between July and September 1886, and the remainder (15) by January 1887, and hopes are entertained that the bridge may be completed before the rainy season of 1887.

#### BELLARY-KISTNA.

12. The work on this railway was much impeded by the financial pressure and had to be restricted mainly to the Guntakal-Nundial section, which has not, moreover, made as much progress as was anticipated.

The platelaying is in progress and at the end of March, 6½ miles were laid. A portion of the permanent-way material has been sent by canal to Nundial, and plate-

Sutlej Bridge.

Guntakal-Nundial section, 90 miles.

laying is in progress from Nundial westward. The delivery of sleepers, which are coming from Burma, was unfortunately amongst the works stopped.

The water-supply is a matter of difficulty on this section; at Guntakal the supply has to be brought from some wells 5 miles off; the water has first to be pumped up into a high level reservoir one mile from the wells and about 50 feet above them, from which it flows down in pipes to Guntakal, where the rail level is 90 feet below the reservoir. The scheme is still incomplete, which is to be regretted, as there is a great need of water for the junction station works.

Nearly all the culverts and bridges on this section are ready for girders, which are all on the line ready to be led out. Some of the heavy earthwork between miles 60 and 78 is still incomplete, but it is hoped that the rails will be laid through to Nundial by the end of June, and that it may be possible to open out this portion of the line after the next monsoon.

Nandi-  
canama  
Division,  
86 miles.

The work on the tunnel, 413 yards in length, on the 118th mile in the pass through the Eastern Ghâts has been carried on, but the climate in the pass is terribly deadly and progress is slow. It is anticipated that it will take two more seasons to complete. Rails have now been laid from Nundial, 15 miles, to the hills, and the workmen are now railed out to the work every morning and brought back in the evening, and by this means it is hoped that the work will be completed without further serious loss in life.

Cumbum  
and Guntoor  
Divisions,  
153 miles.

Work on the Cumbum and Guntoor divisions, up to the Kistna end of the line, wherever heavy works are involved, is now being put in hand, so that this portion of the line may be ready for platelaying as soon as the tunnel and Ghât works are completed.

#### CUDDAPAH-NELLORE.

13. Work had to be suspended on this line in May 1885, and orders for resuming operations were not able to be issued until the following November; the progress, therefore, has not been great. The most important bridge, the Ralayeroo, 9 spans of 100 feet, has 6 out of the 10 foundations completed, and the remainder are now progressing, and it is anticipated that the earthwork and minor bridges will be finished throughout in the course of the next 6 months. All girders and permanent-way are now in the country. It has now been definitely decided to place the Tirupati station to the west of the town.

#### NÁGPUR-BENGAL.

14. Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and the financial pressure, work had to be suspended during the year; the small staff still left were employed in the preparation of complete estimates for the conversion of the Nágpur-Chhattisgarh Railway to the standard gauge, and for the construction of the portion of the project between Raj-Nándgaon and Bilaspur. Land acquisition has also been in progress on the Manbhoom and Singbhoom districts in Bengal and in the Bilaspur district and Native States within the Central Provinces.

Nágpur-  
Chhattis-  
garh.

In May 1885 the Nágpur-Chhattisgarh State Railway was placed under the Engineer-in-Chief of the Nágpur-Bengal Railway. Considerable work has been done on the rebuilding and widening of culverts. The new bridges at Panoli and Chilode have been completed and good progress made with the new Kanhan bridge (2 spans of 60 feet and 6 spans of 170 feet), about two-thirds of the masonry being completed. The 60-foot girders should arrive about June, the 170-foot spans between May and August next.

#### BILASPUR-ETÁWA.

Katni-  
Umaria  
section.

15. The progress made on the Katni-Umaria section which, including the colliery branch, is 38½ miles long, has not been as rapid as was anticipated, sickness greatly retarding operations during the hot weather of 1885. The earthwork and bridging, with the exception of the Simrar, 1 span of 60 and 2 of 40 feet, and the Mahanadi, 4 spans of 100 feet and 1 span of 80 feet, is practically complete, and the masonry of these being well advanced, and the girders on the ground, it is anticipated they will both be finished by May.

Permanent-way has been laid for 26 miles, and about 80 per cent. of the ballast collected. Station buildings and station machinery are in progress, and the line will probably be ready for coal traffic by June and for passenger traffic after the monsoon.

The project for the complete line, Bilaspur to Etáwa, has been submitted to Government after undergoing careful revision. The Etáwa-Saugor section has now become part of the Midland Railway, and the Saugor-Katni section will also probably be constructed by that company. The construction of the eastern section, Umariá to Bilaspur, is not at present contemplated.

#### SIND-SAGAR.

16. In addition to the prosecution of the works on the main line and branches, as described in last year's report, the following additional surveys were ordered during the year:—

- (1.) A branch from Kundian to Mianwali, and an extension thence to the Isa-Kheyl ferry— $16\frac{1}{2}$  miles in length—ordered in July 1885.
- (2.) A survey to connect Mianwali on this (1) branch with Langar or Gagan Stations on the Khusálgarh branch of the Punjab Northern State Railway, ordered in September 1885.

The Mianwali-Isa-Kheyl ferry branch survey has been completed, and the estimate submitted, and the field work of the Mianwali-Khusálgarh Surveys, in all 149 miles, including alternative lines, has been completed.

On the main line, Malakwál to Mozaffargarh, 295 miles, with the three branches, to Khewra salt mines, 9 miles; to Ismail Khan ferry,  $9\frac{1}{2}$  miles, and to Dera Ghazi Khan ferry, 8 miles, the earthwork has been practically completed.

The Jhelum Bridge, 17 spans of 150 feet on single wells, has 9 sunk to a depth of 75 feet each, and 9 to a depth of 55 feet each, out of a total depth to be reached of 82 feet. The other large bridges are in hand and half approaching completion. The small bridges and culverts are, with few exceptions, complete. None of the girders have yet arrived, but all with the exception of the Jhelum bridge girders (due between June 1886 and January 1887) should arrive in May and June, by which time all the bridges are expected to be ready for them. The permanent-way 75-lb. steel flat-footed rails with transverse steel sleepers has been laid out 46 miles from the southern end, and between Malakwál and Chak Nizam at the northern, and a start has just been made to link in from the north bank of the Jhelum river. Wells, ash-pits, platforms, and stations were not begun until February, but are now making good progress.

The telegraph lines on old rail standards have been erected 84 miles from the southern, and 60 miles from the northern end.

#### BOLAN.

17. Sanction to the extension of the Rindli Branch of the Sind-Pishin Railway, by a temporary line up the Bolan pass, was given at the end of March 1885. A staff was at once collected, and permanent-way material purchased from the East Indian and Sind Punjab and Delhi Railways. Interference with the road traffic up the Bolan being inadmissible, and time not admitting of heavy works being undertaken, the only course that was open was to lay the line up the bed of the Bolan river, which, except at the Kundilani, Bibinani, and Mach gorges, and in times of extraordinary flood, only occupies a portion of its bed.

The staff arrived at Rindli on the 23rd April, and some material having been received, work was at once started. Up to the end of May good progress was made, but with the intense heat that then came on, cholera broke out and, combined with sun fever and dysentery, brought the work to a complete standstill towards the middle of June, only 8 miles of the line having been completed. The staff, both engineering and subordinate, suffered severely, and the labourers became completely demoralised and deserted the work. By the end of July, some new staff having been supplied and fresh gangs having been collected, work was resumed, and the railway progressed up to Mach, which was reached by the 28th of October, and the end of the broad gauge at Hirok, 6 miles beyond, on the 19th November, a total distance from Pir Chowki of 47 miles.

Pir Chowki  
Hirok  
section



Above Hirok to the plateau at Darwaza, the narrow tortuous gorge which forms the upper part of the pass is impracticable for a temporary broad gauge railway. Through this, for a distance of 10 miles, a metre gauge line has had to be laid with frequent curves of 200 feet radius; even this line can only be worked with double bogie engines and bogie waggons. Before making a start on platelaying on this portion, a considerable amount of preliminary work had to be got through. Materials had first to be collected, as well as engines and rolling stock, and although all necessary works up to formation level had been completed by the end of November, it was late in December before many rails were laid. Again, the climate proved an enemy. On the lower section extreme heat and cholera retarded work; on this latter, called the Ghât Section, for two months extreme cold with its accompanying sickness pneumonia, coupled with short days, reduced the working time by fully  $\frac{1}{3}$ ths, and thus it happened that this latter section was not finished until the 7th March 1886. Considerable difficulty regarding water was met with in the Ghât Section, it being only procurable at the Dozan springs up a side valley 2 miles from the line. Pipes and pumps have been received from England, and the arrangements for the supply along the Ghât Section and at the Kotul will, it is expected, be completed during May.

The whole of the temporary line, including the Ghât (metre gauge) Section, has been laid with permanent-way intended for the 5' 6" gauge—rails double-headed steel, mostly 75 lbs. to the yard; sleepers for about 40 miles "Denham-Olphert's cast-iron," and for the remaining 17 miles (which includes the Ghât Section) "decodar." The spans of the temporary bridges on crib piers are about 10 feet in the clear, and the roadway is carried on rail girders.

The ruling gradient of the temporary line between Rindli and the 32nd miles is 1 in 50, this gradient being used sparingly. From this to Abigum there are some short lengths of 1 in 36. Between Abigum and Hirok there are 2 miles of 1 in 26, and nearly 11 miles of 1 in 30. On the Ghât (metre gauge) Section, between Hirok and Dozan, the ruling gradient is 1 in  $23\frac{1}{2}$ , and above Dozan 1 in 30. The minimum radius of curves between Pir Chowki and Hirok is 800 feet, and on the Ghât Section between Hirok and the Kotul, 200 feet.

Darwaza-  
Quetta  
section,  
S.P.R.

The earthwork on this section, which is being constructed as a permanent line, is complete, and a commencement has been made with culverts, but owing to want of good lime only Portland cement can be used; diversions have, therefore, been prepared for all waterways until cement can be delivered by rail. Sanction for the site of the station at Quetta was received on 29th January 1886, and work is in progress on it.

Working.

Directly a few sidings were got in at Hirok, the line was made over to be worked by the staff of the North-western Railway, and, in addition to about 4,000 tons of material wanted for the Ghât Section, 17,000 tons of permanent-way for the line from Durwaza to Quetta and onwards towards Pishin, had by the end of March been stacked at that station, and is being taken onwards by the metre gauge line to Durwaza.

The following is a list of the stations between Pir Chowki and Quetta:—

Kundilani	-	-	-	-	-	at 7th mile.	} 5' 6" gauge.
Kirta	-	-	-	-	-	" 15th "	
Bibinani	-	-	-	-	-	" 27th "	
Abigum	-	-	-	-	-	" 34th "	
Mach	-	-	-	-	-	" 41st "	
Hirok	-	-	-	-	-	" 47th "	} metre gauge.
Dozan	-	-	-	-	-	" 50th "	
Kolepur	-	-	-	-	-	" 54th "	
Kotul	-	-	-	-	-	" 57th "	} 5' 6" gauge.
Sir-i-ab	-	-	-	-	-	" 75th "	
Quetta	-	-	-	-	-	" 85th "	

#### BOLAN SURVEYS.

18. In addition to the work on the temporary line described in the foregoing paragraphs, the Engineer-in-Chief in September last was directed to reconnoitre the Pass, with a view to determining the possibility of the construction of a permanent line at a reasonable outlay. In January last, sanction for a regular survey was issued, and this is now in progress. An alignment with a ruling gradient of 1 in 40

between the Kotul and Hirok has been found, but very heavy works will be necessary. The trial section shows 3 tunnels aggregating over 1,200 yards in length, and 3 viaducts varying in heights from 60 to 140 feet, besides heavy rock cuttings. A favourable line has also been surveyed between the Nari bank at the lower end up the Muskaf valley to the Panirband pass dividing the Muskaf from the Bolan valley; a tunnel of some magnitude roughly estimated at 960 yards in length will be required here, and between this and Hirok heavy works will be needed. It is too soon as yet to form an opinion of the feasibility of the route within a cost that would not be prohibitory.

#### TIRHOOT.

19. Five out of seven piers of the bridge over the Gunduck have been founded, and the masonry brought up to the level of girder bed stones. The abutments are at the same height. The viaduct, about half a mile long at Sonapore is completed, with the exception of part of the parapet, the earthwork in the approaches is finished. If the girders, which are promised for delivery in England between March and June 1886, arrive in good time, this bridge may be ready for traffic before the rains of 1887.

Gunduck  
Bridge,  
8 spans of  
250 feet.

On the Kosi extension of the Eastern Branch, the line has been extended to Nirmali, 66 miles from Somastipur junction and the new section, 20 miles, will be opened early in April 1886.

Kosi  
Extension.

The project for a line from Mozufferpore to Sitamarhi, 37 miles, is in abeyance.

#### NORTHERN BENGAL.

20. The project for the construction of an extension from Kaunia to the Brahmaputra has been under consideration during the year. In October 1884 revised estimates of the cost of constructing a railway from the Teesta river to Dhubri were submitted by the Government of Bengal, and in February 1885 a further investigation of the route was ordered by the Government of India, the results being reported in April 1885. These may be considered as showing that the rivers intervening between Kaunia and Dhubri are not so formidable as had lately been reported, and that it is practicable to connect Kaunia and Dhubri by a metre gauge railway, including the cost of the 4 large bridges, for about 63½ lakhs of rupees.

Kaunia  
Dhubri  
section.

In November 1885, a further investigation of an alternative proposal for an extension to Bhagwa was called for, and the report on this was submitted in February last. The report is considered to prove conclusively the impossibility of establishing a terminus at Bhagwa, owing to the ever varying condition of the river bed at that portion of its course, and the opinion that the extension when carried out should be to Dhubri is confirmed.

Bhagwa  
alternatives.

#### DACCA.

21. The section of the line between Dacca and Mymensing was opened for goods traffic, on 1st August 1885, and the section between Mymensing and Gafargaoon for passenger traffic on 29th August 1885. The entire line was opened through for all traffic by His Honour the Lieutenant-Governor of Bengal on 13th February 1886, and it has been decided to change the name of this railway to the "Dacca State Railway."

#### ASSAM-BEHAR.

22. The progress on this line was unfortunately much impeded owing to the financial pressure. The operations were confined to that portion of the line in the Purneah Districts between Manihari and Kushba on the west, and between Dinagepore and Raigunge on the east. On the centre length (37 miles) between Raigunge and Kalligunge nothing has been attempted since July 1885.

During the exceptionally high floods of August 1885, the 9 miles north of Manihari suffered very much, 5 small bridges having been swept out, in all cases owing to the want of pitching. The smallest of the openings along this length, which was fortunately pitched before the floods, was saved by a coat of boulders not more than one foot thick, the ground beyond the pitching having been scoured to a depth of 30

Manihari-  
Kushba  
section.

feet. On this length increase of waterway within any reasonable limit does not mean reduced velocity between the abutments, as during heavy floods at one side of the line there are hundreds of square miles covered with water from 6 to 20 feet deep, and somewhat higher than a similar sea on the other side of the railway. One of the bridges, on wells sunk in hard clay, stood the rush for three weeks and then went, the flood scouring a hole 90 feet deep. The repairs on these 9 miles took up most of the time this season, involving considerable temporary diversions and a great quantity of earthwork in filling the deep breaches. After seeing the result of the floods it was thought better to reduce the number of points of danger by closing four of the bridges altogether, increasing the spans of the others, using screw piles instead of wells, and protecting the works thoroughly with stone pitching. The use of piles would expedite the work, but even these could not be procured before March. None of the bridges or culverts between the 94th mile and Purneah having been injured, the platelaying, erection of girders, completion of stations, wells, platforms, store-sheds, permanent staff quarters, &c., was pushed on, so that by the end of March the line was in good running order to within half a mile of Kushba, an important mart 5 miles beyond Purneah.

Dinagepore-  
Raigunge  
section.

Construction work was well started at the beginning of the year from Dinagepore to Raigunge, and manufacture of bricks and collection of materials was being pushed throughout the Division. In July work was interrupted and not again started until December. Fair progress is now being made on the major bridges. The minor bridges are finished to Kalliagunge, 19 miles from Dinagepore, and the works are in such a state that, if funds permit, this section of 30 miles may probably be completed by the end of the year.

#### CAWNPORE-ACHNERA.

New work-  
shops,  
Fatehgarh.

23. The works on the new workshops at Fatehgarh were suspended in September 1885 for want of funds. All the quarters and offices are completed. Foundations for erecting shops and chimney laid. Traverser nearly completed and some lines of rail laid. The water tank is completed, and pumping-engine put up and at work. The work of the line is being carried on in temporary shops.

The permanent bridges over the Kalanadi, damaged in July 1885, are now being enlarged at mile 70 by 4 spans of 60 feet each, at mile 154 by 6 spans of 60 feet each. They will be completed by 30th June.

Bithur  
Branch Line.

This branch, which was opened for traffic on the 9th November 1885, was practically complete at the end of March 1886.

#### LUCKNOW-SITAPUR-SIHRAMÁU.

24. During the year the bridges and formation as far as Sitapur were completed ready for the girders and permanent way. The earthwork as far as Kheri had also been finished, and the earthwork from Kheri to Gola Gokaran Nath was well in hand. Bricks for the bridges between Sitapur and Gola Gokaran Nath had been burnt. Rails, sleepers, and fastenings, sufficient to complete the line as far as Gola Gokaran Nath, were either in hand or in process of delivery, and only rolling stock and a few minor stores were required to admit of the line from Lucknow to Gola Gokaran Nath, a distance of 105 miles, being opened at the close of the ensuing rains.

Pilibheet-  
Sihramáu  
survey.

A small survey party took the field in November to connect the metre gauge line from Bareilly to Pilibheet with the line under construction from Lucknow to Sihramáu.

The field work had been completed at the end of the year, and the plans and estimates are now under preparation. There are no works of any magnitude on the line, which could be made at a very moderate cost.

#### BURMA.

Rangoon and  
Irrawaddy.

25. The substitution of brick and iron structures for the original timber bridges and culverts was continued. Sixteen timber minor bridges varying in span from 10 to 40 feet were rebuilt, and all the major bridges that required renewal were completed. The new railway offices at Rangoon were completed and occupied in August.

At the commencement of the year the line was opened to traffic as far as Nyaunglebin (93rd mile), and the remaining portion to Toungoo, 73 miles, was opened in July. Much remains to be done, the line being opened with the minimum requirements needed for safe working.

Rangoon and  
Sittong  
Valley.

The field work was completed at the close of 1884-85, and the estimate for the project is under preparation.

Bassein-  
Henzada  
survey.

Orders were received in February 1886 for the commencement of a survey from Toungoo to Ningyan, a distance of about 62 miles, and this is now in hand, and it is hoped the field work will be completed before the monsoon.

Toungoo-  
Ningyan  
survey.

#### JORHAT.

26. The entire length of the line (23 miles) from Dhali to Baraghop the cold weather river terminus and the branch line from Chenimara junction to Mariani (7 miles) were open for goods traffic during the current year. The section between Jorhat and the river terminus was opened to coaching traffic on the 17th October 1885. The remainder of the line, that is from Jorhat to Dhali, and the branch line from Chenimara to Mariani will be inspected early in April 1886, with a view to passing it for coaching traffic. Two miles of line from Dhali, the present temporary terminus, to Titabar are under construction. These two miles will be opened for traffic at the commencement of the cold weather of 1886, when it is hoped the bridge over the Dhali River (35' span) will be completed.

#### CHERRA POONJEE MOUNTAIN.

27. During the year under report the earth and rockwork of the mountain Inclines were completed, also that on the upper Locomotive line from the top of the Inclines into Cherra Poonjee,  $3\frac{1}{2}$  miles.

A very high flood in September did much damage to about 2 miles of the line in the plains, and it was found necessary to raise the formation level, which has been done during the working season; the permanent way has been laid (7 miles) in the plains and on the mountain Inclines. Two locomotives and 60 waggons were received in July, also the ironwork for 4 passenger carriages.

Three sets of drums for wire rope haulage have been completed, and the remaining four are being erected. The girder bridge over the Tharia river has been finished during the season; station buildings, &c. are well forward, and also station machinery, staff quarters, &c., &c.

An extension of about 8 miles from Company Gunj to Chhatak (on the Surmah river, and the terminus of the regular Steamer service) was surveyed, and the work is being plotted and estimated.

#### MADRAS.

28. The extension to Calicut as the Western terminus is making good progress and will, it is hoped, be ready for traffic by June 1887. The extension is 9 miles in length and will cost about 13 lakhs of rupees, of which  $1\frac{1}{2}$  lacs will be payable by the Local Authorities in consideration of the large bridges being made available for ordinary traffic.

The project for the Palghat town branch is still under discussion. The road bridge has been restored and made suitable for railway traffic.

An agreement has been entered into with the Nilgiri Railway Company for the construction of a line from Mettupalaiyam to the Nilgiris, the Government providing the land and guaranteeing 3 per cent. interest during construction. After opening, the provincial government agrees to make the gross earnings up to 2 lacs per annum. Under orders of the Secretary of State, arrangements for raising the money are to be made in India, where the Company is domiciled. The agreement contemplated a line from Mettupalaiyam to Coonoor, of which the hill portion would be on the rack system, but a proposal has recently been made to construct a line from Mettupalaiyam to Ootacamund similar to the Darjeeling-Himalayan Railway on a gauge of 2 feet with ruling gradient of 1 in 30 worked by ordinary adhesion. This point is still under consideration.

Mettu-  
palaiyam-  
Ootacamund.

Bellary-  
Guntakal.

The Bellary branch of the Madras Railway from Guntakal to Bellary has been sold to the Southern Mahratta Railway for Rs. 30,00,000, and will be made over on the 1st July to that Company, who will adapt it for metre gauge traffic. The broad gauge will be retained to meet emergencies, but ordinarily metre gauge trains only will be run. The new junction station at Guntakal, now under construction by the Bellary-Kistna Railway, is 2 miles from the site of the present Guntakal Station, which will be ultimately abandoned.

To meet the increase in weight of engines during recent years, it has been found necessary to strengthen the girders of many of the bridges. This work is now nearly completed, and, with the exception of 3 large bridges on the north-west and one on the south-west line which have to be re-built, they are now fully up to requirements. Of the above bridges, that over the Penner river is at present in hand.

The arrangements for the introduction of the Block system are now practically completed, and a large portion of the line is now being worked on that principle.

The buildings undertaken during the year have been the improvements of stations, especially Arkonam junction, and the provision of quarters for the staff.

#### SOUTH INDIAN.

29. The principal works on the South Indian Railway are those in connexion with the restoration of the flood damages described in last year's report and enlargement of waterways. The only two bridges which have not yet been re-opened for traffic are those over the Vikravandi river and Gingee river (Pondicherry branch). Additional waterway is being given at many points, but this work will not be completed for about 2 years. The chief additions now in progress are eleven 40-foot spans to the Karunguli bridge, one 120-foot and one 30-foot spans to the Vikravandi bridge, raising the piers of the Gingee bridge 7 feet, and the provision of a new bridge of ten 30-foot openings in the 98th mile. In some places the line has been lowered to the level of the surrounding country in order to allow extraordinary floods to pass over it without doing serious damage.

The improvement of the alignment of the beach extension, Madras, is nearly completed.

The general offices at Trichinopoly are almost finished, and will be occupied shortly. The new Engineering workshops at the same station are practically completed, and the extension of the Locomotive workshops at Negapatam is in hand.

The 40-lbs. permanent way with which the line was originally laid being considered too light, renewals are now being made with 50-lbs. bull-headed rails on cast-iron pot sleepers.

Tinnevelly-  
Quilon  
extension.

No further action has been taken with regard to the extension of the line from Tinnevelly to Quilon, but the Travancore Government are still in favour of the Northern and more expensive route.

Mayavaram-  
Mutupet  
Branch.

The South Indian Railway have declined to construct the projected line from Mayavaram to Mutupet as part of their system, but are prepared to form a separate Company for the purpose. The terms proposed by them are a 4 per cent. guarantee by the Tanjore District board, and one-half of the net profits. The matter is still under consideration.

#### STATE RAILWAY SURVEYS IN MADRAS.

##### *Imperial Surveys.*

30. The projected system of metre gauge famine protection lines includes—

- (1) A line from Guntakal junction to Hindupur, to be eventually extended to join the Tunkur branch of the Mysore State Railway.
- (2) An extension of the Cuddapah-Nellore Line from Tirupati *via* Kadiri to join No. (1) at Dharmavaram.
- (3) A line from Villupuram on the South Indian Railway to Vellore on the Madras Railway, and thence *via* Chittoor to join No. (2) near Damalchern.

Guntakal-  
Hindupur  
Extension.

The working survey and estimates for the Guntakal-Hindupur extension, 111 miles in length, have been completed, and the earthwork for about 50 miles of line was executed during the dry season of last year as a famine relief work.

Tirupati-  
Dharma-  
varam  
Extension.

On the Tirupati-Dharmavaram line, 166 miles, the staking out is completed and the working project is expected to be ready by June 1886, and although the final

estimates will occupy some time longer, work could be begun on completion of the project. A preliminary estimate has been forwarded to the Government of India.

The line between Villupuram and Vellore was originally surveyed *via* Arnee and Arcot, but it has now been decided to adopt a more direct line, by which the length will be reduced by 10 miles. The necessary surveys for this purpose have been made, and the greater part of this line is staked out as well as the whole length between Vellore and Damalchern.

Villupuram-  
Vellore  
Extension.

The total distance from Vellore to Damalchern will be 137 miles. The working project is expected to be ready by September 1886.

Vellore to  
Damalchern.

#### Provincial Surveys.

31. These include—

- (1) A line from Palghat on the Madras Railway to Dindigul on the South Indian Railway.
- (2) A line from Porto-Novo on the South Indian Railway through Kallikurchi to Salem on the Madras Railway.

A preliminary survey for the Palghat-Dindigul line has been completed, and the preliminary estimates will be submitted during 1886. The length will be about 107 miles *via* Dharapuram or 100 miles *via* Pulney.

Palghat-  
Dindigul.

A preliminary survey of the Porto-Novo-Salem line was begun in November 1885, and the preliminary project is expected to be ready by June 1886. The preliminary estimate will be submitted before the end of the year. The length of this line will be about 110 miles.

Porto-Novo-  
Salem.

#### GREAT INDIAN PENINSULA.

32. The new offices at Bombay are so nearly completed that the chief administrative offices have been moved into the building. The new Byculla overbridge at Bombay was completed and handed over to the municipality at the end of 1885, and the Nesbit Lane overbridge has been vigorously commenced; on the completion of this work the quadrupling of the line from Bombay to Parel may be taken in hand.

The work on the doubling between Bhusawal and Kandwa and Bhusawal and Shegaon has made satisfactory progress during the year. The new station at Hotgi which is the junction of the East Deccan line of the Southern Mahratta system, has been completed and is in use.

#### BOMBAY, BARODA, AND CENTRAL INDIA.

33. The extension of the double portion of the Bombay, Baroda, and Central India Railway between Andheri and Virar was opened for traffic during the year, and some progress was made in the work of doubling the portions between Kankra Khadi and Sachin and between Ahmedabad and Barejadi.

Nothing further has been done during the year in the matter of the Godhra-Rutlam Extension.

Godhra-  
Rutlam.

#### ODISH AND ROHTLKHAND.

34. The whole of the superstructure masonry of piers and abutments, with trifling exception, has been finished off. The main girders of spans Nos. 1, 7, and 6 have been erected and the screw piled staging at No. 5 span has been practically completed ready for a commencement of the erection of the main girders early in April. Four out of the 7 large spans will therefore almost certainly be completed before the rains of 1886. The remaining 3 spans, viz., Nos. 2, 3, and 4, being those where the deepest water occurs, will involve somewhat increased difficulties, but the completion of the large spans may be looked for at the end of the working season of 1887, and of the whole bridge early in the cold weather of the same year.

Benares  
Bridge.

Northern  
Extension  
and Hardwar  
Branch.

On the 1st January 1886 the whole length of the Northern Extension to Saharanpur, together with a portion of the Hardwar branch, from Idaksar Junction to the Ganges Canal near Jawalapur, was opened for traffic with diversions at the sites of unfinished bridges, and a temporary bridge across the Ganges at Balawala; this bridge will be removed before the rains, and the traffic will be worked by a ferry.

At the end of March all bridges were completed and opened for traffic, except the following:—

Main line—

Ganges Bridge at Balawala	11 spans of 255'
Bangauga Bridge	14 " " 100'
Solani Bridge	11 " " 150'
Chain 1,468	3 " " 40'

Hardwar Branch—

Pathri Bridge	5 " " 60'
Ganges Canal Jawalapur	1 " " 255'

With the exception of the Ganges at Balawala there should be no difficulty in completing all the above bridges before the rains of 1886.

Ganges  
Bridge at  
Balawala.

The Ganges Bridge at Balawala has made good progress during the year. With the exception of No. 1 pier, which was only commenced after the rains of 1885, and a trifling amount of sinking still to be done on piers 7, 9, 10 and the right abutment, foundation work is completed. It is probable that the greater part of the superstructure brickwork will be finished this season, and possibly girder erection commenced, so that the completion and opening of the bridge may be expected at the end of the working season of 1887.

Ajodhya  
Branch.

As soon as the questions still pending with regard to compensations are settled, this branch could be opened within a very short period.

Open line.

The important work of rejoining the line throughout with heavier and improved fishplates was completed in July, with the exception of the Bahramghat Branch, on which it was not important to increase the speed during the rains. The rejoining of this branch was completed in December. The great advantage derived by the company from having carried out this improvement before the opening of their through route to Saharanpur, by enabling them to adopt faster speeds than would otherwise have been possible, is apparent.

The only other important works in hand during the year were the Lucknow Station water supply from the Goomtee, now practically complete, and the construction of additional locomotive accommodation at Goshanganj, Lucknow, and Chandausi.

### BENGAL CENTRAL.

35. A survey has been made for a siding from the Dum-Dum Cantonment Station to the Small Arms Ammunition Factory, and the estimate is before Government. This siding would give direct railway communication to the factory, and would be of importance on completion of the bridge over the Hodghly. The only other works of importance have been in connexion with flood damages alluded to further on in this report.

### BENGAL AND NORTH-WESTERN.

Rapti  
Bridge,  
9 spans  
150 feet.

36. The Rapti Bridge is now well advanced towards completion, and it is hoped it will be finished and opened for traffic early in June. At the end of March the masonry of eight piers had been completed and that of the remaining two piers had been built well above water level, and would be finished in about 15 days. Two spans of girders have been erected and two others are in progress.

The timber spurs erected before last rains to train the river were very effective, and prevented further erosion of the east bank. These spurs are now being strengthened with block kunker. The training works are very heavy and very expensive, and it will take some years before they are thoroughly established.

The traffic across the river was worked by a ferry during the rains. For the dry weather a temporary line has been laid down and the river spanned by a temporary bridge.

The Uska branch line will connect the important trading markets of Dhani and Uska with the main line at Gorakhpur.

Uska Branch,  
39.252 miles.

The survey was begun in April 1885, and construction in the beginning of November 1885. Up to date the earthwork, with the exception of the high banks at the Chillua Tal and Rohine river, is practically completed, the minor bridges are finished, and all the large bridges are in hand, and have made good progress. The station offices and permanent staff quarters are all in hand. The collection of ballast is well advanced. Eleven miles of permanent way have been laid, and had sleepers been obtainable the whole line might have been ready to open for traffic by the beginning of this month. Sleepers are now coming in fast, and the permanent way should be completed by the end of this month or beginning of May. It is proposed to open the branch for traffic immediately after the rains.

This extension will connect Nanpara and the important mart of Naipalganj with the main line at Bahraich. It should also enable the railway to secure the large traffic that now passes through Nanpara to Khairi Bazar, to be exported by the Gogra river.

Naipalganj Extension,  
33.5 miles.

The survey was begun in April 1885, and construction in the end of November 1885. Up to date the earthwork has been practically completed, the minor bridging between Bahraich and Nanpara is finished, and that between Nanpara and Naipalganj is well in hand. Platelaying has been begun, and should be finished early in May.

It is proposed to open the extension for traffic immediately after the rains.

#### HIS HIGHNESS THE NIZAM'S.

37. The principal work on His Highness the Nizam's Guaranteed State Railway Company, Limited, has been the construction of the section of a railway from 1.25 miles beyond the Secunderabad Station to Warangul, a distance of 87 miles. The permanent way began to arrive from England in April 1885, all works were completed and the line laid by the end of March 1886, when the Consulting Engineer for Railways, Madras, inspected the railway prior to opening to public traffic. The country traversed by the new line between Secunderabad and Warangul required no large bridges.

Warangul Extension.

The line is laid with steel rails 64½ lbs. per yard, on steel sleepers weighing about 120 lbs. each.

Survey operations have been extended to Bezvada on the left bank of the Kistna; about 21½ miles of this section between the frontier of the dominions of His Highness the Nizam and Bezvada, being in British territory.

Bezvada Extension.

The estimates for the second section of this railway from Hanamkonda (Kazipett) to Dornakul with a mineral branch to Singareni coalfields, 69½ miles, have been sanctioned, and work will be commenced as soon as possible.

#### MYSORE.

38. On the open line no works of importance were in progress during the year.

The plans and estimates for the extension to Harihar have been completed. The estimate amounts to Rs. 49,29,939, or at the rate of Rs. 39,607 per mile.

Tiptur-Harihar Extension,  
124½ miles.

The plans and estimates for the extension from the Mysore terminus to the town of Nanjengode are completed. The total estimate is Rs. 5,50,735, or Rs. 38,378 per mile if the existing road bridge is used, but if a special bridge over the Katanu river is built for the railway the estimate is Rs. 6,52,661, or Rs. 45,481 per mile. The population of Nanjengode in 1881 was 5,208, but there are temples of great repute there which a large number of pilgrims visit.

Mysore to Nanjengode Extension,  
14½ miles.

Surveys are now being carried out for a railway to connect Bangalore City with the Guantakal-Hindupur branch of the Bellary-Kistna Railway, at the Mysore frontier; from Bangalore to the frontier is about 50 miles, and from the frontier to Hindupur 8 miles.

Bangalore Hindupur.



## JODHPUR.

Pachpadra  
Branch.

39. The Pachpadra Branch, 59 $\frac{1}{2}$  miles long, was commenced in August. The earthwork, except the last 3 miles, is finished. Bottom ballast is laid over about 45 miles, and top ballast is collected in stacks alongside the line for about 30 miles. Culverts are in hand. Stations and staff quarters at Balotra and Sumdari are ready for roofing. Permanent way materials have been ordered from England.

## BENARES-CUTTACK-PURI SURVEYS.

Moghal  
Sarai-Puri.

40. The working plans and estimate of the line from Moghal Sarai to Puri were completed and submitted to Government at the end of September 1885.

Pachpara-  
Cuttack.

Orders for a location survey with working plans and estimates for a line from Pachpara (a proposed station on the Nagpur-Bengal Railway) to Cuttack having been issued by Government of India, three survey parties were sent out early in November.

The located line is approximately 175 miles in length, in addition to which 7 miles of branch line to serve Cuttack may be added, total 182. The line passes through the civil station of Sumbulpur, through the Talcher coalfield, and is connected with the located line of last season between Cuttack and Puri, crossing the Mahanadi river at Naraj, 8 miles west of Cuttack.

This line was suggested as an alternative pilgrim line instead of that portion of the Benares-Cuttack Railway which started from the Nagpur-Bengal Railway north of Chyebassa, and passed through Singhbhoom and Keonghur.

As regards cost of construction, prospects of traffic, gradients and curves, the Pachpara-Cuttack line is considered vastly superior to that mentioned in last paragraph, and is said to be very favourably thought of by civil officers who know the country.

Reconnais-  
sance of line  
from Pach-  
para to  
Suthburwa  
on Benares-  
Cuttack  
line.

As this proposed line would afford facilities for travelling to Puri only to pilgrims from Central Provinces and Western India, a line has been projected which would connect Pachpara with the located line of Benares-Cuttack Railway at Suthburwa, 16 miles east of Daltongunj.

Such a line, it is believed, can be constructed at a cost not exceeding the Benares-Cuttack railway main line. The length from Pachpara to Suthburwa would be about 185 miles.

The only serious difficulties to be encountered are the ascent and descent of the Lohardugga plateau, which is 1,200 feet higher than both Pachpara and Suthburwa. On the south side a gradual rise can be obtained from Pachpara to the foot of the plateau at the south-west corner of Lohardugga, near the village of Dumadib, 75 miles from Pachpara. Here there is a much frequented ghât, having 700 feet rise in 8 miles, by which all the traffic of Western Lohardugga is conveyed southwards to Gangpur and Sumbulpur. A gradient of 1 in 50 is certainly practicable, and possibly on further survey this may be improved.

The line on the plateau would run out by the valley of the South Koel river into the valley of the North Koel, descending gradually as far as Kookoo, 18 miles from Suthburwa, with gradients not exceeding 1 in 100, but at this point a range of hills jut out from east to west into the valley of the Koel, which turns off due west, and this portion of the alignment is still doubtful.

## BENGAL ASSAM SURVEYS.

41. The year has been employed in completing the surveys and estimates of this project, which are expected to be submitted entire in September 1886. The total length of line from Chittagong to Makum junction on the alignments recommended will be about 590 miles, and of the surveyed branches another 160 miles.

The ruling gradient adopted so far in the hills is 1 in 70 and in the plains 1 in 150.

## KATTYWAR.

Junágarh-  
Veráwal.

42. The survey of the Junágarh-Veráwal Railway, which is proposed by the Junágarh Darbar, to connect Dhoráji on the Bhávnagar-Gondal Railway with

the port of Verawal via Junágarh has been commenced, the work being under the supervision of the manager and engineer-in-chief of the Bhávnagar-Gondal Railway.

The first section of the Wadhwan-Morvi Railway, a light railway on the 2' 6" gauge, was opened for passenger traffic from Wadhwan to Dholia on the 11th March. The length is 23 $\frac{1}{4}$  miles; the steepest gradient 1 in 100. The permanent way is of steel rails 19 lbs. to the yard with transverse steel sleepers 3' 6" long by 5' wide spaced 10 to the 24-feet rail. The engines are of two classes, the heaviest with six wheels coupled, weighs 10 tons, with a load of 3 $\frac{1}{2}$  tons on a pair of driving wheels. The upper class passenger vehicles seat 12, the lower class 24. The goods stock varies in capacity from bogie waggons carrying 5 tons to small covered waggons to carry 3 tons. The line is single with three intermediate crossing stations; it is at present worked on the staff and ticket system, but the question of providing it with a telegraph is under consideration. The estimated cost at present stands at Rs. 15,440 per mile. Wadhwan  
Morvi.

#### KALKA-SIMLA SURVEY.

43. The main portion of the field work, viz., preliminary surveys, pegging out the centre line and longitudinal section will probably be completed by the end of June, the detailed survey and cross sections requiring some time longer.

44. The statement on pages 40 and 41 shows the mileage of permanent-way on Indian railways laid with timber, iron and steel sleepers respectively.

STATEMENT showing the Annual Progress made in the Length of Railways

Railways.	Length of Main-line at															
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
<b>STATE IMPERIAL.</b>																
East Indian	—	37½	120½	120½	120½	139½	266½	370½	580½	872½	1,105½	1,127½	1,127½	1,258½	1,333½	1,333½
Rajputana-Malwa	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pátri	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sindia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmád	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Southern Mahratta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North-Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Eastern-Bengal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wariha Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Punjab Northern	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Indus Valley	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sind-Pishin, Southern Section	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total State Imperial</b>	—	37½	120½	120½	120½	139½	266½	370½	580½	872½	1,105½	1,127½	1,127½	1,258½	1,333½	1,333½
<b>STATE PROVINCIAL.</b>																
Calcutta and South-Eastern (a)	—	—	—	—	—	—	—	—	—	15	28	28	28	28	28	28
Patna-Gya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dúdar-nagar-Gházipur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bareilly-Pilibhoet	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nalháti	—	—	—	—	—	—	—	—	—	27½	27½	27½	27½	27½	27½	27½
Tirhoot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northern Bengal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dacca	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cawnpore-Achnera	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amritsar-Pathánekot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nágpur-Chháttisgarh	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jorhát	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total State Provincial</b>	—	—	—	—	—	—	—	—	—	15	55½	55½	55½	55½	55½	55½
<b>GUARANTEED COMPANIES.</b>																
Madras	—	—	—	65	80½	95½	95½	187	296½	447½	547½	670	1,009	1,451	1,843	2,171
South Indian	—	—	—	—	—	—	—	—	48½	82	82	82	100	145	192	165
Great Indian Peninsula	20½	33½	48½	87½	87½	128½	244½	397	437½	493	552½	685	701	815	952	878
Bombay, Baroda, and Central India	—	—	—	—	—	—	—	35	134	167	188	263	304	365	365	300
Eastern Bengal	—	—	—	—	—	—	—	—	—	109	109	109	109	109	109	110
Orissa and Rohilkhand	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
State of Punjab and Delhi	—	—	—	—	—	—	—	—	109	141	141	154	162	162	112	110
<b>Total Guaranteed Railways</b>	20½	33½	48½	152½	167½	220	339½	409	1,027	1,418	1,531	1,807	2,120	2,386	2,524	2,607

(a) Acquired from the Bengal Government and included with Eastern Bengal.

(b) Correction of mileage.

open for Public Traffic in India, since their commencement.

the end of each Year.																	Railways.
1860.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84	1884-85	1885-86.	
																	<b>STATE IMPERIAL.</b>
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
1,353	1,263	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,514	East Indian.
				011	329	436	507	507	603	792	973	1,115	1,110	1,200	1,416	1,413	Rajputana-Malwa.
				284	221	221	221	221	221	221	221	221	221	221	221	221	P&O.
									34	061	061	741	741	741	741	741	Sindia.
									145	145	145	145	145	145	145	145	Dhond-Mannal.
														401	214	315	Southern Mahatta.
																1,781	North-Western.
																234	Eastern Bengal.
					181	181	181	461	461	461	461	461	461	461	461	461	(b) Wardha Coal.
						82	103	103	103	103	227	862	416	446	446	(a)	Punjab Northern.
									501	501	501	501	501	501	501	(a)	Indus Valley.
															153	(a)	Sind-Pishin, Southern Section.
1,532	1,268	1,503	1,503	1,617	1,673	2,043	2,155	2,193	2,900	3,111	3,638	3,925	3,980	4,197	4,753	5,559	Total State Imperial.
																	<b>STATE PROVINCIAL.</b>
																	Calcutta and South-Eastern.
																	Patna-Gya.
																	Dildarnagar-Ghazipur.
																	Bareilly-Pilibhoof.
																	Nalhati.
																	Tirhoot.
																	(b) Northern Bengal.
																	Dacca.
																	Cawnpore-Achnera.
																	Amritsar-Pathankot.
																	Nagpur-Chhattisgarh.
																	Burma.
																	Jorhat.
																	Total State Provincial.
																	<b>GUARANTEED COMPANIES.</b>
																	Madras.
																	South Indian.
																	Great Indian Peninsula.
																	Bombay, Baroda, and Central India.
																	Eastern Bengal.
																	Oriss and Rohilkhand.
																	Sind, Punjab, and Delhi.
3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	3,351	Total Guaranteed Companies.

(a) Now forms a part of the North Western Railway.

(b) Purchased by the State and shown under "State Imperial."

## STATEMENT showing the Annual Progress made in the Length of Railways

Railways.	Length of line open at															
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
<b>ASSISTED COMPANIES.</b>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Derjeeling-Himalayan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bengal Central -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dooghur	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bengal and North-western	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tarakeahwar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rohilkhand-Kumaun -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Thatón-Duyinzak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Assam	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Assisted Companies</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>OTHER COMPANIES.</b>																
Pondicherry -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Companies</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>NATIVE STATES.</b>																
Khangson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amraóti	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bhopal-Itarsi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
His Highness the Nizam's	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
His Highness the Gaekwar's	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bhávnagar-Gondal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mysore	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jodhpore-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bájpura-Patála	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wadhwan-Morvi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Native States</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL FOR ALL RAILWAYS</b>	20½	71	170	272½	288½	428½	623½	839½	1,587½	2,335½	2,530	2,966	3,872½	3,508	3,809½	4,010

(a) Rohini Branch, 14 miles, closed.

open for Public Traffic in India, since their commencement—continued.

the end of each Year.																	Railways.
1868	1870	1871	1872	1873	1874	1876	1870	1877	1878	1879	1880	1881	1882	1883-84	1884-85	1885-86	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
																	<b>ASSISTED COMPANIES.</b>
											30	50	50	20	51	51	Darjeeling-Himalayan.
														20	114	120	Bengal Central.
														4	54	(a) 4	Deoghur.
															303	303	Bengal and North-Western.
															22	22	Tarakanwar.
															54	54	Rohilkhand-Kumaun.
															8	8	Thatan-Duyinziak.
													15	39	77	77	Assam.
											30	50	50	208	647	645	Total Assisted Companies.
																	<b>OTHER COMPANIES.</b>
										74	74	74	74	74	74	74	Pondicherry.
										74	74	74	74	74	74	74	Total Other Companies.
																	<b>NATIVE STATES.</b>
																	Khamsan.
																	Amraoti.
														114	114	57	Bhopal-Itarsi.
						131	131	131	131	131	131	131	131	131	131	131	His Highness the Nizam's.
					20	20	20	20	20	20	402	502	602	582	534	534	His Highness the Gackwar's.
																	Bhavnagar-Gondal.
														58	80	87	Mysore.
														14	18	24	Jodhpore.
															16	16	Rajpura-Patials.
																24	Wadhwan-Morvi.
	8	14	14	34	145	155	165	355	165	175	200	445	503	503	631	687	Total Native States.
4,204	4,776	5,077	5,375	5,695	6,227	6,519	6,893	7,522	8,412	8,492	9,309	9,821	10,443	10,783	12,004	12,376	<b>TOTAL FOR ALL RAILWAYS.</b>

(b) Excludes Rajpur Branch, 48 miles, closed in 1884-85.

STATEMENT showing the MILEAGE of TRACK, including SIDINGS, on OPEN LINES of RAILWAY in INDIA, laid with the different kinds of SLEEPERS.

Railway.	Miles of Track (including Sidings) laid with			Timber and Iron Bowls or Plate Sleepers intermixed.	Total.	Remarks.
	Timber Sleepers.	Cast-iron Sleepers.	Steel Sleepers.			
<b>STATE IMPERIAL.</b>						
East Indian	1,492.29	533.30	—	332.25	2,357.84	
Rajputana-Malwa, including Rewári-Ferozepore.	1,474.38	(a) 136.40	—	—	1,610.78	(a) Includes 23.80 miles wrought-iron.
Pátri	23.83	—	—	—	23.83	
Sindia	82.82	—	—	—	82.82	
Dhond-Manmád	5.30	154.40	—	—	159.70	
Southern Mahratta	150.49	—	187.39	—	337.88	
Eastern Bengal	234.01	(b) 57.91	—	—	291.92	(b) Includes wrought-iron sleepers 0.09 miles.
Wardha Coal	56.43	—	—	—	56.43	
Punjab Northern	498.48	0.98	0.45	—	499.91	
Indus Valley	714.68	20.50	—	—	735.18	
<b>Total State Imperial</b>	<b>4,732.71</b>	<b>903.49</b>	<b>187.84</b>	<b>332.25</b>	<b>6,156.29</b>	
<b>STATE PROVINCIAL.</b>						
Patna-Gya	—	8.84	—	54.20	63.04	
Dildárnagar-Gházípur	13.95	—	—	—	13.95	
Bareilly-Pilibheet	36.00	—	—	—	36.00	
Nalháti	27.75	1.00	—	—	28.75	
Tirhoot	169.00	87.00	—	—	256.00	
Northern Bengal	261.40	11.43	(c) 8.50	—	281.33	(c) Includes wrought-iron sleepers 4.1 miles.
Kaunia-Dharlia	39.53	—	—	—	39.53	
Dacca	98.96	—	—	—	98.96	
Cawnpore-Achnera	274.07	—	—	—	274.07	
Ainritsar-Pathámkot	73.89	—	—	—	73.89	
Nágpur-Chhattisgarh	163.86	—	—	—	163.86	
Burma	375.93	—	—	—	375.93	
Serhát	25.00	—	—	—	25.00	There is also a variable length of about 5½ miles from Gosákon to cold weather ghát at Barághop.
<b>Total State Provincial</b>	<b>1,559.34</b>	<b>108.27</b>	<b>8.50</b>	<b>54.20</b>	<b>1,730.31</b>	

STATEMENT showing the Mileage of Tracks, including Sidings, on Open Lines of Railway in India, laid with the different kinds of Sleepers—continued.

Railway	Miles of Track (including Sidings) laid with			Timber and Iron, Bowls or Plate Sleepers intermixed.	Total.	Remarks.
	Timber Sleepers.	Cast Iron Sleepers.	Steel Sleepers.			
<b>GUARANTEED COMPANIES.</b>						
Madras	53·55	951·48	—	—	1,004·72	
South Indian	580·26	134·35	6·95	—	721·56	
Great Indian Peninsula	762·80	1,060·79	—	—	1,832·50	
Bombay, Baroda, and Central India.	327·70	(e) 243·85	—	—	571·56	(e) Includes 15·53 miles wrought iron.
Oudh and Rohilkhand	9·01	(f) 590·06	102·05	—	701·12	(f) Includes wrought iron saddle sleepers - 84·79 Corrugated wrought iron pressure plate sleepers - 17·58
Sind, Punjab, and Delhi	443·29	393·53	—	—	836·82	102·87
Total Guaranteed Companies	2,176·61	3,382·68	109·00	—	5,668·29	
<b>ASSISTED COMPANIES.</b>						
Darjeeling-Himalayan	51·00	—	—	—	(g) 51·00	(g) Excluding sidings.
Bengal Central	144·98	—	—	—	144·98	
Deoghur	4·76	—	—	—	4·76	
Bengal and North-Western.	334·00	—	—	—	334·00	
Tarakshwar	0·87	24·13	—	—	25·00	
Rohilkhand-Kumaon	57·00	—	—	—	57·00	
Thahton-Duyinzaik	1·38	(h) 6·62	—	—	8·00	(h) Patent wrought iron transverse sleepers.
Assam	79·25	—	—	—	79·25	
Total Assisted Companies	673·24	30·75	—	—	703·99	
<b>OTHER COMPANIES.</b>						
Pondicherry.	9·60	—	—	—	9·60	
Total Other Companies	9·60	—	—	—	9·60	
<b>NATIVE STATES.</b>						
Berar Lines	1·70	12·00	—	—	13·70	
Bhopal-Itarsi	41·20	—	24·05	—	65·25	
His Highness the Nizam's	42·50	83·97	6·00	—	(i) 132·47	(i) Excluding Trimalgherri troop siding.
His Highness the Gaekwar's.	64·29	—	—	—	64·29	
Bhavnagar-Gondal	216·45	—	—	—	216·45	
Mysore	150·38	—	—	—	150·38	
Jodhpore	64·00	—	—	—	64·00	
Rajpura-Patiala	18·06	—	—	—	18·06	
Total Native States	598·58	95·97	30·05	—	724·60	
<b>GRAND TOTAL</b>	<b>3,750·08</b>	<b>4,521·16</b>	<b>335·39</b>	<b>366·45</b>	<b>14,993·08</b>	



CHAPTER III

FUEL CONSUMPTION AND SUPPLY.

Fuel consumption.

The total fuel consumed on the Indian railways during the year 1885 compares as noted below with that of 1884:—

Year	Coal		Lignite	Patent Fuel	Wood
	English	Country			
1885	Tons. 225,721	Tons. 476,277	Tons. 10,469	Tons. 23,117	Tons. 255,178
1884	197,342	436,804	12,905	18,651	210,443

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

Railway	Gauge	Source and Description of Fuel used	Total consumed	Average Cost per Ton	PER TRAIN-MILE		Consumption per 1,000 gross ton-miles during the first half of 1885
					Consumption	Cost	
<b>STATE IMPERIAL.</b>							
East Indian	5' 6"	Bengal coal	Tons. 203,356	Rs. 2-18	lbs. 47-56	Rs. 0-72	lbs. 137-80
Rajputana-Malwa	3' 3 3/4"	English and Bengal coal, principally the latter.	86,064	20-10	33-95	4-87	189-53
Southern Mahratta	3' 3 3/4"	English coal and wood, principally the former.	4,722	98-01	22-36	5-47	202-84
Eastern Bengal	5' 6"	Bengal coal	22,122	8-01	46-43	2-66	196-31
Wardha Coal	5' 6"	Warora coal	3,225	3-00	92-09	2-00	365-05
Punjab Northern	5' 6"	English, Bengal and Salt Range coal and wood.	17,295	23-28	34-77	5-78	149-59
Indus Valley	5' 6"	English coal, patent fuel, and wood, principally the latter.	(a) 123,915	5-68	(a) 117-13	4-76	(a) 804-01
<b>STATE PROVINCIAL.</b>							
Barcoilly-Pilibheet	3' 3 3/4"	Wood	747	3-44	57-00	1-40	Information not available.
Nalhati	4' 0"	Bengal coal	868	6-97	19-76	0-98	847-73
Tirhoot	3' 3 3/4"	Ditto	6,544	5-98	32-62	2-09	210-70
Northern Bengal	3' 3 3/4"	Ditto	10,369	10-78	32-39	2-49	212-80
Kaunia-Dharla	2' 6"	Ditto	305	16-02	25-88	2-90	612-57
Dacca	3' 3 3/4"	Ditto	878	12-12	26-94	3-33	143-35
Cawnpore-Achnera	3' 3 3/4"	Ditto	6,783	15-62	31-16	3-47	247-66
Nagpur-Chhattisgarh	3' 3 3/4"	Warora coal	9,555	8-00	54-00	3-00	266-74
Burma	3' 3 3/4"	Patent fuel and wood, principally the former.	6,783	19-71	21-30	2-90	121-44
Jorhat	2' 0"	Makum coal	149	21-00	54-00	8-00	898-87
<b>GUARANTEED COMPANIES.</b>							
Madras	5' 6"	Wood and patent fuel, principally the former.	(a) 105,204	5-53	(a) 92-74	3-66	(a) 431-84
South Indian	3' 3 3/4"	English and Australian coal, principally the former.	21,446	16-32	26-74	8-12	184-26
Great Indian Peninsula	5' 6"	English, Warora, Mopani, Bengal, and Umaria coal and wood, but principally English coal.	186,408	12-00	117-24	4-05	173-69
Bombay, Baroda, and Central India	5' 6"	English coal and wood, a very small percentage of the latter.	48,837	16-08	44-53	5-12	126-41
Oudh and Rohilkhand	5' 6"	Bengal coal	31,053	11-47	35-96	2-95	144-98
Sind, Punjab, and Delhi	5' 6"	English and Bengal coal, patent fuel and wood.	57,805	17-35	38-63	4-76	142-49
<b>ASSISTED COMPANIES.</b>							
Deoghar	3' 3 3/4"	Bengal coal	198	5-12	131-00	1-12	Information not available.
Bengal and North-Western	3' 3 3/4"	Ditto	7,561	12-00	20-68	2-56	218-00
Rohilkhand-Kumaon	2' 3 3/4"	Wood	(a) 1,721	8-75	(a) 63-72	1-44	(a) 415-16
Assam	3' 3 3/4"	Makum coal	1,365	7-12	32-10	1-63	Information not available.
<b>NATIVE STATES.</b>							
His Highness the Nizam's	5' 6"	Wood (obtained locally)	(a) 13,418	3-54	(a) 85-94	2-17	(a) 410-29
His Highness the Gaekwar's	2' 6"	English coal and wood	590	20-97	21-19	8-17	396-64
Bhavnagar-Gondal	3' 3 3/4"	English coal	3,284	20-86	22-86	3-37	159-60
Mysore	3' 3 3/4"	Wood (Forest Department)	(a) 6,403	4-66	(a) 100-57	3-35	(a) 715-09
Jodhpore	3' 3 3/4"	Bengal coal	204	21-89	21-50	5-25	Information not available.

(a) In terms of wood.

3. The East Indian Railway collieries at Kurhurbaree and Serampore supplied 1,71,977 tons of steam coal for use on the undertaking, the issue price for the June half year being Rs. 2-3 per ton, for the December half year Rs. 2-8 per ton.

Kurhurbaree and Serampore collieries.

4. At the Warora colliery the output of coal for the year ending 31st March 1886 was 98,288 tons, being 1,197 tons less than that of the previous year. The reduced output is due to an outbreak during March 1886 of gas in some of the pillar workings known as the "South-East Broken," which retarded the work for about 10 days, and the breakage in the same month of one of the winding engine crank shafts, which for some days completely stopped work at No. 4 pit. A new shaft for ventilating the whole mine was commenced and nearly finished during the year. The "Waddle fan," which is to be fitted to it, has arrived.

Warora colliery.

5. At the Umaria colliery during the year ended 31st December 1885, 6,272 tons of coal were put out, of which 2,921 tons were sold and 3,351 tons stacked.

Umaria colliery.

The rates at present paid to the contractors for cutting and raising coal amount to Rs. 3 per ton at the shaft, and, Rs. 2-8-0 at the inclines. The winding engine-house and chimney and boiler-house at No. 3 pit, which will be the principal winding shaft, are in course of construction; also lines for the accommodation of the coolies. The necessary sidings are also being laid on.

6. On the 31st March 1885 the experimental boring alluded to in last year's report had reached a depth of 300 feet, in spite of many difficulties and obstacles. The veins of oil struck at the depths of 28 feet and 56 feet had been tested, and a rich supply was found. The boring was continued during April, May, and June; but during July, August, and September the work was stopped owing to the intense heat.

Petroleum borings at Khatun.

By the end of June the boring had reached a depth of 524 feet. A test of this boring was made at 390 feet, and resulted in an outturn of 160 barrels in 36 hours, a barrel being taken equal to 35 gallons. A further test of the first boring at 524 feet was made, and this test established the yield of the well at 400 gallons per day at that depth. These tests were both made with a 2-inch pump.

During the cessation of work in the months of July, August, and September floods and storms occurred at Khatun, which swept away the oil which had been stored in an impromptu tank, and overthrew the derrick.

A second boring was commenced in November last. Progress has been difficult not only owing to the nature of the shale soil, but also to the fact that the veins struck filled up the bore hole with a viscous oil, thus impeding the fall of the tools and necessitating much work in casing, &c.

The different veins struck were at 62 feet, 92 feet, 115 feet, 125 feet, and 133 feet. The oil obtained is very thick and of a brown-black colour. It has a sulphurous odour and is very viscous. It is used as fuel in the boiler at Khatun, and a supply has been sent to the Sukkur Railway shops for trials in the boilers, both stationary and locomotive.

The second boring was carried to a depth of 235 feet, and oil was struck six or seven times, rising each time to within 15 feet of the surface. The borings are now suspended, and efforts are being made to raise sufficient oil for a six months' trial of its use as locomotive fuel.

7. The first trials of the oil as locomotive fuel were made at Sukkur on the 30th March, with an engine fitted up for the purpose, and were, as far as they went, most satisfactory. In a subsequent experiment favourable results were obtained with the engine pulling a full loaded train, and the important question that now remains to be settled is what supply can be counted on and at what cost? Trials are also being made as regards the use of the oil as a lubricant.

Petroleum fuel experiments on North-Western Railway.

8. The following extracts from a report by Dr. Warth, the officer in charge of the Coal Explorations in the Punjab Salt Range near Pind Dadan Khan, give a *resumé* of the whole work of exploration up to date and the results so far obtained:—

Coal explorations, Punjab Salt Range.

The two plateaux which were specially examined are Dandot with Pid of about 3 square miles area, and Laknach with Chittidand of about 2 square miles; total 5 square miles. The plateaux are capped by nummulitic limestone of about 250 feet thickness, and underneath are shales and sands with coal.

Some coal crops out on the scarps, and in most cases it is possible to examine the coal by drifts from the outside in the scarp. The length of drifts made in the scarp is 5,070 feet, including 542 feet made last year. These drifts, about 40 in number,

exposed the coal strata over an aggregate length of 2,056 feet. About four-fifths of the coal strata thus exposed were shown to be pure coal with a mean thickness of 19 inches.

In addition to the drifts in the scarp, three inclined shafts were also sunk on the plateaux through the covering of limestone, but not yet deep enough to reach the coal. The shaft on the Dandot plateau reached a depth of 241 feet without getting quite through the limestone.

Two bore holes were sunk on the Dandot plateau 2,000 feet apart. One came to a seam of good coal 18 inches thick at a depth of 340 feet. This bore hole is now 369 feet deep, and will be continued to ascertain if the water will drain off through the underlying sandstones. The other bore hole showed a trace of coal at 300 feet depth, and is being continued in coal shale (depth reached, 331 feet).

Coal was also excavated for the use of the railway and stored at Khewra Station. The outturn was raised from 40 tons a month to 300 tons, the total outturn for the budget year being 1,800 tons. The excavated portions of the seam were, on an average, 24 inches thick; in one case at Pid, 60 inches. Twelve inches would still be workable.

The specific gravity of the coal was determined by Dr. Murray Thompson, of Roorkee, and found 1.29. His analysis of two selected pieces of coal, (a) from Chittidand, (b) from Dandot, are as follows:—

	(a)	(b)
Volatile and water	45.76	42.12
Ash	6.75	3.36
Fixed carbon	47.49	54.52
Total	100.00	100.00

Including all coal 10 inches thick and more, the quantity available at Dandot plateau would be about 1,000,000 tons, and at Laknach and Chittidand half a million tons; total, 1½ million tons.

Singareni  
Coal Fields.

9. A concession has been granted to Messrs. Watson and Stewart, of London, by the Government of His Highness the Nizam, giving the right to carry on mining operations within the territories of His Highness, and active measures are now being taken to organise means of sinking a trial shaft in the best position that can be selected in the coalfields of Singareni.

Makum  
(Assam)  
Coal.

10. The Makum coal is used on the Assam Railway Company's line and on the Jorhat Railway, but has not yet been brought into use for locomotive purposes on any other line.

## CHAPTER IV.

## STORES—ROLLING STOCK.

The total expenditure on State Railway Stores purchased in England, through Expenditure the agency of the India Office, during the 12 months ended the 31st December 1885, in England, has been—

	£
A. Iron bridge work	234,410
B. Engineer's plant	8,508
C. Workshop machinery	17,604
D. Permanent way	1,129,457
E. Locomotive and rolling stock	443,217
F. Station materials and fencing	30,222
G. Tools and stores	32,360
<b>Total</b>	<b>£1,895,778</b>

2. The total expenditure by the Port Storekeepers for State Railway Stores purchased locally during 1885-86 has been— Expenditure in India.

	Rs.
Calcutta	14,29,000
Bombay	10,58,830
Kurrachee	15,13,000
<b>Total</b>	<b>Rs. 40,00,830</b>

3. The cost of the several Port Store establishments for the official year, 1885-86, has been— Cost of establishment at ports.

	Rs.
Calcutta	23,053
Bombay	27,693
Kurrachee	17,929
<b>Total</b>	<b>Rs. 68,675</b>

4. The number of ships employed in bringing out State Railway Stores during the calendar year 1885 was— Ships employed.

	No.	Tons.
To Calcutta	113	47,285
„ Bombay	93	17,298
„ Kurrachee	86	102,925
„ Madras	29	19,084
„ Rangoon	11	1,294

Insurance.

5. There were no losses of stores at sea during 1885-86.

Reserve stores.

6. During the calendar year 1885 the reserve stores at the three ports were reduced to the extent shown below :—

Stores Depôt at	Balance on 1st January 1885.	Balance on 31st December 1885.	Decrease.	Increase.	Remarks.
Calcutta	£ 36,173	£ 36,300	—	£ 127	The conversion of "Indian" into "English" currency has here been made on the basis of 10 rupees being equal to 11.
Bombay	21,112	13,365	7,747	—	
Kurrachee	15,710	10,071	5,639	—	
Total	72,995	59,736	13,386	127	
Net decrease	—	—	13,259	—	

7. The most important feature in the stores working of the year has been the landing and forwarding from Kurrachee of the large quantity of supplies required for the prosecution of the frontier railways, and for the reserve of material ordered to be collected in the Pishin Valley. This, though at times severely taxing the arrangements at that port, has in the main been successfully carried out by the Department.

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

Railway	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake Vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	Number on 31st December 1884.	Number on 31st December 1885.	
<b>5' 6" GAUGE.</b>											
<b>STATE IMPERIAL.</b>											
East Indian	558	576	1,778	1,818	4,551	4,951	341	341	10,070	10,610	
Eastern Bengal	72	82	305	304	1,571	1,630	48	48	1,994	1,991	
Wardha Coal	7	7	14	14	289	325	10	10	312	349	
Punjab Northern	82	82	240	261	1,253	1,252	118	114	1,630	1,625	
Indus Valley	167	180	801	810	2,579	3,053	112	107	3,282	3,469	
<b>STATE PROVINCIAL.</b>											
Amritsar-Pathankot	5	5	24	24	50	130	5	5	69	150	
<b>GUARANTEED COMPANIES.</b>											
Madras	137	140	406	483	2,840	2,628	138	138	3,448	3,449	
Great Indian Peninsula	499	568	910	(a) 979	7,778	7,783	506	538	9,254	9,300	
Hombay, Boroda, and Central India.	103	123	866	356	3,080	3,268	83	68	5,440	5,682	
Oudh and Rohilkhand	125	141	330	357	3,157	3,857	76	90	3,572	3,804	
Sind, Punjab, and Delhi	160	159	588	598	3,393	3,308	117	127	4,093	4,113	
<b>ASSISTED COMPANIES.</b>											
Bengal Central	Included with the Eastern Bengal State Railway.										
<b>NATIVE STATES.</b>											
His Highness the Nizam's Rajpura-Patidra	8	13	57	53	136	135	15	15	210	209	
Worked with Stock provided by the Sind, Punjab, and Delhi Railway Company.											
Total 5' 6" Gauge	1,943	2,005	4,785	4,958	34,925	36,703	1,008	1,599	41,318	42,660	
<b>METRE AND SMALLER GAUGE.</b>											
<b>STATE IMPERIAL.</b>											
Rajputana-Malwa	378	380	965	1,070	5,884	6,319	236	237	7,116	7,646	
Southern Malabar	81	69	63	122	577	737	17	27	656	906	
Sind-Sugar, Eastern Section.	12	14	23	39	224	224	10	10	287	267	
<b>STATE PROVINCIAL.</b>											
Worked with Stock provided by the Rohilkhand-Kumaon Railway Company.											
Morilly-Philiphoot	—	—	—	—	—	—	—	—	—	—	
Malladi	4	3	12	12	24	24	2	2	38	38	
Tirhoot	34	37	100	102	507	534	27	20	627	656	
Northern Bengal	34	40	132	138	860	903	24	30	1,020	1,137	
Katua-Dharla	5	5	16	24	67	67	4	3	87	94	
Dacca	—	14	—	21	—	135	—	5	—	161	
Cawnpore-Achnera	35	35	150	164	517	517	14	26	681	707	
Nagpur-Chhattisgarh	25	27	82	60	723	732	18	24	796	842	
Burma	47	62	235	306	1,432	1,507	30	41	1,697	1,843	
Jorhat	3	3	—	2	34	64	2	3	36	59	
<b>GUARANTEED COMPANIES.</b>											
South Indian	122	120	440	468	1,563	1,806	85	87	2,097	2,354	
<b>ASSISTED COMPANIES.</b>											
Darjeeling-Himalayan	18	—	34	—	81	—	—	—	116	—	
Deokhar	2	2	10	10	6	6	—	—	16	16	
Bengal and North-western	11	40	37	163	175	744	—	35	210	929	
Rohilkhand-Kumaon	—	8	—	43	—	142	—	13	—	197	
Assam	12	13	13	14	283	380	13	13	305	407	
<b>NATIVE STATES.</b>											
His Highness the Gaekwar's	4	6	27	27	187	187	6	6	220	220	
Bhavnagar-Gondal	20	20	111	115	540	580	22	22	682	726	
Mysore	15	19	100	100	218	201	9	9	327	370	
Jodhpore	3	4	16	16	60	51	3	3	69	70	
Total Narrow Gauge	811	906	2,585	2,999	13,964	16,114	528	612	17,075	19,745	

(a) Includes 28 compound Third Class incline vans.  
NOTE.—The returns of the Darjeeling-Himalayan and Thabon-Duyinzaik Railways have not been received.

## STATEMENT showing the NUMBER OF ENGINES and VEHICLES used in conveying TRAFFIC and

Railway.	Number of Engines and Vehicles used in conveying						Total Number.
	Engines.	Carriages.					
		First Class.	Second Class.	Third or Intermediate Class.	Fourth or Lowest Class.	Composite.	
<b>STATE IMPERIAL.</b>							
East Indian	576	91	109	61	745	26	1,032
Rajputana-Malwa	360	95	82	30	688	58	896
Southern Mahāratta	69	8	2	—	88	7	105
Eastern Bengal	88	23	10	50	158	39	284
Wardha Coal	7	1	1	5	6	—	14
Punjab Northern	96	22	31	176	—	14	243
Indus Valley	189	26	33	15	177	10	261
<b>Total State Imperial</b>	<b>1,379</b>	<b>275</b>	<b>268</b>	<b>337</b>	<b>1,805</b>	<b>150</b>	<b>2,835</b>
<b>STATE PROVINCIAL.</b>							
Bareilly-Pilibhoet	Worked with Stock provided by the Rohilkhand-Kumaun Railway.						
Nalhati	4	2	1	6	—	2	11
Tirhoot	37	15	6	6	62	4	83
Northern Bengal	49	28	9	10	64	18	119
Kaunia-Dharila	6	1	—	—	19	4	24
Dacca	14	1	1	—	17	2	21
Cawnpore-Achnera	25	7	6	—	124	21	158
Amritsar Pathankot	5	2	2	—	20	—	24
Nagpur-Chhattisgarh	27	1	2	38	—	18	59
Burma	52	15	25	—	222	20	282
Jorhat	8	—	—	—	—	2	2
<b>Total State Provincial</b>	<b>231</b>	<b>67</b>	<b>62</b>	<b>60</b>	<b>518</b>	<b>86</b>	<b>783</b>
<b>GUARANTEED COMPANIES.</b>							
Madras	149	38	61	271	—	28	398
South Indian	126	28	26	21	320	80	420
Great Indian Peninsula	542	83	150	—	493	73	799
Bombay, Baroda, and Central India	123	22	42	240	—	18	322
Oudh and Rohilkhand	141	52	4	20	252	2	380
Sind, Punjab, and Delhi	159	44	80	25	263	30	492
<b>Total Guaranteed Companies</b>	<b>1,240</b>	<b>262</b>	<b>313</b>	<b>577</b>	<b>1,428</b>	<b>181</b>	<b>2,761</b>
<b>ASSISTED COMPANIES.</b>							
Bengal Central	2	—	—	8	—	2	10
Deoghur	40	8	—	4	117	13	142
Bengal and North-Western	8	12	—	—	30	—	42
Rohilkhand-Kumaun	12	1	—	7	—	5	18
Assam	—	—	—	—	—	—	—
<b>Total Assisted Companies</b>	<b>62</b>	<b>21</b>	<b>—</b>	<b>19</b>	<b>147</b>	<b>20</b>	<b>207</b>
<b>NATIVE STATES.</b>							
His Highness the Nizam's	13	8	7	31	—	—	46
His Highness the Gaekwar's	6	2	3	16	4	—	27
Bhavnagar-Gondal	20	15	10	74	—	6	105
Mysore	19	14	6	—	71	1	92
Jodhpore	4	2	1	10	—	1	14
Rajpura-Pathala	—	—	—	—	—	—	—
<b>Total Native States</b>	<b>62</b>	<b>41</b>	<b>27</b>	<b>138</b>	<b>76</b>	<b>8</b>	<b>284</b>
<b>Total of all Railways</b>	<b>2,974</b>	<b>666</b>	<b>660</b>	<b>1,126</b>	<b>3,978</b>	<b>445</b>	<b>6,870</b>

Note.—The Returns of the Darjeeling-Himalayan and

the NUMBER of MILES travelled by TRAINS during the Year ending 31st December 1885.

Traffic.			No. of Train Miles run.					No. of Train Miles per open Mile.	Railway.
Miscellaneous Vehicles (excluding Brakes)	Coching Vehicles (excluding Brakes)	Brake Vans	Passenger.	Goods.	Mixed.	Total Passenger and Goods.			
<b>STATE IMPERIAL.</b>									
186	8,951	341	3,676,163	5,902,132	2,358,420	5,578,295	5,897.13	East Indian.	
174	6,319	257	1,392,910	3,784,949	2,118,667	5,677,859	4,023.48	Rajputana-Malwa.	
17	757	27	135,968	450,629	210,074	386,597	1,458.86	Southern Mahratta.	
20	1,639	48	585,779	481,464	178,960	1,067,249	4,560.86	Eastern Bengal.	
	355	10	25,178	62,958	66,700	73,126	1,786.13	Wardha Coal.	
51	1,476	122	381,122	538,081	760,079	1,114,208	2,494.02	Punjab Northern.	
49	3,052	107	409,423	1,941,135	963,590	2,350,560	3,568.84	Indus Valley.	
497	22,519	912	7,301,540	12,446,343	7,155,490	20,252,888	4,229.70	Total State Imperial.	
<b>STATE PROVINCIAL.</b>									
	24	2	12,454	16,904	26,280	39,358	815.50	Bareilly-Pilibheet.	
19	534	20	26,542	15,133	39,785	41,675	1,529.36	Nalhāti.	
19	969	30	94,129	325,262	243,740	409,385	2,076.92	Tirhoot.	
	87	3	26,674	450,338	413,096	77,012	2,876.68	Northern Bengal.	
	185	5	14,360	12,506	26,872	26,879	725.68	Kannia-Dharila.	
	57	2	19,602	58,430	66,049	73,032	1,749.68	Dacca.	
8	130	36	217,710	239,849	407,070	487,559	1,956.97	Cawnpore-Achnera.	
7	753	5	78,779	23,962	96,924	102,741	1,546.84	Amritsar-Pathankot.	
28	1,597	41	34,825	302,367	226,020	397,262	2,666.19	Nágpur-Chhattisgarh.	
	54	2	4,384	24,952	1,616	29,786	1,215.75	Burma.	
75	4,779	159	1,449,311	1,640,474	1,349,962	3,089,685	2,211.45	Total State Provincial.	
<b>GUARANTEED COMPANIES.</b>									
85	2,828	138	927,919	1,301,341	722,868	2,229,360	3,589.54	Madras.	
42	1,805	87	766,245	1,030,616	666,855	1,796,861	2,714.29	South Indian.	
180	7,788	538	2,841,939	5,996,804	702,122	8,838,643	5,887.64	Great Indian Peninsula.	
84	3,258	68	928,626	1,276,390	386,103	2,204,956	4,782.98	Bombay, Baroda, and Central India.	
27	3,357	90	584,449	911,538	942,486	1,495,987	2,474.75	Oudh and Rohilkhand.	
101	3,897	127	1,342,108	2,108,995	808,431	3,351,603	4,768.38	Sind, Punjab, and Delhi.	
469	22,424	1,048	7,291,886	12,625,624	4,378,865	19,917,510	4,155.33	Total Guaranteed Companies.	
<b>ASSISTED COMPANIES.</b>									
	6		208,651	58,236	219,874	261,889	3,083.61	Bengal Central.	
11	774	32	206,483	364,120	14,231	14,231	2,946.38	Deoghur.	
1	143	12	35,291	36,474	51,021	570,603	1,940.83	Bengal and North-Western.	
1	380	13	37,602	50,660	56,402	71,765	1,071.12	Rohilkhand-Kumaun.	
						88,262	1,131.56	Assam.	
13	1,272	57	488,027	509,492	627,989	1,006,750	1,783.44	Total Assisted Companies.	
<b>NATIVE STATES.</b>									
13	137	15	173,293	176,404	177,144	349,697	2,903.49	His Highness the Nizam's.	
	187	6	34,626	27,879	43,253	63,505	1,063.01	His Highness the Gookwar's.	
10	589	22	178,613	143,269	148,254	321,829	1,665.97	Bhánagar-Gondul.	
8	261	9	78,641	70,985	194,178	144,628	1,034.89	Mysore.	
2	5	3	80,675	21,828	44,168	52,501	870.23	Jodhpore.	
			12,391	5,079	23,200	24,468	1,548.29	Rájpura-Patiála.	
33	1,228	65	510,289	445,435	640,197	955,674	1,624.88	Total Native States.	
1,087	52,217	3,231	17,040,903	28,167,368	14,547,458	45,222,502	3,740.10	Total of all Railways.	

Thatán Duyinzeik Railways have not been received.



8. The following statement gives the average number of Locomotives employed on the principal railways and the average work obtained from each during the two halves of 1885:

Railway.	Number of Locomotives.		Total Engine Mileage.		Average Mileage per Engine.		Average Mileage per engine per diem.	
	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.
<b>3' 6" GAUGE.</b>								
<b>STATE IMPERIAL.</b>								
East Indian	548	560	5,418,709	5,326,812	9,879	9,384	54.58	70.73
Eastern Bengal	82	82	760,866	834,346	9,279	10,175	51.26	53.29
Punjab Northern	86	96	678,908	659,430	8,424	5,827	46.54	31.66
Indus Valley	161	166	1,328,764	1,334,043	8,253	8,086	45.60	48.68
<b>GUARANTEED COMPANIES.</b>								
Madras	149	149	1,350,658	1,290,336	8,894	8,660	46.37	47.07
Great Indian Peninsula	520	542	5,639,969	4,082,554	10,827	7,582	59.88	40.93
Bombay, Baroda, and Central India	108	123	1,308,726	1,131,204	12,063	9,197	66.64	48.98
Oadh and Rohilkhand	135	141	985,995	948,158	7,585	6,972	41.00	34.89
Sind, Punjab and Delhi	164	164	2,056,296	1,225,335	12,539	11,130	69.24	60.49
<b>NATIVE STATES.</b>								
His Highness the Nizam's	13	13	181,061	288,575	13,228	14,506	76.95	78.83
<b>METRE GAUGE.</b>								
<b>STATE IMPERIAL.</b>								
Rajputana-Malwa	353	(a)	3,163,152	(a)	8,961	(a)	49.51	(a)
<b>STATE PROVINCIAL.</b>								
Tirhoot	34	37	318,339	260,838	9,372	7,049	51.23	38.87
Northern Bengal	46	49	434,186	387,714	9,489	7,912	52.15	43.00
Cawnpore-Achnera	34	35	313,428	347,890	9,277	7,082	51.25	38.49
Nagpur Chhattisgarh	27	27	280,480	130,765	10,188	5,524	57.59	30.34
Burma	36	40	413,133	480,989	11,616	10,775	64.18	68.56
<b>GUARANTEED COMPANIES.</b>								
South Indian	120	124	1,025,586	1,063,818	8,563	8,379	47.26	46.62
<b>NATIVE STATES.</b>								
His Highness the Gaekwar's (2' 6" Gauge)	6	(a)	35,146	(a)	5,958	(a)	32.85	(a)
Bhavnagar-Gondal	20	20	198,421	188,491	9,671	6,924	53.48	37.63
Mysore	13	19	81,595	190,989	6,276	4,789	34.03	20.03

(a) Information not available.

## CHAPTER V.

## CAPITAL.

The total capital expenditure on Indian Railways up to the 31st December 1885, including lines under construction, amounted to £166,146,651, which may be allocated as follows:

	£
East Indian	85,451,639
Eastern Bengal	4,803,143
Guaranteed	67,895,696
Assisted Companies	3,808,232
State Imperial and Provincial	49,031,702
Native States	5,156,239
<b>Total</b>	<b>£166,146,651</b>

The Indian expenditure on Guaranteed lines is converted into sterling at the contract rates of exchange. That on other lines at 2s. the rupee. On the State lines the indirect charges are not included.

2. The total amount of capital raised by the various Guaranteed and Assisted Railway Companies, and by Imperial lines worked by Companies, as far as known, amounted, on the 31st December 1885, to £74,635,261, as under—

GUARANTEED RAILWAYS.		
£		
54,423,509	Consists of share Capital raised at 5 per cent.	
1,169,624	" " " "	4½
500,000	" " " "	4½
3,131,300	Debentures raised at	4
4,481,800	" " " "	3½
425,000	Debenture stock raised at	4½
3,086,150	" " " "	4
157,394	Capital not bearing interest.	
<b>Total</b>	<b>67,374,777</b>	
IMPERIAL LINES WORKED BY COMPANIES.		
<i>Share capital raised at 4 per cent.—</i>		
Southern Mahratta	2,347,920	
Indian Midland	2,262,564	
		£
		4,610,484
<i>Debentures raised at 5½ per cent.—</i>		
Southern Mahratta		1,700,000
	<b>Total</b>	<b>6,310,484</b>
ASSISTED RAILWAYS.		
<i>Share capital raised at 4 per cent.—</i>		
Bengal Central	770,000	£
Rohilkhand-Kumaun	180,000	950,000*

\* This represents the capital raised to 30th June 1885. After that date the information has not been furnished for these lines by the India Office, and it is not known whether any further capital has been raised.

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

Premium on share Capital and Debentures	-	-	-	£	434,303
<i>Discount on Debenture Stock—</i>					
Stock represented, as shown above	-	3,511,150	-	-	-
Cash received	-	3,255,148	-	-	-
					256,002
<i>Discount on Debentures—</i>					
Amount of Debentures, as shown above	-	7,613,100	-	-	-
Cash received	-	7,592,193	-	-	-
					20,907
					276,909
					157,394

4. The following tables contain the information regarding the capital transactions of State and Guaranteed Railways which has usually been given in the annual reports.

## STATEMENT of DEBENTURE LOANS on 31st December 1885.

RAILWAY.	Amount.		Rate of interest.	Date on which Loan expires.	REMARKS.
	£	£			
Madras	140,000	-	3½	31st December 1886.	
	97,800	-	3½	30th June 1887.	
	60,000	-	3½	31st December 1888.	
	102,200	-	4	31st December 1890.	
		400,000			
South Indian	420,200	-	3½	1st July 1887.	
	213,700	-	3½	1st July 1889.	
	86,100	-	3½	1st July 1891.	
		720,000			
Great Indian Peninsula	818,200	-	3½	1st January 1887.	
	1,068,800	-	4	1st July 1888.	
	200	-	3½	1st January 1889.	
	2,100	-	3½	1st January 1891.	
		1,889,300			
Bombay, Baroda, and Central India.	100,000	-	3½	5th May 1889.	
	88,500	-	3½	1st August 1891.	
		188,500			
Oudh and Rohilkhand	500,000	-	3½	24th January 1887.	
	155,000	-	3½	16th May 1887.	
	615,300	-	4	4th June 1887.	
	529,000	-	3½	16th August 1887.	
	200,000	-	4	1st October 1887.	
	300,000	-	4	1st May 1888.	
	345,000	-	4	16th May 1888.	
	500,000	-	4	1st June 1888.	
	740,000	-	3½	1st August 1888.	
	500,000	-	3½	1st December 1890.	
31,000	-	3½	16th August 1891.		
		4,415,800			
Eastern Bengal	409,700	-	4	12th July 1886.	
		409,700			
Southern Mahratta	1,445,000	-	3½	1st October 1891.	
	255,000	-	3½	1st October 1894.	
		1,700,000			
		9,722,800			

Statement of Expenditure in England and India on Indian  
State Railways appropriated to the various Undertakings  
to 31st December 1885.

**STATEMENT of EXPENDITURE in England and India on Indian State  
Excluding the East Indian and**

State Railways.	Expenditure appropriated.			Classification of Expenditure.				
	England.	India.	Total.	Pre- liminary Expenses.	Land.	Con- struction of Line.	Ballast and Permanent Way.	Stations and Buildings.
<b>RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.</b>								
<b>IMPERIAL.</b>								
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
*Rajputana-Malwa	2,79,07,860	8,87,65,709	11,09,73,569	22,00,058	8,65,955	2,81,44,388	8,31,79,156	1,51,06,875
Sindia	14,63,381	74,89,112	89,51,493	2,64,859	30,531	30,08,858	21,78,397	6,68,625
Dhond and Mammad	43,15,967	59,47,311	1,02,63,278	1,38,698	96,808	33,57,782	50,18,175	7,89,271
Wardha Coal	10,41,482	56,24,299	66,65,781	91,542	4,726	15,74,018	29,76,875	4,02,786
Punjab { Lahore-Rawalpindi Section	75,52,723	3,95,79,899	4,71,32,622	8,77,414	5,43,304	2,00,33,848	1,05,91,896	29,39,648
Northern { Northern Section	63,65,171	2,05,90,928	2,69,56,099	2,15,237	3,16,512	1,06,54,988	71,03,956	34,29,709
Hindus Valley	1,96,34,062	6,81,58,699	8,77,92,761	13,33,864	4,29,151	2,67,91,068	2,66,56,112	68,57,237
Sind-Sagar (Eastern Section)	8,15,593	6,84,046	9,99,639	9	—	1,09,789	7,11,074	72,387
Sind { Northern Section	37,21,905	1,40,90,549	1,78,12,454	45,133	65,413	98,31,542	7,07,266	2,01,998
Pishin { Darwaza-Quetta Section	—	1,69,238	1,69,238	464	259	66,816	1,000	14,945
Sutlej Bridge (Ferozepore)	—	11,85,342	11,85,342	11,368	—	3,71,968	1,78,439	7,094
Bellary-Kistna	—	70,77,285	70,77,285	2,24,761	42,183	24,56,519	9,82,417	4,24,829
Cuddapah-Nellore	—	27,55,865	27,55,865	48,997	58,245	6,57,290	1,14,591	1,18,973
Nagpur-Bengal	—	15,58,696	15,58,696	8,33,075	57,348	7,63,633	6,197	70,308
Bilaspur-Etawah (Katni-Umaria Section)	1,37,781	26,00,908	27,38,689	29,600	7,517	9,11,924	6,09,909	41,250
Sind-Sagar (Western Section)	4,16,557	13,77,218	17,93,775	76,995	24,473	6,86,971	1,47,608	6,790
Bolan	1,84,856	43,17,485	45,01,841	2,678	—	3,48,830	5,40,092	58,029
<b>PROVINCIAL.</b>								
Patna-Gya	8,59,348	81,78,483	40,37,381	6,904	64,557	7,02,932	23,12,860	4,65,766
Dildarnagar-Ghasipur	—	7,05,859	7,05,859	2,218	9,406	1,32,029	3,86,899	1,08,558
Bareilly-Pilibheet	1,69,420	12,48,118	14,17,538	50,619	38,075	2,98,649	6,93,899	2,37,106
Nalhati	3,89,207	—	3,46,951	—	—	21,690	1,90,420	25,600
Tirhoot	85,23,778	1,09,24,137	1,44,47,915	72,011	5,47,629	27,09,260	57,38,547	20,89,569
Northern Bengal	59,45,684	1,58,07,751	2,17,53,435	96,768	8,17,934	57,30,829	56,18,195	26,52,676
Kaunia and Dharila	—	9,61,539	9,61,539	910	14,431	88,440	4,96,018	21,142
Dacca	12,68,030	43,86,201	56,54,231	1,30,016	3,61,991	12,43,306	15,63,129	9,04,994
Assam-Bihar { Behar Section	5,02,690	30,40,401	35,43,091	92,434	2,20,933	13,33,908	4,46,717	1,88,986
{ Tirhoot Section	2,59,078	23,02,094	25,61,172	96,109	98,850	6,70,019	3,65,057	79,666
Cawnpore-Achnera	9,93,605	1,02,46,382	1,12,39,987	71,150	2,29,105	22,93,449	44,68,177	12,83,225
Lucknow-Sitapur and Kheri	—	11,28,029	11,28,029	77,640	57,126	2,68,516	73,133	23,451
Amritsar and Pathankot	—	55,83,671	55,83,671	44,378	1,81,078	11,10,829	28,79,148	6,41,109
Nagpur and Chhattisgarh	24,58,268	83,10,752	1,07,69,020	2,17,798	44,293	37,32,475	26,20,135	12,42,221
Rangoon and Irrawaddy Valley	27,13,672	1,13,36,793	1,40,50,465	56,589	2,27,054	88,69,984	43,11,512	19,27,529
Rangoon and Sittang Valley	32,09,755	1,00,25,123	1,32,34,878	2,30,796	44,604	52,70,229	32,21,208	10,57,734
Jorhat	—	5,14,641	5,14,641	388	8,688	1,02,792	2,59,791	39,791
Cherapoonjee Mountain	—	4,81,665	4,81,665	—	—	1,31,578	1,50,429	1,01,484
<b>Total</b>	<b>9,46,48,358</b>	<b>35,71,11,965</b>	<b>45,17,60,318</b>	<b>71,31,375</b>	<b>54,88,677</b>	<b>14,14,73,085</b>	<b>12,55,81,909</b>	<b>4,43,16,531</b>
Umaria Colliery	—	2,27,954	2,27,954	58,947	—	—	—	—
Surveys and Railways in obedience	—	16,20,228	16,20,228	8,43,934	90,216	90,529	—	—
<b>NATIVE STATES.</b>								
Khamgaon	—	4,90,739	4,90,739	369	1,116	1,10,457	2,78,600	46,350
Amraoti	—	4,44,730	4,44,730	11,799	2,450	95,382	2,41,571	43,298
Bhopal	—	60,21,375	60,21,375	(a)	13,322	38,89,327	17,74,953	3,19,161
Nizam's	—	2,48,05,422	2,48,05,422	3,05,84,752	—	6,10,691	10,97,977	1,49,919
Bhavnagar-Gondal	—	96,25,031	96,25,031	51,387	—	32,48,224	27,78,416	11,76,047
Bangalore-Mysore { Metre gauge	—	64,89,845	64,89,345	1,27,866	58,366	16,42,912	23,45,430	5,18,246
{ Broad "	—	62,882	62,882	328	10,277	40,407	7,344	—
<b>Total</b>	—	<b>4,79,39,524</b>	<b>4,79,39,524</b>	<b>2,07,76,451</b>	<b>85,581</b>	<b>91,36,700</b>	<b>55,24,291</b>	<b>22,53,051</b>
<b>Grand Total</b>	<b>9,46,48,358</b>	<b>40,66,71,717</b>	<b>50,13,20,070</b>	<b>2,87,51,960</b>	<b>56,64,424</b>	<b>15,07,00,314</b>	<b>18,41,06,200</b>	<b>4,65,69,582</b>

(a) Includes purchase money.

\* The transactions of the Holkar and Rewari-Ferozepore State Railways are included in the Rajputana-Malwa Railway.

Railways appropriated to the various Undertakings to 31st December 1885.  
Eastern Bengal State Railways.

Classification of Expenditure.							State Railways.
Steam Ferries.	Collieries.	Plant.	Rolling Stock.	Establishment.	Suspense Accounts.	Receipts on Capital Account deducted.	
							<b>RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.</b>
							<b>IMPERIAL.</b>
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	*Rajputana-Malwa.
—	—	26,89,670	1,79,20,644	76,70,047	44,05,128	1,08,322	Sindia.
—	—	21,535	83,875	5,89,690	30,728	—	Dhond and Mamrad.
—	—	1,87,833	17,298	7,73,893	9,739	15,719	Wardha Coal.
—	6,44,723	4,02,298	7,23,879	6,10,952	1,42,130	8,875	Punjab { Lahore Rawalpindi Section.
—	—	18,27,712	45,66,615	48,24,652	10,44,602	1,17,069	Northern { Northern Section.
—	—	18,81,334	27,25,807	11,45,308	—6,365	10,397	Indus Valley.
5,14,781	—	26,00,638	1,27,01,428	78,50,748	28,58,009	1,00,270	Sind Sagar (Eastern Section).
—	—	5,468	—	7,557	99,405	—	Sind { Northern Section.
—	—	7,11,647	1,20,557	7,62,006	53,75,878	8,981	Pishin { Darwaza-Quetta Section.
—	—	10,315	—	35,808	39,631	—	Sutlej Bridge (Ferozepore).
—	—	61,898	36,718	51,738	4,66,906	802	Bellary-Kistna.
—	—	4,31,691	1,68,842	5,93,989	17,59,308	7,254	Cuddapah-Nellore.
—	—	1,19,854	9,188	2,59,416	18,81,934	2,618	Nagpur-Bengal.
—	—	84,446	8,105	2,37,328	343	2,687	Bilaspur-Etawah (Katni-Umaria Section).
—	—	1,91,807	—	1,26,215	8,20,947	480	Sind-Sagar (Western Section).
—	—	1,05,623	8,970	1,05,706	6,31,282	638	Rolan.
—	—	47,313	4,18,946	1,47,478	29,38,827	352	
							<b>PROVINCIAL.</b>
—	—	67,973	1,42,455	2,39,866	34,519	—	Patna-Gyn.
—	—	7,353	—	58,351	1,045	—	Dildarnagar-Ghazipur.
—	—	13,856	—	88,920	102	3,202	Bareilly-Pilibheet.
—	—	7,500	46,916	80,600	28,988	4,168	Nalhati.
3,98,824	—	3,68,207	14,82,957	9,73,253	—	6,342	Tirhoot.
4,14,197	—	9,17,546	28,16,124	21,98,783	4,78,777	43,344	Northern Bengal.
1,31,103	—	8,782	1,68,395	3,291	30,937	—	Kaunia and Dharlla.
—	—	2,40,510	6,18,817	3,39,998	2,59,907	7,446	Dacca.
—	—	1,44,886	91,296	2,67,682	7,58,391	2,142	Assam-Bihar { Behar Section.
—	—	1,50,021	57,873	1,14,718	9,30,773	1,414	Tirhoot Section.
—	—	2,87,879	16,73,194	6,07,995	8,25,585	872	Cawnpore-Achnera.
—	—	11,554	3,39,941	69,622	3,07,098	47	Lucknow-Sitapur and Kheri.
—	—	40,951	5,31,503	1,62,581	65,809	73,710	Amritsar and Pathankot.
—	—	4,84,928	18,79,453	7,89,444	2,64,636	6,363	Nagpur and Chhatisgarh.
—	—	4,05,987	21,74,910	10,83,139	—	6,239	Rangoon and Irrawaddy Valley.
—	—	3,19,343	19,67,790	9,50,480	2,53,251	10,587	Bangoo and Sittang Valley.
—	—	12,002	67,840	25,630	3,781	60	Jorhat.
—	—	8,014	51,820	41,275	—	—	Cherapoonjee Mountain.
15,81,995	6,44,723	1,42,75,177	1,24,41,716	3,88,40,309	2,60,85,016	5,50,395	Total.
		1,11,827	—	41,584	15,644	48	Umaria Colliery.
		31,725	—	5,81,114	25,058	2,348	Surveys and Railways in abeyance.
		8,503	11,669	30,720	8,769	244	<b>NATIVE STATES.</b>
—	—	3,016	8,641	28,609	10,064	—	Khamgaon.
—	—	9,531	—	3,54,109	1,65,008	4,051	Amraoti.
(b) 20,904	—	3,42,521	1,52,865	2,39,541	18,25,958	406	Bhopal.
—	—	1,51,203	9,80,349	4,47,417	2,38,442	20,235	Nizam's.
—	—	500	—	4,026	—	—	Bhavnagar-Gondal.
30,804	—	6,34,015	24,40,014	16,08,937	24,92,824	32,614	Bangalore-Mysore { Metre gauge.
							Broad "
18,02,889	6,44,723	1,49,50,917	5,48,81,730	3,54,30,880	3,65,32,298	5,85,357	Total.
							<b>Grand Total.</b>

(b) General Contingencies.  
† Includes the capital outlay of the Sind-Pishin, Southern Section.

GUARANTEED AND ASSISTED RAILWAYS.

STATEMENT showing the AMOUNT of CAPITAL authorised to be raised for each Undertaking as now sanctioned, the Amount raised, and the Amount withdrawn, to 31st December 1885.

Railway.	Amount authorised to be raised on 31st December 1885.					Amount raised in England to 31st December 1885.						Amount raised in India to 31st December 1885.		Total Amount to 31st December 1885.	Total Amount withdrawn to 31st December 1885.	
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Debentures.		Debenture Stock.		Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.			
							Amount of Debentures.	Cash received.	Stock represented.	Cash received.						
<b>GUARANTEED.</b>																
Madras	£ 10,265,479	£ 400,000	£ —	£ 13,064	£ 10,678,543	£ 10,257,680	£ 400,000	£ 898,950	£ —	£ —	£ 13,064	£ —	£ —	£ 10,669,644	£ 10,544,706	
South Indian	8,209,888	720,000	425,000	62,272	4,417,155	8,208,662	720,000	719,250	425,000	425,000	62,217	1,221	58	4,416,405	4,467,656	
Great Indian Peninsula	20,000,000	1,889,300	2,701,450	302,662	24,893,412	19,503,103	1,889,300	1,883,943	2,701,450	2,475,559	227,788	496,897	74,929	24,662,164	24,607,302	
Bombay, Baroda, and Central India	7,550,300	800,000	—	32,270	8,382,570	7,528,628	188,500	188,500	—	—	32,270	21,672	—	7,771,070	8,457,043	
Oudh and Rohilkhand	4,000,000	4,415,300	384,700	19,672	8,819,672	3,575,581	4,415,300	4,401,550	384,700	354,589	19,672	424,419	—	8,775,811	8,543,443	
Sind, Punjab, and Delhi	11,418,900	—	—	4,368	11,423,268	10,988,984	—	—	—	—	4,368	86,386	27	11,079,688	11,275,543	
Total	56,444,562	8,224,600	3,511,150	434,303	68,614,615	55,062,588	7,613,100	7,592,193	3,511,150	3,255,148	359,292	1,030,545	76,011	67,374,777	67,895,696	
<b>ASSISTED.</b>																
Bengal Central	1,000,000	—	—	—	1,000,000	—	—	—	—	—	—	—	—	—	—	
Rohilkhand-Kumaun	200,000	—	—	—	200,000	—	—	—	—	—	—	—	—	—	—	
Total	1,200,000	—	—	—	1,200,000	—	—	—	—	—	—	—	—	—	—	
<b>IMPERIAL LINES IN THE HANDS OF COMPANIES.</b>																
Southern Mahratta	3,000,000	2,000,000	—	—	5,000,000	2,342,270	1,700,000	1,700,000	—	—	—	5,650	—	4,047,920	3,025,006	
Indian Midland	3,000,000	*3,000,000	—	—	6,000,000	2,262,564	—	—	—	—	—	—	—	2,262,564	565,008	
Total	6,000,000	5,000,000	—	—	11,000,000	4,604,834	1,700,000	1,700,000	—	—	—	5,650	—	6,310,484	3,590,014	
Grand Total	63,644,562	13,224,600	3,511,150	434,303	80,814,615	59,667,422	9,313,100	9,292,193	3,511,150	3,255,148	359,292	1,036,195	76,011	73,685,261	71,485,710	

NOTE.—Further information regarding the Bengal Central and Rohilkhand-Kumaun Railways not available.  
\* To be raised by the issue of shares or of debentures, or otherwise.

GUARANTEED AND ASSISTED RAILWAYS.

STATEMENT showing the AMOUNT received from and withdrawn by each Company during the Year ended 31st December 1885.

Railway	Sums standing to the Credit of the Companies on the 31st December 1884.	Sums advanced to the Companies on the 31st December 1884.	FROM 1st JANUARY TO 31st DECEMBER 1885.									Total received during the Year ended 31st December 1885.	Total withdrawn during the Year ended 31st December 1885.
			Amount received						Amount withdrawn				
			In England.			In India.			In England.		In India.		
			Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of Stores, Establishment Charges, &c.	For Discharge of Debentures.	Amount.		
<b>GUARANTEED.</b>													
Madras	£ 196,621	£ —	£ —	£ —	£ —	£ —	£ —	£ —	£ 119,155	£ —	£ —47,478	£ —	£ 71,682
South Indian	87,428	—	—495	—	—	495	—	—	153,161	—	—64,481	—	88,680
Great Indian Peninsula	47,717	—	—	501,127	—	—1,127	—	—	712,584	39,500	—259,227	500,000	492,857
Bombay, Baroda, and Central India	—	508,644	—	—	—	—	—	—	250,744	—	—68,416	—	182,328
Ondh and Rohilkhand	—	128,527	—	1,236,000	—	—	—	—	296,799	246,000	882,305	1,236,000	875,104
Sind, Punjab, and Delhi	—	108,128	—	—	—	—	30	—	285,128	—	—142,861	30	92,762
Total	281,766	735,299	—495	1,737,127	—	—632	30	—	1,767,566	285,500	—249,658	1,736,030	1,808,413
<b>ASSISTED.</b>													
Bengal Central	—	28,500	—	—	—	—	—	—	—	—	—	—	—
Rohilkhand-Kumaon	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	28,500	—	—	—	—	—	—	—	—	—	—	—
<b>IMPERIAL LINES IN THE HANDS OF COMPANIES.</b>													
Southern Mahratta	1,580,454	—	461,889	—	—	—	125	—	221,014	—	748,540	462,014	969,554
Indian Midland	—	—	2,262,564	—	—	—	—	—	10,114	—	554,894	2,262,564	565,008
Total	1,580,454	—	2,724,453	—	—	—	125	—	231,128	—	1,303,434	2,724,578	1,534,562
Grand Total	1,812,220	763,799	2,723,958	1,737,127	—	—632	155	—	1,998,694	285,500	1,058,781	4,460,608	3,337,975

NOTE.—Further information regarding the Bengal Central and Rohilkhand-Kumaon Railways not available.



STATEMENT OF WITHDRAWALS out of CAPITAL for EXPENDITURE; showing the Amount withdrawn in England and in India by all the Guaranteed, the Bengal Central, and the Rohilkhand-Kumaun Railway Companies, during each Financial Year from the commencement, to 31st March 1886.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,692	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,723,419	4,122,340
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	337,970*	693,053
1874-75	1,174,893	66,982*	1,087,911
1875-76	1,151,585	200,770*	950,806
1876-77	1,222,846	507,357*	715,459
1877-78	1,793,662	469,678*	1,328,984
1878-79	1,786,234	773,611*	1,012,623
1879-80	1,256,447	906,857*	349,560
1880-81	941,782	506,992*	434,790
1881-82	1,211,022	368,587*	842,435
1882-83	1,236,087	356,944*	749,143
1883-84	1,699,188	5,333*	1,693,805
1884-85	1,477,115	256,211*	1,220,904
Total expenditure to end of 1884-85	53,483,321	48,251,982	101,735,303
Deduct withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
Total expenditure to end of 1884-85	41,206,817	29,631,685	70,838,502
Expenditure during 1885-86 (partly estimated)	1,633,000	159,900†	1,478,100
	42,841,817	29,471,785	72,316,602
Deduct withdrawals by Eastern Bengal Railway Company	1,771,757	1,474,100	3,245,857
Total	41,073,060	27,997,685	69,070,745

\* Net credits in India.

† Represents net credits to Guaranteed Railways only. Information regarding Bengal Central and Rohilkhand-Kumaun Railways not available.

STATEMENT OF CAPITAL WITHDRAWALS in England and in India by the Southern Mahratta and Indian Midland Railway Companies during each financial year from the commencement, to the 31st March 1886.

Year.	England.	India.	Total.
	£	£	£
1882-83	130,973	579,995	710,968
1883-84	235,205	407,810	643,015
1884-85	275,522	727,007	1,003,129
Total expenditure to end of 1884-85	641,700	1,715,412	2,357,112
1885-86 (revised estimate)	318,100	1,389,167	1,707,267
Total	959,800	3,104,579	4,064,379

CHAPTER VI.

LINES OPEN FOR TRAFFIC.

PERSONS EMPLOYED—FLOOD DAMAGES—ACCIDENTS.

PERSONS EMPLOYED.

On pages 60 and 61, detailed information is given regarding the number of persons of all races on open lines of railway in India. This may be summarised thus:—

Numbers employed.

Year ending	Number of Employés.				No. of miles open.	No. of Stations.
	Europeans.	East Indians.	Natives.	Total.		
30th September 1884	4,069	4,250	189,429	197,748	*11,130½	*1,526
31st December 1885	4,375	4,598	206,893	215,866	12,200½	1,716

It will be seen that the natives form 95·84 per cent. of the entire body of servants. The increase in the number of employés is due mainly to the increased length of line open, the per-centage of increase in the total number was 9·16 against 9·61 in the length of railways worked. Under Europeans there was an increase of 7·52 per cent., under East Indians 8·19 per cent., and under natives 9·22 per cent.

2. The per-centage of casualties among Europeans and East Indians from various causes is given below, for the year ending 30th September 1884, and 15 months ending 31st December 1885:

Casualties.

	1884.		1885.	
	Europeans.	East Indians.	Europeans.	East Indians.
Death	1·35	1·07	2·32	1·22
Resignation or discharge	13·05	13·49	18·11	19·85
Dismissal	5·96	4·44	6·01	6·88
Total	19·46	19·00	26·44	27·95

\*Includes the Eastern Bengal Railway and branches which were omitted from the Numerical Return for 30th September 1884.

## NUMERICAL RETURN of Servants of all Races employed on

Railways.	General Administrations Including Agency, Audit, Account, Paymasters, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.				Traffic and Telegraph Departments.				Rugger's Department.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
<b>STATE IMPERIAL.</b>												
East Indian	77	38	2,776	3,891	376	256	10,527	11,159	98	65	20,335	20,498
Rajputana-Malwa	35	41	1,422	1,498	101	158	3,807	4,066	40	26	8,251	8,296
Southern Mahratta	15	30	423	468	10	25	449	484	7	15	2,601	2,627
Eastern Bengal	11	23	402	436	40	68	2,120	2,228	10	4	2,903	2,919
Wardha Coal	2	4	67	73	2	2	82	86	2	10	663	681
Punjab Northern and Indus Valley	25	16	1,547	1,588	76	89	2,432	2,600	40	5	4,715	4,780
<b>STATE PROVINCIAL.</b>												
Nalhati	—	—	11	11	—	—	22	22	—	—	72	72
Tirhoot	5	—	255	260	9	27	583	674	6	—	1,006	1,011
Northern Bengal and Kaunia-Dharidra	5	4	200	209	9	13	679	701	9	3	1,022	1,040
Dacca	1	1	108	105	4	11	366	370	2	5	353	360
Cawnpore-Achnara	10	8	163	181	9	9	443	461	6	4	1,215	1,225
Nagpur-Chhattisgarh	4	5	135	145	9	25	308	339	6	5	692	697
Burma	16	23	108	(a) 147	13	105	473	590	9	21	2,182	2,212
Jorhat	1	—	8	9	—	—	45	45	—	—	40	40
<b>GUARANTEED COMPANIES.</b>												
Madras	18	47	565	630	83	440	2,241	2,678	24	77	4,117	4,218
South Indian	9	25	304	328	26	70	1,802	1,898	11	32	2,982	2,995
Great Indian Peninsula	37	29	1,130	1,196	337	239	5,913	6,489	63	18	19,438	19,544
Bombay, Baroda, and Central India	17	43	755	815	14	28	2,269	2,331	28	3	2,958	2,989
Oudh and Rohilkhand	22	27	785	834	44	28	1,253	1,323	26	13	6,590	6,629
Sind, Punjab, and Delhi	33	29	998	1,060	123	66	2,219	2,411	41	11	5,111	5,163
<b>ASSISTED COMPANIES.</b>												
Darjeeling-Himalayan	3	—	30	33	3	1	112	118	5	1	321	327
Bengal Central	2	—	26	28	Worked by E. B. S. Ry.				2	3	667	672
Bengal and North-Western	10	9	123	201	16	22	576	614	28	2	1,261	1,291
Rohilkhand-Kumaon	2	—	43	45	4	5	172	187	3	1	397	401
<b>NATIVE STATES.</b>												
His Highness the Nizam's	12	14	244	270	6	22	190	228	2	7	553	562
His Highness the Gaekwar's	—	—	14	14	—	1	48	50	—	1	179	180
Bhavnagar-Gondal	4	5	193	202	2	6	360	368	2	2	641	645
Mysore	5	4	67	70	4	5	208	217	—	6	419	425
Jodhpore	1	—	45	46	—	—	61	61	—	—	157	157
<b>Total Indian Railways</b>	<b>262</b>	<b>419</b>	<b>13,001</b>	<b>13,303</b>	<b>1,627</b>	<b>1,710</b>	<b>41,633</b>	<b>44,700</b>	<b>484</b>	<b>343</b>	<b>91,583</b>	<b>92,720</b>

Returns not received for the Thar-

Open Lines of Railway in India on the 31st December 1885.

Locomotive and Carriage and Wagon Departments, including Steamboat Establishments.				Total.				Number of Miles Open.	Number of Stations.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
464	274	21,500	18,537	1,004	616	25,447	47,097	1,661.25	183	
287	315	5,729	6,331	428	540	19,069	20,061	1,411.18	191	
28	33	594	695	59	101	3,967	4,127	319.25	35	
92	30	2,343	2,465	169	123	7,070	7,365	238.75	61	
9	5	44	51	19	21	854	890	45	4	
263	70	5,600	6,918	377	180	15,308	15,863	1,099.75	133	
	4	93	93		2	138	140	27.25	7	
13	23	740	784	38	50	3,547	3,639	220	38	
17	35	1,044	1,066	40	53	3,633	3,748	233.25	41	
5	12	159	178	12	19	959	1,010	55.25	13	
18	12	875	608	40	53	3,306	3,409	258.23	39	
16	101	710	827	35	140	1,074	3,153	140	21	
37	47	653	729	65	96	3,411	3,676	327	(b) 53	(a) Not including Police which is under the control of the Inspector-General of Police, British Burma. (b) Includes 8 pick-up stations.
	1	10	17	1	1	118	120	80	5	
69	417	3,404	3,920	229	990	10,527	11,846	860.75	118	
43	223	3,671	2,937	89	250	17,659	8,088	662.75	103	
456	263	10,450	11,154	896	354	30,331	38,333	1,504	204	
91	45	2,316	2,452	150	110	6,318	5,067	461	59	
25	34	3,302	4,118	177	103	13,330	13,509	608	89	
163	24	5,249	5,509	303	163	14,477	15,003	786	115	
10	1	130	141	21	3	503	517	51	11	
		Worked by E. I. S. Ry.								
33	16	284	335	27	22	663	700	120.25	25	
4	1	122	133	13	7	746	768	61	14	
10	22	48	497	39	95	1,423	1,507	121	16	
		12	12		3	254	266	59.25	9	
17	2	104	123	25	15	1,243	1,336	103.21	27	
8	43	610	261	17	68	904	979	140	20	
		25	25			289	289	64	11	
2,163	2,096	60,306	64,044	4,575	4,506	200,305	215,506	12,200.37	1,718	

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

Railways.	General Administration, including Agency, Audit, Account, Paymaster's Stores, Medical, Barrack, Printing, Stationary, and Police Establishments.								Traffic and Telegraph Departments.								Engineers										
	Europeans.				East Indians.				Europeans.				East Indians.				Europeans.										
	Average Number employed.		Number of Casualties by		Average Number employed.		Number of Casualties by		Average Number employed.		Number of Casualties by		Average Number employed.		Number of Casualties by		Average Number employed.		Number of Casualties by								
	Death.	Resignation and Discharge.	Dismissal.	Total.	Death.	Resignation and Discharge.	Dismissal.	Total.	Death.	Resignation and Discharge.	Dismissal.	Total.	Death.	Resignation and Discharge.	Dismissal.	Total.	Death.	Resignation and Discharge.	Dismissal.	Total.							
<b>STATE IMPERIAL.</b>																											
East Indian	27'00	8	1	9	34'00	2	5	7	365'00	7	60	10	77	247'00	6	48	6	62	190'00	2	15	1	18				
Rajputana-Malwa	47'00	1	17	20	47'30	2	13	2	17	194'00	7	24	16	47	148'00	—	38	14	47	14'30	3	3	6	12			
Southern Mahratta	14'33	—	4	4	38'30	—	14	1	15	10	—	4	1	5	24	—	11	7	18	5'50	—	2	—	—			
Eastern Bengal	13'16	—	5	5	30'50	—	8	4	12	52	4	7	10	21	64	1	22	18	41	11'35	2	5	1	8			
Wardha Coal	2'00	—	—	—	4'00	—	1	—	1	1'00	—	2	1	3	2	—	—	—	—	7	—	—	—	—			
Punjab Northern and Indus Valley	31'08	1	2	3	18'38	—	6	1	7	89'53	2	29	25	56	104'13	4	33	15	52	40'80	2	—	1	3			
<b>STATE PROVINCIAL.</b>																											
Nalhati	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Tirhoot	5	—	—	—	—	—	—	—	—	7'80	—	3	3	6	25'90	2	16	6	23	6	1	—	—	—			
Northern Bengal and Kaulia-Dharila.	5	—	—	—	3'20	—	—	—	—	9'13	—	1	—	1	12'40	—	4	1	5	9'29	1	1	—	—			
Dacca	1	—	—	—	1'16	—	1	1	2	4'30	—	3	1	4	8'20	—	6	5	11	1	—	—	—	—			
Cawnpore-Achnera	7'82	—	1	1	12'10	—	3	3	6	10'36	—	8	6	14	10'93	—	7	11	18	6'00	—	1	—	—			
Nagpur Chhattisgarh	4	—	—	—	4'40	—	1	1	2	9'80	—	3	1	4	20'60	—	17	9	26	3'00	—	2	—	—			
Burma	13'06	—	1	1	20'60	—	6	1	7	16	—	1	1	2	192	1	8	4	13	17	—	11	—	—			
Jorhat	1	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
<b>GUARANTEED COMPANIES.</b>																											
Madras	19'00	—	3	1	4	46'27	1	5	6	85'13	1	38	9	38	437'10	2	56	29	85	24	—	—	—	—			
South Indian	10	—	1	1	29	1	3	4	26'53	1	1	3	5	69'26	2	11	23	35	9'46	—	—	—	—	—			
Great Indian Peninsula	37	1	1	2	36	—	2	2	319	7	50	8	60	232	3	29	7	39	68	1	7	2	—	—			
Bombay, Baroda, and Central India.	17	1	4	5	38	1	6	7	15	1	1	—	2	29	—	4	—	4	25	2	6	—	—	—			
Oudh and Rohilkhand	25'34	1	—	1	27'03	—	1	—	1	43'66	1	7	5	13	23'46	—	1	9	10	28'03	—	4	2	—			
Sind, Punjab, and Delhi	38'50	—	7	7	29	1	9	10	130	5	15	14	36	68	1	12	13	26	43'30	1	1	5	—	—			
<b>ASSISTED COMPANIES.</b>																											
Darjeeling-Himalayan	3	—	—	—	—	—	—	—	—	3	—	1	—	1	1	—	—	—	—	5	1	2	—	—			
Bengal Central	2'83	—	2	2	1'13	—	1	1	2	Worked by Eastern Bengal State Railway										2'20	—	1	—	—	—	—	—
Bengal and North-Western	9	—	—	—	10	—	5	5	142'30	—	4	10	14	12'40	—	5	12	15	29	—	15	—	—	—			
Rohilkhand-Kumaun	2'50	—	2	2	—	—	—	—	—	5	1	3	—	4	8	—	5	3	8	3	—	6	—	—			
<b>NATIVE STATES.</b>																											
His Highness the Nizam's	13	—	1	1	13	—	5	5	6	—	—	—	—	30	—	1	4	5	2	—	—	2	—	—			
His Highness the Gaekwar's	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—			
Bhavnagar-Gondal	4	—	1	1	5	—	1	1	6	—	2	—	2	11	—	6	1	7	5	—	1	—	—	—			
Mysore	5	—	—	—	4	—	—	—	4	—	1	—	1	5	—	—	—	—	—	—	—	—	—	—			
Jodhpore	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
<b>Total Indian Railways</b>	<b>405'36</b>	<b>5</b>	<b>59</b>	<b>6</b>	<b>436'81</b>	<b>8</b>	<b>93</b>	<b>15</b>	<b>110</b>	<b>325'14</b>	<b>37</b>	<b>253</b>	<b>121</b>	<b>411</b>	<b>1701'47</b>	<b>22</b>	<b>338</b>	<b>196</b>	<b>556</b>	<b>507'06</b>	<b>16</b>	<b>60</b>	<b>7</b>	<b>8</b>			

and East Indian Employees on the Railways open for Traffic in India during Fifteen Months ending 31st December 1895.

Department.	Locomotive and Carriage and Wagon Departments, including Steamboat Establishments.														Total.	Mean Mileage Open.*	Railways.											
	East Indians.					Europeans.					East Indians.							Average Number employed.	Number of Casualties by.									
	Number of Casualties by.					Number of Casualties by.					Number of Casualties by.								Average Number employed.	Number of Casualties by.								
	Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.						Death.	Resignation and Discharge.	Dismissal.	Total.					
Average Number employed.					Average Number employed.					Average Number employed.					Average Number employed.													
50'00			10		100'00	5	05	12	88	233'00	2	37	5	44	396'00	16	166	24	188	500	10	38	15	183	1074'64	East Indian.		
32'00	1	15	4	18	106'00	4	58	15	77	245'00	3	113	11	128	492'00	15	107	37	159	473'20	7	172	31	310	1401'18	Rajputana-Malwa.		
24'58	4	5	0	17	56	5	4	8	17	28	15	6	21	46'80	14	8	17	39	89'08	21	44	17	82	254'50	Southern Mahratta.			
4'08	2	1	1	4	20	5	53	0	64	32	1	13	14	172'40	11	70	17	98	180'56	2	44	23	69	393'76	Eastern Bengal.			
8																										45	Wardha-Couk.	
4'73					247'00	11			40	33'20	3	6	4	12	409'02	18	53	34	102	211'05	6	51	20	77	1699'76	Punjab Northern and Indus Valley.		
					14'10			2	4	25'00			1	7	32'00	1	3	5	11	51'50	2	22	6	30	27'25	Nalhati.		
					30			3	5	40	1	0	3	7	43'43	1	4	1	6	53'20	1	7	4	12	226	Tirhoot.		
					4'50			1	0	15'70	1	1	1	3	10'80			11	2	27'80	1	16	7	24	78	Dacca.		
					18'50	14	13	25	25	3'20			4	10	43'18			24	18	35'23		19	18	37	247'17	Cawnpore-Achhara.		
					17			4	4	103			20	23	34'40	3	9	5	15	142		39	32	71	140	Nagpur-Chhatiahar.		
					27	1		1	6	47			3	6	73'03	1	17	2	20	197'00	1	30	11	42	283'29	Burma.		
																											25	Jorhat.
78	3	13	3	23	98			3	9	416	3	23	5	33	224'73	2	34	10	46	077'46	11	101	35	147	530'75	Madras.		
30'06	1	4	1	6	30'42			3	3	210'06			4	12	36'43	1	5	3	9	339'53	4	23	37	57	602'75	South Indian.		
20						11	43	10	69	253	3	07	1	01	337	20	108	15	143	634	0	86	0	104	1436	Great Indian Peninsula.		
3						10	3	24	45	19			13	133	4	30	8	37	115	1	24		24	401	Bombay, Baroda, and Central India.			
13'73					73'08			11	10	35'00			11	11	170'18	3	23	17	43	99'73		16	9	25	603'01	Ondh and Rohilkhand.		
11'00					107			4	40	53	1	0	10	10	373'80	0	26	00	103'00	3	31	15	49	786	Sind, Punjab, and Delhi.			
53'74	6	90	18	213	5115'41	43	336	119	549	3,013'53	29	371	91	472	4383'04	101	789	232	1,182	4,608'54	53	395	510	2,259	12,032'18	Total Indian Railways.		

\* Returns for the Assam and Tinian-Duyinsak not received.

Native  
drivers and  
shunters.

3. The following abstract gives a comparative statement of the number of natives employed as shunters and drivers on the principal railways during the years 1884 and 1885, showing an increase of 124 in the total number employed.

Railways.	Drivers.		Shunters.		Total.	
	1884.	1885.	1884.	1885.	1884.	1885.
<b>STATE IMPERIAL.</b>						
East Indian	103	116	117	117	220	233
Rajputana-Malwa	17	22	36	40	53	68
Southern Mahratta	Nil.	1	1	2	1	3
Eastern Bengal	12	10	12	12	24	22
Wardha Coal	Nil.	Nil.	1	1	1	1
Punjab Northern	20	20	6	6	26	26
Indus Valley	15	18	19	22	34	40
Total	167	187	192	218	359	405
<b>STATE PROVINCIAL.</b>						
Nalhati	3	3	Nil.	1	3	3
Tirhoot	6	7	7	7	13	14
Northern Bengal	16	12	7	11	23	23
Kannia-Dharla						
Dacca		1		1		2
Cawnpore-Achnera	13	10	8	7	21	17
Nágpur-Chhattisgarh	4	3	5	8	9	11
Burma	6	14	5	6	11	20
Jorhat	1	2	Nil.	Nil.	1	2
Total	49	51	32	41	81	92
<b>GUARANTEED COMPANIES.</b>						
Madras	8	7	5	8	8	10
South Indian	21	20	12	18	33	38
Great Indian Peninsula	87	100	Nil.	Nil.	87	100
Bombay, Baroda, and Central India	44	70	(a)	(a)	44	70
Oudh and Rohilkhand	34	42	41	40	75	82
Sind, Punjab, and Delhi	41	49	36	41	77	90
Total	280	388	94	97	324	385
<b>ASSISTED COMPANIES.</b>						
Darjeeling-Himalayan	—	Return not received.	—	—	—	—
Deoghur	2	2	—	—	2	2
Bengal and North-Western	—	—	—	3	—	3
Rohilkhand-Kumaun	1	1	1	1	2	2
Thaton-Duyinzaik	—	Return not received.	—	—	—	—
Assam	—	Return not received.	—	—	—	—
Total	3	3	1	4	4	7
<b>NATIVE STATES.</b>						
Bhopal-Itarsi	2	2	—	—	2	2
His Highness the Nizam's	3	4	—	2	3	6
Bhánagar-Gondal	Nil.	Nil.	3	3	3	3
Mysore	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Jodhpore	2	2	—	—	2	2
Total	7	8	3	5	10	13
<b>GRAND TOTAL</b>	<b>456</b>	<b>537</b>	<b>323</b>	<b>365</b>	<b>778</b>	<b>902</b>

(a) Included with drivers.

4. The following statement gives the number of depositors in the State Railway Provident Institutions and the sums at their credit on the 31st December 1885. The revised rules introduced in 1885 have been modified so as to prohibit pensionable servants subscribing to the Provident Institutions:—

State Railway.	Number of Staff depositing.	No. of Depositors.		Amount at Credit on the 31st December 1885.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Monu.	Total.	
<b>STATE IMPERIAL.</b>								
Rajputana-Malwa	3,077	110	3,037	Rs. 49,001	Rs. 3,78,366	Rs. 3,04,669	Rs. 5,32,115	
Eastern Bengal	1,403	4	1,403	636	65,337	31,587	67,600	
Wardha Coal	67	7	67	776	10,164	4,366	15,306	
Punjab Northern	732	85	744	15,839	66,855	28,525	1,41,219	
Indus Valley	1,701	117	1,546	25,537	1,75,061	35,050	2,35,648	
Total	7,000	393	6,707	91,970	6,25,762	3,54,107	10,71,838	
<b>STATE PROVINCIAL.</b>								
Nalhati	33	1	32	1,438	1,081	432	2,950	
Tirhoot	524	44	524	6,582	48,267	13,342	68,191	
Northern Bengal	551	67	551	8,522	60,154	33,280	1,07,956	
Dacca	154	—	154	50	3,057	1,323	4,480	
Cawnpore-Achnera	418	0	418	671	22,681	6,474	29,826	
Nagpur-Chhattisgarh	297	15	297	1,340	29,740	17,384	48,470	
Burina	550	80	643	16,212	63,614	22,223	1,01,049	
Jorhat	19	—	19	—	643	185	828	
Total	2,556	218	2,538	33,325	2,33,237	94,663	5,61,725	
<b>NATIVE STATES.</b>								
His Highness the Nizam's	240	25	244	3,921	24,145	6,160	34,226	
Bhavnagar-Gondal	288	34	274	1,500	25,603	11,115	38,118	
Mysore	90	4	86	43	3,460	1,500	5,069	
Total	618	63	601	5,524	53,413	18,842	77,779	
<b>Grand Total</b>	<b>10,188</b>	<b>588</b>	<b>9,980</b>	<b>1,31,328</b>	<b>9,12,412</b>	<b>4,67,702</b>	<b>15,11,442</b>	



Railway  
Volunteer  
Corps.

5. The following abstract gives the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1886. The total enrolled strength 6,680 represents 77 per cent. of the European and East Indian employes of the railways concerned.

Corps.	Enrolled strength.	Efficients.				Non-efficient.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head Quarters.	Remarks.
		Officers.	Non-commissioned Officers.	Volunteers.	Total.					
East Indian Railway	1,228	60	134	987	1,181	47	18	—	Jamālpur.	
Madras Railway	738	—	—	—	—	738	6 (1st class)	—	Perambur Works.	The Regiment has only just been raised.
South Indian Railway	510	6	28	151	180	380	7	—	Negapatam.	
Great Indian Peninsula Railway.	1,059	22	110	740	872	187	9	1	Bombay.	
Bombay, Baroda, and Central India Railway.	415	15	50	329	394	121	{ 3 (1st class) and 2 (2nd class)	—	Do.	
1st Punjab, E and H Companies.	136	2	17	70	89	47	2 (1st class)	—	Lahore	} North-Western Railway.
3rd Punjab	766	24	87	588	699	67	10 (1st class)	—	Do.	
Rajputana-Malwa	678	21	72	528	621	57	8	2	Ajmere.	
Eastern Bengal State Railway.	228	7	19	169	195	33	2 (1st class)	—	Siddah.	
Northern Bengal State Railway, D Company.	101	4	11	79	94	7	1	—	Saipur.	
Tirhoot State Railway	69	2	10	56	68	1	1 (1st class)	—	Somastipur.	
Burma State Railway	335	15	38	216	269	66	5 (1st class)	—	Rangoon.	
Nágpur - Chhattisgarh State Railway.	128	5	14	97	116	12	2 (1st class)	1 (3rd class)	Nágpur.	
His Highness the Nizam's Railway,—Hyderabad Volunteer Rifles Rail- way Company.	86	2	8	62	72	14	1 (1st class)	—	Secundera- bad.	
Bhavnagar-Gondal Rail- way.	52	3	5	44	52	—	1	—	Ghadechi	Formation sanc- tioned on 23rd December 1885.
Wardha Coal State Rail- way,—Detachment of B Company, Nágpur Volunteer Rifle Corps.	19	1	—	17	18	1	(a) 2 (1st class)	(a) 1 (3rd class)	Nágpur	(a) For whole corps of 5 com- panies.
Rohilkhand - Kamaun and Bareilly-Pilibheet Railways, — Rohilk- hand Volunteer Rifles.	7	—	—	4	4	3	—	—	Bareilly.	
Mysore State Railway,— Bangalore Rifle.	63	2	8	45	55	8	1	—	Bangalore.	
Oudh Volunteer Rifles*.	28	1	4	19	24	4	1	—	Lucknow	Trans-Gogra Com- pany, composed chiefly of em- ployés in Bengal and North West- ern Railway. Head - quarters of Company at Bahraich.
Mounted Troop (B) of the Gházipur Volun- teer Rifle Battalion at Gorakhpur.*	4	—	—	1	1	3	1	—	Gházipur	Annual course not finished.
Gházipur Volunteer Rifle Corps, E Company.*	30	1	—	25	26	4	—	—	Gorakhpur	23 railway and 7 non-railway ser- vants.
Total	6,680	198	610	4,127	4,940	1,750	—	—	—	

\* Bengal and North-Western Railway.

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STATEMENT showing the STRENGTH and COST of POLICE on the Open Lines of Railway in India, and the Amount of Compensation Payments due to Thefts, for the year 1885.

Railway.	Sub-ordinate Officers.	Constables and Men.	Salaries and fixed Allowances of Officers.	Office Expenses and Travelling Allowances.	Salaries of Sub-ordinate Officers and Men.	Total Cost of Force per annum.	Cost of Force per mile of railway.	Compensation Payments due to Theft or Carelessness of Police.	Compensation Payments per mile of railway.	Length of railway open for traffic.
STATE IMPERIAL.	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.
East Indian	(a) 112 (b) 116	(a) 328 (b) 333	10,200	(c) 24,343	67,125	1,30,668	77.7	1,650	0.98	1,081.25
Rajputana-Malwa	98	672	23,150	17,660	84,592	1,25,402	38.68	1,737	1.23	1,411
Southern Mahratta	2	70	5,850	2,100	(d) 10,306	18,265	68.83	120	0.48	205
Eastern Bengal	41	104	6,038	1,533	26,333	38,000	95	—	—	353
Wardha Coal (f)	5	10	—	(e) 36	603	638	14.17	—	—	45
Punjab Northern	68	350	—	(f) 10,222	48,403	54,714	123.47	1,365	3.03	440.75
Judua Valley	37	333	5,053	2,103	46,819	53,875	82.50	1,437	2.50	653
STATE PROVINCIAL.										
Bareilly-Pilibhet	1	8	420	37	648	1,106	30.69	—	—	36
Nallari	—	(g) 1	—	—	72	72	2.64	—	—	27.25
Tirhoot	—	(g) 61	—	—	3,437	3,437	15.20	463	2.07	220
Northern Bengal	—	(g) 75	—	—	4,812	4,812	19.31	220	0.38	240.25
Kaunia-Dharia	—	(g) 8	—	—	701	701	18.48	53	0.89	37.03
Duara	—	(g) 21	—	—	1,696	1,690	19.81	—	—	55.43
Cawnpore-Achua	8	21	—	(h) 1,227	4,297	5,524	21.81	373	1.09	238.23
Amrigar-Pathankot	5	43	706	360	6,960	8,126	123.10	4	0.07	66
Nagpur-Chhattisgarh (j)	12	704	500	120	3,764	4,374	20.36	—	—	149
Burma	12	65	2,500	1,535	15,610	18,645	59.33	—	—	337
Jorhat (k)	—	10	—	—	728	728	24.88	—	—	29.25
GUARANTEED COMPANIES.										
Madras	8	242	3,250	5,950	26,097	34,106	41.94	273	0.31	860.86
South Indian (l)	—	—	—	—	—	—	—	—	—	654.50
Great Indian Peninsula	16	827	17,676	(m) 11,030	1,38,270	1,65,982	114.31	2,580	1.78	1,447.75
Bombay, Baroda, and Central India	61	380	18,558	13,624	54,431	86,613	106.50	2,606	5.13	520
Oudh and Rohilkhand	4	333	—	2,650	27,042	29,692	40.16	(n) 925	1.63	604
Hind, Punjab, and Delhi	52	460	5,504	4,731	46,325	57,110	81.11	2,295	3.25	704
ASSISTED COMPANIES.										
Bengal and North-Western (p)	—	14	—	—	1,534	1,834	6.05	—	—	303
Rohilkhand-Kunjpur	—	5	420	37	740	1,197	21.76	—	—	55
NATIVE STATES.										
Bhopal-Indore	1	16	600	119	2,423	3,142	54.83	—	—	57.25
His Highness the Nizam's	4	109	—	—	20,400	20,400	170.17	—	—	120.44
Bhavnagar-Gondal	18	68	1,938	1,042	10,482	14,277	74.61	29	0.15	193.21
Mysore (q)	—	37	—	—	—	—	—	—	—	140
Jodhpore (r)	—	—	—	—	—	—	—	—	—	64

(a) From January to June 1885.

(b) From July to December 1885.

(c) Includes Rs. 11,457 contingent and house rent expenses.

(d) Includes Rs. 180 of a fixed allowance to Chief Constables.

(e) Cost of clothing allowance.

(f) Includes Rs. 4,962 contingencies and clothing.

(g) These are Chowkidars employed on "watch and ward" duties.

(h) Includes Rs. 249 contingencies and clothing expenses.

(i) The figures quoted represent the strength and cost of Provincial Police on line for 4 months only from 1st January to 30th April 1885, as consequent to this period the watch and ward, &c., were, under the new rules, performed by men appointed by the Railway Administration.

(j) Maintained by the Police Department direct.

(k) No separate Police force entertained. Work performed by Government Police paid by the State.

(l) Includes Rs. 10,925 contingencies, stores and clothing.

(m) Includes the proportion payable by the Government of Bombay.

(n) Compensation for goods lost including payments made in milango proportion with East Indian Railway. What portion of the above is due to theft or carelessness of the Police is not known.

(o) No debit for cost of Police force has yet been made against the railway. The figures are the estimated cost of Police sanctioned in 1884.

(p) The cost of Police is borne by Civil Department.

(q) No separate Police entertained on this line. The general Police force of the Darbar performs the duty.

## FLOOD DAMAGES.

6. The following paragraphs detail the principal flood damages on open lines of Indian Railways in 1885. Abnormal floods in the Ganges Valley seriously damaged the Aligarh branch of the Oudh and Rohilkhand Railway and the Cawnpore-Achneta Railway, and in lower Bengal, the Eastern Bengal, and Bengal Central Railways. The injuries to the South Indian Railway lines were also very heavy.

East Indian. 7. On the 5th September a break occurred at mile 255½ between Luckeeserai and Manapur on the East Indian Railway caused by heavy rains and an unusual flood in the Kēul rivers. The water extending some miles back towards the range of hills to the north, first topped the heavy bank and then burst through in two places. All traffic was stopped, the passenger and mail trains being diverted via the loop line. Through traffic was resumed on the 9th.

Patna-Gya. 8. On the 9th September at mile 10½ on the Patna-Gya line a double 30 feet girder bridge was reported unsafe, the wing-wall and part of the south abutment having been washed away, and on the following day the bridge gave way. Passengers had to be transhipped and through traffic was interrupted for some days.

Rajputana-Malwa. 9. The Malwa section of the Rajputana-Malwa Railway was damaged by flood on the 12th July near Nusseerabad, the mixed train being derailed and two passengers injured. A relief train proceeding to the site was also derailed at another break near the same spot. Communication was restored on the 14th.

On the 12th September, the Sabi river rose in flood, and, combined with local heavy rain-fall, damaged the Rewari-Ferozepore section of the Rajputana-Malwa in several places between Rewari, Jatusana, and Kosli; also near Jataoli on the main line, and on the Faracknagar branch. Passengers and mails had to be transhipped, and traffic was interrupted. The breach on the main line was closed on the 16th, and through coaching traffic on the Rewari-Ferozepore resumed on the 17th. The main line was again damaged at Jataoli on the 30th September, but repaired the next day.

Bengal Central. 10. The floods, which occurred in September and October 1885, seriously damaged this line, and interrupted traffic. The principal damage done was the washing away of a 60-foot iron girder bridge on the Ranaghat-Bongong section. The span, weighing some 32 tons, was swept away, and completely turned over. The breach here has been repaired, and a fresh bridge of 5 spans of 40 feet is in progress. Breaches also occurred near the 48th, 51st, and on the 55th mile (since repaired or in hand); the latter being the most severe, and aggregating about 2,100 feet of embankment. Several minor culverts were severely tried, and the Codla bridge, 3 spans of 80 feet suffered considerably from converging currents, and one pier and abutment were nearly scoured out. It is proposed to make substantial improvements to this bridge and meantime a temporary diversion and bridge are being prepared; also to add considerably to the flood openings in the line, especially on the 55th mile.

Eastern Bengal. 11. The same floods which damaged the Bengal Central Railway severely tried the Eastern Bengal, which was breached in two places, just south and north of Bogool station, at miles 57 and 58½; the latter being a very formidable breach, 200 yard wide and 30 feet deep. The west wing wall of a bridge over the Kissengunge road also gave way owing to a large hole being scoured in the front of the bridge. The breaches occurred on the 10th September, and goods traffic was not fully resumed until the 7th October. The floods were due to the bursting of some bunds on the Nuddea rivers; and although measures have, it is believed, been taken to repair the damage, it is considered desirable to provide in future against the contingency of the bunds bursting by the supply of additional waterway. This line was also tried on the Goalundo extension, more especially between miles 114½ and 116; but no breaches were made.

The River Termini at Goalundo and Damukdia were a source of considerable anxiety during the year. At Goalundo in the rains the river silted at the east face and cut at the north-east face to such an extent as to render the handling of a heavy traffic almost impracticable, and operations were carried on with the utmost difficulty. At Damukdia, on the other hand, the river silted up when it fell, and the goods working had to be removed to Kooshtea in the middle of October, and worked there for two months; various schemes have been put forth to obviate the inconvenience of a constantly changing station, but there does not seem to be any practical method of avoiding the difficulty.

Cawnpore-Achneta. 12. On the 17th July the bridges over the Kali Naddi at miles 70 and 154 were partially carried away by a very heavy flood caused by a fall of 18 inches in 12 hours.

over a portion of the drainage basin of this river. At mile 70 the two abutments which were on shallow foundations were carried away, and at mile 15 one abutment and about  $\frac{1}{2}$  mile of the earth approach were destroyed. Several other breaches of minor importance were also made in the low banks between Khasgunj and Hathras.

Through traffic was suspended from July 17th to November 1st when diversions and temporary bridges were completed at both places.

13. On the 14th September the Vikravandi diversion at mile 92 on the South Indian Railway where the line had been seriously damaged by the floods of 1884, was badly breached. Traffic was also interrupted at the Gingee river on the Pondicherry branch. Through traffic on the main line was resumed on the 19th, and on the Pondicherry branch on the 21st. The South Indian again suffered in December 1885, being breached on the 17th of that month near Padalam, Panenti, and Alapakom stations, and at the Vikravandi diversion, the Pondicherry branch being also impassable. Traffic on the main line was resumed on the 20th, and on the Pondicherry branch on the 22nd.

South Indian.

14. But little damage was done to the railways on the Bombay side by the monsoon of 1885. The Great Indian Peninsula had a slight breach at Kalyan on the 17th July, but was repaired by the next day. Similarly, the Bombay, Baroda was breached near Virar on the 18th July, but through traffic was resumed on the 20th ident. Small breaches also occurred on the Southern Mahratta, Dhond-Manmad, and Bhopal-Itarsi lines, but without any serious damage or important interruption of traffic.

Great Indian Peninsula, Bombay, Baroda, and Central India.

15. The same flood that did so much injury to the Cawnpore-Achnera Railway also damaged a length of about 5 miles of the Aligarh Branch of the Oudh and Rohilkhand Railway between Rajghat and Atrauli Road, and through traffic *via* Aligarh was suspended from the 16th July to 6th August.

Oudh and Rohilkhand.

16. On the Bengal and North-Western Railway 100 feet of the west approach to the Gungee Bridge was cut away by a sudden rise of the Ganges on the 28th August. The breach was repaired and through traffic resumed on the 1st September.

Bengal and North-Western Railway.

17. On the Darjeeling-Himalayan Railway 45 inches of rain are reported to have fallen in the 10 days between the 29th June and 8th July. Twenty slips of various magnitude occurred, and traffic was more or less interrupted during the time, but considering the rainfall the damages were slight.

Darjeeling-Himalayan.

### ACCIDENTS.

18. The following statement gives the total number of persons killed and injured in connexion with railway working, during 1885 compared with 1884:—

	Passengers.				Railway Servants or Servants of Contractors.						Other Persons.						Total all Classes.					
	From Causes beyond their own Control.		From their own Misconduct or want of Caution.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		Whiles passing over Railways at Level Crossings.		Trespassers and Suicides.		Miscellaneous not included in preceding Columns.				Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1884.	12	59	34	77	4	186	23	72	131	341	140	418	11	6	150	20	19	17	180	49	306	598
1885.	1	30	37	111	41	147	14	97	137	489	161	350	12	5	102	49	15	12	219	68	411	769

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

The number of train accidents per 1,000 train-miles was 0.07 or precisely the same as in 1884. There were 4 passengers killed from causes beyond their own control in connexion with this class of accidents during 1885, being an average of one per 20 $\frac{1}{2}$  millions of passengers travelling; 38 were injured or an average of one per 2 $\frac{2}{3}$  millions. The total number of killed and injured, viz., 37, gives an average of 98 millions of miles travelled for each casualty.

ABSTRACT OF ACCIDENTS TO TRAINS DURING 1885.

Serial No.	Class of Accidents.	Number of Accidents.		During 1885.				Remarks.	
		1884.	1885.	Number of Passengers and others.		Number of Servants.			Total.
				Killed.	Injured.	Killed.	Injured.		
1	Collisions between passenger trains, or parts of passenger trains.	10	0	—	(a) 2	—	—	18	(a) In an accident on the East Indian Railway, at the Arer Foot Station, on the 12th January 1885, caused through drunkenness of a driver, some passenger vehicles collided with two empty passenger vehicles while shunting; 6 passengers were injured. And on the 25th March 1885, at the Gyr Station, as 16 waggons were being shunted into the station line, the coupling of the fifth wagon slipped off the draw-bar hook of the next wagon, and the uncoupled wagon came into collision with some passenger vehicles; 5 passengers were injured.
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	36	41	—	(b) 5	—	(c) 4	9	(b) On the East Indian Railway, on the 30th September 1885, a collision occurred at Madhapur Station between a passenger train and a brake van, causing injury to 4 servants. And on the Bengal Central Railway, at Singu Station, on the 27th December 1885, No. 31 up train collided with some waggons causing injury to 4 passengers.
3	Collisions between goods trains, or parts of goods trains.	71	76	—	—	(c) 3	(c) 12	15	(c) On the Great Indian Peninsula Railway, at the Kureli Station, on the 31st March 1885, No. 28 up goods came into collision with No. 61 down goods train through carelessness of the driver and the station master; 1 servant was killed, and 5 injured. And on the Nizam's State Railway, on the 17th November 1885, while shunting at store yard, 4 Great Indian Peninsula Railway loaded waggons with men in them ran down the incline east of the store yard, and collided with the construction engine, causing death to 1 servant and injury to 3 others.
4	Collisions between light engines.	11	16	—	—	—	—	—	(d) On the Punjab Northern State Railway, at mile 157 near Gujar Khan Station, on the 16th March 1885, a troop special train was derailed. The cause of the accident has not been satisfactorily explained; 3 men were killed, and 4 officers and 5 men injured.
5	Passenger trains, or parts of passenger trains, leaving the rails.	72	96	(d) 3	(d) 7	—	—	3	(e) Not passenger.
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails.	274	287	—	—	—	—	—	(f) On the Burma State Railway, at mile 127-11, Sittang line, on the 2nd November 1885, the engine of No. 61 down mixed train ran over a bullock, causing injury to 3 servants.
7	Trains or engines travelling in the wrong direction through points.	53	56	—	—	—	—	—	(g) One was not a passenger.
8	Trains running into stations or sidings at too high a speed.	6	22	—	—	—	—	—	(h) Exclusive of the Assam and Jorhat Railways.
9	Trains running over cattle on the line.	1,150	1,166	(e) 1	(e) 2	(f) 3	(g) 4	4	(i) Two were not passengers.
10	Trains running over obstructions on the line.	99	98	(e) 1	—	—	(g) 5	5	(j) Exclusive of the Assam, Rohilkhand, Kunawan, Bareilly-Pilibhet, and Jorhat Railways.
11	Trains running through gates at level crossings.	53	47	—	—	—	—	—	Miles open 1884 (j) 1885. Train miles 11,042 12,091 No. of passengers 36,641,470 46,222,502 in millions 72 80
12	The bursting of boilers or tubes, &c., of engines.	78	73	—	—	—	—	—	
13	The failure of machinery, springs, &c., of engines.	191	234	—	—	—	—	—	
14	The failure of tyres.	13	15	—	—	—	—	—	
15	The failure of wheels.	6	36	—	—	—	—	—	
16	The failure of axles.	36	30	—	—	—	—	—	
17	The failure of brake apparatus.	3	2	—	—	—	—	—	
18	The failure of couplings.	113	127	—	—	—	—	—	
19	The failure of tunnels, bridges, viaducts, or culverts.	1	4	—	—	—	—	—	
20	Broken rails.	19	27	—	—	—	—	—	
21	The flooding of portions of permanent way.	63	57	—	—	—	—	—	
22	Slips in cuttings or embankments.	48	36	—	—	—	—	—	
23	Fire in trains.	316	277	—	—	—	—	—	
24	Fire at stations or involving injury to bridges or viaducts.	23	22	—	—	—	—	—	
25	Other accidents.	198	241	1	5	3	—	9	
	Total	(A) 2,960	3,108	(a) 5	(a) 24	3	—	32	

## CHAPTER VII.

## LINES OPEN FOR TRAFFIC.

## TRAFFIC WORKING.—FARES AND RATES.

*Traffic Working.*

1. The Sind, Punjab, and Delhi Railway having become the property of the State on the 1st January 1886, an amalgamated system, consisting of that railway, the Indus Valley, the Punjab Northern, and the open sections of the Sind-Pishin and Sind-Sagar State Railways, was formed on that date and placed under one management. The open mileage of the system as above is, excluding branches, 1,791½ miles. North-Western system.
2. In addition to the above mileage the Amritsar-Pathankot, 65 miles, and the Rájputra-Patiála, 16 miles, are worked by the railway, also the Bolan Temporary Line, 47 miles, making the present total mileage worked 1,920 miles. North-Western working mileage.
3. The working of the Bolan Temporary Railway was made over to the Indus Valley Railway in December 1885, with a view to the transport to Hirok of 100 miles of permanent way material required for railway construction on the plateau. The whole of this material has been collected at Hirok, and the line is now being utilised for the transport of military stores to Mach, and the Pishin Valley reserve material to Hirok. The line has not been opened for passenger traffic. Bolan temporary.
4. An important feature on the year's working of the Eastern Bengal State Railway was the making over of the steamer service of the Eastern Bengal Railway between Goalundo and Dacca and Naráyanganj as regards goods traffic only to the India General Steam Navigation Company for three years from 1st June 1885; the arrangement has so far worked satisfactorily. Eastern Bengal.  
The arrangement alluded to in last year's report with the Calcutta Landing and Shipping Company for effecting deliveries at mills and ships on the river Hooghly below the Gouripur Jute Mill has worked well so far as it has gone, but it has not been so extensively patronised as was expected; 579,638 maunds only were dealt with from 1st January 1885 to 1st January 1886.  
A town delivery was established during the year, and consignees can book goods of all descriptions from the forwarding station to any address in the town or suburbs of Calcutta. The facilities offered, however, have not as yet been availed of to any extent.
5. Through booking of goods between the Tirhoot State Railway and the Bengal and North-western Railway was established on 1st December 1885. The ferry between Sonepore and Hajipur over the Gundúik river is worked by the latter railway. Bengal and North-Western.
6. An agency of the Rohilkhand-Kumaun Railway has been opened at Naini Tal, and a cart service established for the conveyance of goods from Káthgodám Station to Naini Tal. Arrangements have also been made for the through booking of goods to the latter place from all railways. A tonga service between Káthgodám and the Brewery has also been established. These services have not so far been remunerative, and they have hitherto been maintained under very trying circumstances. The road between Káthgodám and Naini Tal is new, and the slips on it during the past rains were many and dangerous, and stopped both tonga and cart traffic at different times, and for long periods at a time. Rohilkhand-Kumaun.
7. The Government of India, after a consideration of the opinions on the subject received from the different Indian lines, being of opinion that the system of forwarding railway receipts by value payable post which had cropped up in an irregular manner, might without detriment, be generally permitted, decided to recognise it on the North-western and Eastern Bengal State Railways and lines worked thereby. The system is now in use on the Eastern Bengal and connected lines under a general set of rules framed by Government, and will be introduced on the North-western Value payable parcel post.

Railway from the 1st April, the many traffic changes involved on the amalgamation having delayed the issue of the necessary instructions.

Ferry trains  
Sutlej and  
Chenab.

8. The whole of the troops for the Delhi Camp of Exercise were crossed over the Sutlej and Chenab rivers in the Ferry trains of the North-western Railway, and the military authorities expressed their satisfaction at the success of the arrangements.

Passenger  
and goods  
traffic.

9. The tables on pages 78 to 83 contain particulars of the passenger and goods traffic and the unit mileages of the same carried on the various railways during 1885.

Unit mile-  
age. 1885.

10. Of the important staples, the traffic in grain and seeds in 1885 shows an increase over that of the preceding year of 1,131,143 tons or 23½ per cent., the actual figures being—

In 1884	Tons.	4,784,990
In 1885	Tons.	5,916,133

11. The wheat traffic has recovered the depression of 1884, and has slightly exceeded that of 1883, the quantities carried by the important exporting railways have been during the past three years as follows:

	1883.	1884.	1885.
	Tons.	Tons.	Tons.
Great Indian Peninsula Railway	403,823	400,881	457,842
Bombay, Baroda, and Central India	112,512	59,693	178,231
East Indian Railway	469,173	186,048	369,000
Sind, Punjab, and Delhi Railway	363,771	249,519	465,391

while the exports from the three chief ports have been—

	1883.	1884.	1885.
	Tons.	Tons.	Tons.
Bombay	488,096	376,834	565,276
Calcutta	405,891	130,004	213,759
Kurrachee	217,348	193,000	325,981
Total	1,111,335	699,838	1,105,116

#### FARES AND RATES.

12. The following paragraphs detail the chief alterations in rates and fares on the open lines during the year. The table on pages 76 and 77 show the ordinary passenger fares and goods rates in force on Indian Railways at the 31st December 1885.

#### Coaching Fares.

Eastern  
Bengal.

13. From the 1st July 1885, the 1st and 2nd class passenger fares on the Eastern Bengal Railway for all distances over 30 miles were assimilated to those in force on the East Indian Railway, the fares for suburban traffic up to that distance remaining as before.

Tirhoot.

14. The reduction of the 3rd class fare to 1.75 pie per mile, alluded to in last year's report, has so far given very satisfactory results; the numbers have increased over 70 per cent. on the average, and a substantial increase is now being shown in the receipts.

Nagpur-  
Bengal,  
Nagpur-  
Chhattis-  
garh section.

15. From November 1885 the designations of the 3rd and 4th classes on the Nagpur-Chhattisgarh Railway were changed to intermediate and 3rd class. The fares remaining unaltered—intermediate 4 pies; 3rd class, 2 pies per miles.

16. From the 1st February the 3rd class passenger fares on the Bengal and North-western Railway have been reduced to 2 pies per mile. Bengal and North-Western.

17. From the 1st July 1885 an intermediate class was adopted on the South Indian Railway, the fare being 3 pies per passenger per mile. At the same time the 2nd class fare was raised from 4 to 6 pies per mile. The 3rd class remains at 2 pies. South Indian.

#### Goods Rates.

18. On the East Indian Railway the chief alterations in rates have been a reduction in the grain and seeds rates, from Digah Ghât to Howrah, to Rs. 27 per 100 maunds or 15 pie per maund per mile; the lowering of the salt rate from Agra to Benares to Rs. 21-6 per 100 maunds or 11 pie per maund per mile; and the reduction in the Howrah to Digah Ghât salt rate to Rs. 27 per 100 maunds or 15 pie per maund per mile. East Indian.

19. Ferry charges at the Indus for all classes of goods from Kurrachee and Kiamari and ferry charges at the Sutlej on all goods to and from Ferozepore are to be abolished on and from the 1st April 1886. North-Western.

20. The rates on the Eastern Bengal State Railway have varied considerably during the year, especially those for jute, which had to be reduced to an abnormally low figure on account of the water competition. The railway share of the rate for loose jute was at one time one anna six pies per maund from Goalundo to Calcutta, which gives, eliminating handling charges, a mileage rate of about  $\frac{1}{7}$ th pie per maund per mile. Eastern Bengal.

21. The maximum and minimum goods rates for the Rajputana-Malwa detailed in last year's report have been modified by the Government of India and are now as follows:— Rajputana-Malwa.

Maximum rate for any class of goods one pie per maund per mile, minimum for any class of goods 0-14 pie per maund per mile.

22. The rate for special class goods, through and local, on the Tirhoot State Railway has been reduced from 28 to 20 pies per 100 maunds, a reduction which is showing good results. The rate for coal and for salt upwards has been reduced to 20 pies per 100 maunds per mile. Tirhoot.

23. The salt rate *via* the Oudh and Rohilkhand between Cawnpore and Benares was reduced in March to Rs. 15 per 100 maunds. This rate being practically  $\frac{1}{8}$ th pie per maund per mile. The through rate from Benares to Saharanpur for kerosine oil has also been reduced to Rs. 60 per 100 maunds, or about  $\frac{1}{8}$ th pie per maund per mile. Oudh and Rohilkhand.

24. On the Bengal and North-Western Railway the bulk of the goods traffic, which is grain and seeds, is carried at  $\frac{1}{8}$ th pie per maund per mile. Salt from Howrah is carried at  $\frac{1}{4}$ th pie per maund per mile. The rate for country tobacco was reduced during the year from  $\frac{1}{2}$  to  $\frac{1}{4}$ th pie per maund per mile, and that of Mhowa fruit, a considerable staple of traffic, from  $\frac{1}{3}$ rd to  $\frac{1}{4}$ th pie per maund per mile, to enable the company to compete for the traffic in these two articles with water carriage by country boats. Bengal and North-Western.

25. A comparison of the rates of some of the important staples of goods traffic on the Indian and European lines is given below. In working out the Indian rates the exchange is calculated at 1s. 6d. = Re. 1. The English and Continental rates are taken from a report by Sir B. Samuelson, M.P., F.R.S., dated December 1885; the distances from the tables in Part II. of the Report of the Parliamentary Select Committee on Railways, 1881. Comparison of Indian and European goods freight rates.

Grain, Liverpool to Birmingham, 12s. 6d. per ton; distance 97 miles— Grain.

	Rate per ton-mile.
	d.
Liverpool to Birmingham	1-54
For same distance German tariff would be	1-13
"    Belgian	0-79
"    Dutch	0-96
"    Indian	0-85



Sugar. Sugar, London to Sheffield, 15s. 0d. per ton; distance 161 miles—

	Rate per ton-mile.
	d.
London to Sheffield	1.12
For same distance German tariff would be	1.32
"    Belgian	1.00
"    Dutch	0.96
"    Indian	0.85

Cotton. Cotton, Liverpool to Manchester, 7s. 2d. per ton; distance 81 miles—

	Rate per ton-mile.
	d.
Liverpool to Manchester	2.77
For same distance German tariff would be	1.61
"    Belgian	1.74
"    Dutch	0.61
"    Indian	1.53

Cotton goods. Cotton goods, Manchester to Liverpool, for export 6s. 10d. per ton; distance 31 miles—

	Rate per ton-mile.
	d.
Manchester to Liverpool	2.64
For same distance German tariff would be	2.06
"    Belgian	2.22
"    Dutch	1.61
"    Indian	1.28

Coal. Coal, South Yorkshire to London; distance 161 miles—

	Rate per ton-mile.
	d.
South Yorkshire to London	0.51
For same distance German tariff would be	0.51
"    Belgian	0.37
"    Dutch	0.48
"    Indian	0.64

Iron bar. Iron (Bar), North Staffordshire to London, 13s. 4d. per ton; distance 151 miles—

	Rate per ton-mile.
	d.
North Staffordshire to London	1.06
For same distance German tariff would be	0.78
"    Belgian	0.50
"    Dutch	0.69
"    Indian	0.85

The Indian rates quoted are the tariff rates for short distance traffic, but special rates exist for long distance traffic, e.g., grain and seeds are carried by East Indian Railway from Delhi to Howrah, 954 miles, at 0.27d. per ton per mile.

Average Indian passenger mile and goods ton-mile receipts in 1885.

Taking as above Re. 1 = 1s. 6d., the average receipt per passenger mile on Indian Railways in 1885 was 0.24d.; on the same basis the average goods receipt was 0.64d. per ton-mile.

Table showing Ordinary Passenger Fares and Goods Rates in  
pies on the principal Indian Railways on the 31st December  
1885.

TABLE showing ORDINARY PASSENGER FARES and GOODS RATES

Names of Railways.	Passenger Fares per Mile.				Goods		
	1st Class.	2nd Class.	Inter-mediate or 3rd Class.	4th or Lowest Class.	Special Class for <sup>Foot</sup> <sub>Coal</sub> per Mile.		1st <sup>per Ton</sup> <sub>per Mile</sub>
					Food Grain	Coal	
<b>STATES IMPERIAL.</b>	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
East Indian	18	9	4'50	2'40	(a)	(b)	9'07
Rajputana-Malwa	18	8	3'00	2'00 to 2'00	(c)	(d)	9'53
Southern Mahratta	18	9	—	2'50	5'75	9'00	9'10
Eastern Bengal	18	9	4'00	2'50	5'75	5'44	9'07
Wardha Coal	18	9	4'00	2'00	5'00	4'50	10'00
Punjab Northern	12	8	3'50	2'50 & 2'00	6'80	5'54	9'09
Indus Valley	12	8	2'50	2'00	5'44 to 5'88	2'72 to 4'94	9'07
<b>STATE PROVINCIAL.</b>							
Bareilly-Pilibheet	18	—	4'50	2'00	6'80	5'44	9'07
Nalhati	18	6	3'00	—	7'80 & 8'98	11'43	11'07
Tirhoot	18	9	4'50	1'75	7'02	7'02	9'07
Northern Bengal	18	9	4'00	(m) 2'50	5'44 to 5'88	5'44 & 5'88	9'07
Dacca	18	9	4'00	2'50	6'80	6'07	9'07
Cawnpore-Achnera	18	8	3'00	2'00	4'08	4'63	8'28
Amritsar-Pathankot	12	8	4'00	2'25	6'80	5'44	9'07
Nagpur-Chhattisgarh	18	8	4'00	2'00	(k)	6'00	10'00
Burma	14'90	6	—	3'00	7'08	7'08	12'27
<b>GUARANTEED COMPANIES.</b>							
Madras	18	7	—	2'00	4'53 to 6'80	8'00	10'00
South Indian	12	6	3'00	2'00	(e)	(e)	(e)
Great Indian Peninsula	12	6	3'00 & 2'50	—	5'00 to 5'00	6'00	10'00, 9'50 & 9'00
Bombay, Baroda, and Central India	12	6	3'00 & 2'50	—	(f) 7'50 (g) 7'08	(A) 7'80	(f) 10'80
Oudh and Rohilkhand	Upper Class 9, Intermediate 4, Lower 2'50.				4'53 & 5'44	5'44	(l)
Sind, Punjab, and Delhi	12	8	4'00	2'50 & 2'25	6'80	3'89	9'07
<b>ASSISTED COMPANIES.</b>							
Bengal Central	12	6	4'50	3'00	4'08	4'08	9'98
Bengal and North-Western	15	9	4'00	2'50	6'81 to 3'40	6'81	9'07
Rohilkhand-Kumaun	28'94	—	8'87	2'32	6'80 to 8'98	5'44	10'05
<b>NATIVE STATES.</b>							
His Highness the Nizam's	18	6	2'50	2'00	6'00	6'00	10'00
His Highness the Gaekwar's	Upper Class 7, Lower 3.				(n)	7'80	10'80
Bhavnagar-Gondal	12	6	—	3'00 & 2'50	7'00	9'00	10'88
Mysore	12	6	—	3'00	7'00	8'00	10'00
Jodhpore	18	6	2'00	—	10'00	—	21'77
Rajpura-Patiala	12	8	4'00	2'25	6'80	5'44	9'07

The rates on the Sindia, Patna-Gya, Dildarnagar-Ghaziipur, and Tarakeswar were the same as on the East Indian, excepting the Passenger Pondicherry line were the same as on the South Indian.  
 " " Dhond Manmad, Khanganon, Anaruti, and Bhopal-Jirga were the same as on the Great Indian Peninsula.  
 " " Patri line were the same as on the Bombay, Baroda, and Central India.  
 " " Kauria-Dharla, Deoghur, Jorhat, Thaton-Diyinzaik, and Assam Railways are omitted, they being short local lines.

(a) All stations except Howrah:—

For first 100 miles ————— 9'07 pies per ton per mile.  
 " extra distances over 100 up to 450 miles ————— 4'67 " " "  
 " extra distances above 450 miles ————— 3'27 " " "

For traffic to Howrah:—

1 to 100 miles ————— 7'59 " " "  
 101 to 450 " ————— 4'36 " " "  
 Over 450 " ————— 3'51 " " "

(b) For distances over 100 miles

" " of and over 100 and under 300 miles ————— 3'90 " " "  
 " " " " 300 " 600 " ————— 3'54 " " "  
 " " " " 600 miles " 600 " ————— 3'50 " " "  
 " " coal for North-Western Railway from Giridih to Ghaziabul ————— 3'27 " " "

(c) 9'53 pies per ton per mile from 1 to 100 miles

6'81 " " " 101 to 200 " } when in consignments of 270 maunds or 9'02 tons or over.  
 4'08 " " " 201 to 400 " }  
 2'72 " " " over 400 " }

(d) As above when carried for the public, but railway coal at 3'54 pies per ton per mile.

(e) Special ————— 3'08 pies per ton per mile or 0'98 pies per maund per mile.

Ordinary ————— 13'61 " " " or 0'50 " " "  
 Combustible ————— 5'44 " " " or 2'00 " " "  
 And in truck loads of 162 maunds or 5'95 tons, 3 annas per mile, and of 270 maunds or 9'02 tons, 5 annas per mile.

(f) For distances up to 150 miles.

(g) For distances from 151 to 400 miles. For through booking with the Rajputana-Malwa Railway:—

1 to 100 miles @ 9'53 pies per ton per mile }  
 101 to 200 " @ 4'80 " " " } for consignments of 5'88 ton and over.  
 201 to 400 " @ 4'08 " " " }  
 Over 400 " @ 2'72 " " " }

## in Pies on the principal INDIAN RAILWAYS on 31st December 1885.

Rates.									
Class.	2nd Class.		3rd Class.		4th Class.		5th Class.		Names of Railways.
	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	
Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	Pics.	
<b>STATE IMPERIAL.</b>									
0'83	13'01	0'50	15'15	0'65	22'68	0'83	27'22	1'00	East Indian.
0'35	14'20	0'53	19'05	0'70	23'14	0'85	27'22	1'00	Rajputana-Malwa.
0'33	13'50	0'50	18'00	0'66	27'00	1'00	36'00	1'33	Southern Mahratta.
0'53	18'14	0'65	27'22	1'00	—	—	—	—	Eastern Bengal.
0'87	14'00	0'52	24'00	0'69	34'00	1'25	48'00	1'77	Wardha Coal.
0'83	13'61	0'50	18'15	0'66	23'68	0'83	27'22	1'00	Punjab Northern.
0'33	13'61	0'50	18'15	0'66	23'68	0'83	27'22	1'00	Indus Valley.
<b>STATE PROVINCIAL.</b>									
0'83	13'61	0'50	27'22	1'00	—	—	—	—	Bareilly-Pilibhoet.
0'44	17'36	0'63	23'95	0'88	33'83	1'32	71'83	2'64	Nalkati.
0'33	13'61	0'50	18'24	0'67	32'59	0'83	27'22	1'00	Tirhoot.
0'33	13'14	0'50	27'22	1'00	—	—	—	—	Northern Bengal.
0'53	18'14	0'65	27'22	1'00	—	—	—	—	Dacca.
0'33	13'61	0'50	17'85	0'65	32'59	0'83	27'22	1'00	Cawnpore-Achnera.
0'33	13'61	0'50	18'15	0'66	23'68	0'83	27'22	1'00	Amrithur-Pathankot.
0'87	14'00	0'51	24'00	0'68	34'00	1'25	48'00	1'76	Nagpur-Chhattiagarh.
0'45	15'54	0'53	19'05	0'73	—	—	—	—	Burma.
<b>GUARANTEED RAILWAYS.</b>									
0'87	13'61	0'50	18'00	0'66	24'00	0'88	36'00	1'33	Madras.
(e)	(e)	(e)	(A)	(e)	(e)	(e)	(e)	(e)	South Indian.
0'37, 0'33 & 0'33	14'00 & 13'50	0'52 & 0'50	23'30, 23'00 & 20'00	0'88, 0'63 & 0'74	34'00, 23'00 & 25'00	1'28, 1'04 & 0'93	48'00, 42'00, & 34'00	1'78, 1'56, & 1'26	Great Indian Peninsula.
(j)	(j)	(j)	(i)	(j)	(i)	(j)	(i)	(j)	Bombay, Baroda, & Central India.
(l)	(l)	(l)	(l)	(l)	(l)	(l)	(l)	(l)	Oudh and Rohilkhand.
0'33	13'61	0'50	18'15	0'66	23'68	0'83	27'22	1'00	Sind, Panjab, and Delhi.
<b>ASSISTED COMPANIES.</b>									
0'33	(o) 3'31	(o) 0'14	(o) 4'63	(o) 0'17	(o) 5'44	(o) 0'20	(o) 6'30	(o) 0'25	Bengal Central.
0'33	13'61	0'50	18'15	0'66	23'68	0'83	27'22	1'00	Bengal and North-Western.
0'70	23'58	1'05	54'44	2'00	—	—	—	—	Rohilkhand-Kumaun.
<b>NATIVE STATES.</b>									
0'87	14'00	0'51	24'00	0'68	34'00	1'25	48'00	1'76	His Highness the Nizam's.
0'40	16'33	0'60	21'78	0'80	27'22	1'00	32'66	1'20	His Highness the Gaekwar's.
0'40	16'33	0'60	21'78	0'80	27'22	1'00	32'66	1'20	Bhavnagar-Gondal.
0'37	13'61	0'50	18'00	0'67	24'00	0'83	36'00	1'33	Mysore.
0'80	27'22	1'00	23'94	1'10	31'02	1'25	33'11	1'40	Jodhpore.
0'33	13'61	0'50	18'15	0'66	23'68	0'83	27'22	1'00	Rajputana-Patials.

Fares on the Tarakeswar, which were—1st class, 12 pias; 2nd class, 6 pias; 3rd or intermediate class, 4'60 pias, and 4th or lowest class, 3 pias.

(k) But for Rajputana-Malwa Railway @ 3'64 pias per ton per mile.

(l) For through booking with the Rajputana-Malwa Railway—

1st class @ 9'53 pias per ton per mile.

2nd " @ 14'15 " " " "

3rd " @ 19'05 " " " "

4th " @ 23'14 " " " "

5th " @ 27'22 " " " "

(j) For through booking with the Rajputana-Malwa Railway—

1st Class @ 0'86 pie per maund per mile.

2nd " @ 0'62 " " " "

3rd " @ 0'70 " " " "

4th " @ 0'83 " " " "

5th " @ 1'00 " " " "

(A) 9'50 pias per ton per mile from 1 to 100 miles;

9'00 " " " " above 100 miles.

(B) Low class—6'80 pias per ton per mile or 0'25 pie per maund per mile.

Middle class—13'61 pias per ton per mile or 0'50 pie per maund per mile.

High class—27'22 pias per ton per mile or 1'00 pie per maund per mile.

(m) Also 2'25 pias for first 100 miles and 2'00 for next 100 miles.

(n) For distances up to 100 miles, 7'89 pias per ton per mile; for distances from 101 to 400 miles, 7'08 pias per ton per mile.

(o) Special class rates A. to D.

STATEMENT showing the PASSENGER TRAFFIC on the several

Railways.	PASSENGER					
	First Class.		Second Class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
<b>STATE IMPERIAL.</b>						
East Indian	80,691	4,91,955	162,657	6,89,879	567,698	4,84,588
Rajputana-Malwa	17,192	1,51,868	54,329	1,87,922	44,056	1,07,692
Southern Mahratta	1,342	10,228	2,866	8,203	—	—
Eastern Bengal	41,012	65,529	89,099	69,782	483,284	2,08,098
Wardha Coal	857	850	276	387	7,328	845
Punjab Northern	9,286	86,867	87,888	1,10,215	24,450	89,460
Indus Valley	4,967	41,027	19,484	91,402	—	—
<b>Total State Imperial</b>	<b>124,789</b>	<b>8,33,783</b>	<b>365,599</b>	<b>11,47,716</b>	<b>1,176,766</b>	<b>8,44,688</b>
<b>STATE PROVINCIAL.</b>						
Bareilly-Pilibheet	239	1,000	—	—	77	68
Nalbat	538	1,421	8,953	2,460	117,551	89,004
Tirhoot	6,894	23,729	6,981	13,697	8,233	7,659
Northern Bengal	3,082	42,784	9,559	43,634	28,256	68,783
Kaunia-Dharila	810	2,468	1,786	2,470	—	—
Dacca	1,828	1,421	2,574	1,389	4,190	885
Cawnpore-Achnera	1,822	5,110	5,604	7,854	7,197	4,136
Amritsar-Pathankot	2,079	5,546	5,849	6,292	2,393	1,389
Nagpur-Chhattisgarh	8,469	5,464	10,875	7,816	15,587	6,175
Burma	5,533	31,359	67,640	54,700	—	—
Jorhat	—	—	(a) 63	(a) 81	—	—
<b>Total State Provincial</b>	<b>26,743</b>	<b>1,10,251</b>	<b>124,889</b>	<b>1,40,246</b>	<b>284,294</b>	<b>93,089</b>
<b>GUARANTEED COMPANIES.</b>						
Madras	14,837	1,80,687	33,705	1,94,194	—	—
South Indian	12,946	43,076	48,078	46,952	43,448	27,081
Great Indian Peninsula	61,863	3,43,584	356,649	6,15,074	601,944	3,49,515
Bombay, Baroda, and Central India	74,008	1,17,885	698,909	2,50,006	(c) 601,960	(c) 7,37,168
Ondh and Rohilkhand	—	—	(a) 25,383	(a) 90,434	(c) 63,172	(c) 69,320
Sind, Punjab, and Delhi	26,774	1,55,581	93,385	2,45,862	40,598	46,072
<b>Total Guaranteed Companies</b>	<b>190,428</b>	<b>8,46,163</b>	<b>1,275,954</b>	<b>14,42,622</b>	<b>1,251,122</b>	<b>17,97,206</b>
<b>ASSISTED COMPANIES.</b>						
Bengal Central	3,490	4,303	23,823	15,988	57,996	21,382
Deoghur	1251	126	—	—	183,882	22,921
Bengal and North-Western	3,296	6,993	6,816	11,182	5,077	3,938
Rohilkhand-Kumaun	2,179	21,992	—	—	3,310	9,875
Assam	2,578	4,128	2,890	2,844	67,073	36,661
<b>Total Assisted Companies</b>	<b>10,789</b>	<b>40,542</b>	<b>38,535</b>	<b>80,014</b>	<b>316,838</b>	<b>94,777</b>
<b>NATIVE STATES.</b>						
His Highness the Nizam's	3,806	27,781	19,306	36,933	(a) 140,023	(c) 96,638
His Highness the Gaekwar's	—	—	(a) 8,444	(a) 2,437	—	—
Bhavnagar-Gondal	2,659	5,019	15,056	16,088	—	—
Mysore	3,185	8,286	13,674	13,454	—	—
Jodhpore	945	4,832	2,003	8,383	186,879	59,958
Rajpura-Patala	745	691	1,640	602	709	102
<b>Total Native States</b>	<b>11,290</b>	<b>49,059</b>	<b>55,183</b>	<b>72,897</b>	<b>338,204</b>	<b>1,76,600</b>
<b>TOTAL OF ALL RAILWAYS</b>	<b>364,087</b>	<b>18,74,198</b>	<b>1,845,106</b>	<b>28,33,324</b>	<b>3,362,224</b>	<b>20,11,395</b>

NOTE.—Information not received for the Day setting

- (a) Upper class.
- (b) Lower class.
- (c) Third Class passengers by mail trains.

## RAILWAYS during the year ending 31st December 1885.

TRAFFIC.					Railways.
Fourth or Lowest.]		Other Coaching Traffic.	Total.		
Number.	Receipts.		Number.	Receipts.	
	Rs.	Rs.		Rs.	
12,048,481	1,05,22,470	18,43,162	12,829,467	1,40,47,459	<b>STATE IMPERIAL.</b>
5,815,691	35,84,762	5,47,686	5,981,208	45,90,000	East Indian.
498,379	2,78,300	41,985	502,637	3,98,666	Rajputana-Malwa.
4,079,754	14,88,379	2,11,717	4,699,140	19,93,000	Southern Mahratta.
118,294	31,309	2,710	120,365	36,074	Eastern Bengal.
2,040,857	13,08,047	4,15,510	2,112,481	19,34,099	Wardha Coal.
1,844,759	16,31,020	4,24,765	1,868,210	20,78,305	Punjab Northern.
					Indus Valley.
26,446,215	1,56,93,987	34,67,485	28,113,867	2,50,87,603	<b>Total State Imperial.</b>
					<b>STATE PROVINCIAL.</b>
84,638	27,261	1,636	85,198	29,955	Bareilly-Filibheet.
		5,645	122,042	49,530	Nalhati.
1,440,351	4,26,276	74,785	1,462,459	5,45,503	Tirhoot.
368,288	4,70,751	86,291	906,085	6,82,148	Northern Bengal.
79,505	35,531	7,308	82,191	47,777	Koena-Dharla.
252,928	85,620	1,752	261,020	41,060	Dacca.
1,005,450	4,75,117	27,593	1,620,073	5,19,810	Cawnpore-Achnera.
549,342	1,58,098	11,084	559,508	1,77,409	Amritsar-Pathankot.
729,522	1,89,587	19,105	759,428	2,27,597	Nagpur-Chhattisgarh.
2,808,188	18,42,990	52,677	2,881,311	12,71,726	Burra.
(b) 3,029	(b) 591	33	3,097	709	Forhat.
8,416,476	29,56,772	2,87,909	8,742,402	35,93,217	<b>Total State Provincial.</b>
					<b>GUARANTEED.</b>
5,475,868	23,36,178	5,08,668	5,548,910	32,19,677	Madras.
6,289,955	23,26,983	1,04,874	6,394,422	25,48,916	South Indian.
8,054,920	45,18,670	15,47,842	8,975,376	73,74,635	Great Indian Peninsula.
(d) 9,046,906	(f) 22,11,928	4,25,341	10,421,783	38,01,831	Bombay, Baroda, and Central India.
(b) 2,870,687	(b) 18,40,498	1,50,578	2,959,192	21,88,925	Oudh and Rohilkhand.
4,710,954	32,61,691	8,70,054	4,874,361	46,99,310	Sind, Punjab, and Delhi.
36,451,740	1,65,95,949	36,07,360	39,169,244	2,42,83,104	<b>Total Guaranteed Companies.</b>
					<b>ASSISTED COMPANIES.</b>
1,075,770	3,78,498	576	1,160,079	4,20,747	Bengal Central.
			183,633	23,047	Deoghur.
915,599	4,48,294	19,998	930,788	4,93,345	Bengal and North-Western.
89,654	49,856	25,801	95,143	1,07,024	Rohilkhand-Kumaon.
		4,504	72,542	48,137	Assam.
2,081,023	8,76,083	50,879	2,442,165	10,22,300	<b>Total Assisted Companies.</b>
					<b>NATIVE STATES.</b>
(d) 341,521	(d) 1,06,802	64,533	510,656	4,22,618	His Highness the Nizam's.
(b) 385,511	(b) 88,162	2,596	292,055	93,195	His Highness the Gaekwar's.
783,657	4,31,934	24,365	801,372	4,98,986	Bhavnagar-Gondal.
481,788	2,23,687	19,057	448,597	2,64,484	Mysore.
		12,131	189,827	1,00,251	Jodhpore.
152,387	27,466	2,253	155,074	51,016	Rajpura-Patala.
1,907,964	9,70,587	1,35,837	2,397,581	14,04,950	<b>Total Native States.</b>
75,393,418	4,80,93,377	76,68,979	80,864,779	5,58,81,364	<b>TOTAL OF ALL RAILWAYS.</b>

Himalayan and Thabon-Duvinzai Railways.

(d) Third Class passengers by other than mail trains.  
(e) Lower reserved.

## STATEMENT showing the Goods Traffic on the several

RAILWAYS.	GOODS.							
	General Merchandise.		Military Stores.		Railway Materials for Construction.		Coal for Public and Construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
<b>STATE IMPERIAL.</b>		Rs.		Rs.		Rs.		Rs.
East Indian	3,324,548	2,55,19,510	12,843	3,87,547	176,048	1,47,538	943,839	50,53,418
Rajputana-Malwa	1,001,316	1,09,05,720	4,192	1,10,633	49,853	92,580	7,638	46,614
Southern Mahratta	50,136	2,79,784	58	1,139	100,144	2,00,394	679	2,478
Eastern Bengal	443,332	10,98,771	306	2,378	51,952	62,352	28,155	62,003
Wardha Coal	29,535	54,904	—	—	183	272	83,439	67,200
Punjab Northern	313,680	13,24,185	6,340	1,04,302	74,430	63,001	—	—
Indus Valley	694,762	69,09,864	29,004	5,45,319	100,283	6,66,327	5,677	27,133
<b>Total State Imperial</b>	<b>4,370,816</b>	<b>4,69,32,338</b>	<b>52,740</b>	<b>13,51,291</b>	<b>514,922</b>	<b>12,25,624</b>	<b>1,009,567</b>	<b>62,82,339</b>
<b>STATE PROVINCIAL.</b>								
Bareilly-Pilibhoet	31,271	38,732	—	—	7,411	6,523	—	—
Nalhati	7,892	18,089	—	—	—	—	3,756	6,678
Tirhoot	173,264	5,00,400	33	324	6,837	39,699	7,438	22,895
Northern Bengal	171,793	11,44,182	182	2,716	11,576	30,713	3,970	13,462
Kaunia-Dharla	4,188	11,519	45	274	15	13	—	1
Dacca	3,435	14,584	—	—	83,717	30,374	18	31
Cawnpore-Achnera	133,065	2,77,466	770	5,804	14,219	37,456	900	2,537
Amritsar-Pathankot	60,187	83,589	660	633	1,870	547	324	454
Nagpur-Chhattisgarh	284,312	11,30,041	453	814	3,724	6,236	1,125	984
Burma	166,323	6,85,901	1,649	10,263	31,260	56,749	1,408	3,918
Jorhat	5,599	30,744	—	—	—	—	39	125
<b>Total State Provincial</b>	<b>970,729</b>	<b>39,35,787</b>	<b>3,737</b>	<b>20,899</b>	<b>168,929</b>	<b>1,01,560</b>	<b>19,472</b>	<b>50,133</b>
<b>GUARANTEED COMPANIES.</b>								
Madras	646,393	40,47,164	2,844	71,630	2,094	13,676	227	1,332
South Indian	584,256	18,17,917	210	11,016	117,537	40,067	—	48
Great Indian Peninsula	1,728,602	3,02,77,950	11,227	2,42,414	23,530	62,262	51,470	1,51,009
Bombay, Baroda, and Central India	1,084,835	82,85,480	1,393	30,331	24,036	40,112	38,379	2,17,367
Oudh and Rohilkhand	639,823	24,37,240	2,347	16,043	140,354	2,50,475	6,257	11,682
Sind, Punjab, and Delhi	1,669,929	76,75,572	20,044	4,01,241	50,061	23,395	34,031	2,21,186
<b>Total Guaranteed Companies</b>	<b>6,343,845</b>	<b>5,05,42,332</b>	<b>44,070</b>	<b>7,72,754</b>	<b>357,543</b>	<b>4,28,933</b>	<b>130,662</b>	<b>5,02,713</b>
<b>ASSISTED COMPANIES.</b>								
Bengal Central	27,541	59,760	15	16	—	—	2,668	3,040
Deoghur	—	—	—	—	—	—	—	—
Bengal and North-western	95,003	4,59,990	23	407	32,518	90,024	3,027	6,590
Rohilkhand-Kumaun	17,964	33,931	14	87	33,530	39,648	—	—
Assam	11,571	94,333	—	—	—	—	36,816	69,504
<b>Total Assisted Companies</b>	<b>152,079</b>	<b>6,47,999</b>	<b>51</b>	<b>510</b>	<b>61,548</b>	<b>1,29,778</b>	<b>42,105</b>	<b>1,09,208</b>
<b>NATIVE STATES.</b>								
His Highness the Nizam's	90,313	4,94,943	1,606	22,377	19,295	1,24,431	420	1,218
His Highness the Gaekwar's	29,931	67,134	—	—	69	22	1	1
Bhavnagar-Gondal	74,803	4,46,396	—	—	12,703	10,331	1,797	2,905
Mysore	48,598	1,23,289	—	—	3,670	14,920	—	—
Jodhpore	20,439	65,471	—	—	4,365	2,357	—	22
Rajpura-Patials	20,681	15,370	16	16	1,160	340	858	693
<b>Total Native States</b>	<b>284,715</b>	<b>12,18,103</b>	<b>1,622</b>	<b>22,393</b>	<b>41,713</b>	<b>1,43,281</b>	<b>2,112</b>	<b>5,139</b>
<b>Total of all Railways</b>	<b>12,032,147</b>	<b>10,33,36,569</b>	<b>108,479</b>	<b>21,74,646</b>	<b>1,198,316</b>	<b>5,159,647</b>	<b>1,202,853</b>	<b>69,49,980</b>

NOTE.—Information not received for the Darjeeling.

(a) Less Rs. 6,064 due to outstandings not recovered.

RAILWAYS during the year ending 31st December 1886.

TRAFFIC.										RAILWAYS.
Coal for Revenue only.		Revenue Stores other than Coal.		Live Stock.		Miscellaneous.	Total.		STATE IMPERIAL.	
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.		
	Rs.		Rs.		Rs.	Rs.		Rs.		
205,404	5,12,631	1,069,017	6,94,177	1,701	79,405	(a) 76,852	4,774,044	3,26,07,020	East Indian.	
78,396	2,40,678	67,080	1,68,229	231	9,097	13,811	1,109,200	1,15,37,000	Rajputana-Malwa.	
1,788	6,103	6,898	15,314	11	113	1,050	174,954	5,12,736	Southern Mahratta.	
88,273	34,903	57,632	44,304	185	5,568	11,181	652,034	22,24,730	Eastern Bengal.	
5	3	1,327	1,877				114,688	1,44,236	Wardha Coal.	
9,014	18,423	14,889	24,004	1,210	31,581	98,218	382,286	16,66,704	Punjab Northern.	
18,549	76,766	38,915	91,537	2,613	38,303	37,500	936,573	83,00,939	Indus Valley.	
346,097	8,89,397	1,308,557	10,84,301	6,051	1,78,037	2,30,023	8,104,057	5,71,03,505	Total State Imperial.	
									STATE PROVINCIAL.	
		14	36			239	29,096	45,540	Hareilly-Pilibheet.	
		490	420			194	11,537	25,031	Nalhati.	
4,276	5,247	3,261	7,940	3	45	17,078	194,526	5,30,271	Tirhoot.	
6,575	18,219	12,185	30,151	32	1,021	4,353	205,008	12,52,017	Northern Bengal.	
37	45					367	4,285	12,209	Kanua-Dharila.	
156	240	80	60			67	90,373	45,956	Dacca.	
4,640	9,369	3,422	6,112	3	37	292	187,018	3,39,533	Cawnpore-Achnera.	
65	42	9,580	2,315			553	72,676	88,150	Amritsar-Pathankot.	
5,726	11,227	49,061	29,133	1	11	4,973	283,464	11,77,488	Nagpur Chhattisgarh.	
417	130	33,542	72,672	968	17,680	2,681	335,625	8,35,932	Burma.	
10	31						5,054	34,903	Jorhat.	
21,097	43,228	110,621	1,19,077	1,056	19,907	30,644	1,280,517	44,33,806	Total State Provincial.	
									GUARANTEED COMPANIES.	
12,563	19	239,592	84,780	1,634	46,634	7,711	892,691	42,72,976	Mudras.	
179,113	92,744	320,267	30,211	308	4,125	3,303	1,135,530	19,65,700	South Indian (c).	
3,394	57,433	369,831	7,02,115	9,775	1,16,214	27,491	2,375,187	2,32,04,308	Great Indian Peninsula.	
35,827	1,52,703	123,383	1,85,000	11,750	2,37,705	6,551	1,337,063	91,56,057	Bombay, Baroda, and Central India.	
46,045	109,183	142,834	1,11,831	32	618	8,523	309,003	29,35,691	Oudh and Rohilkhand.	
	1,09,316	246,317	1,99,033	(b) 1,772	97,023	35,046	2,063,152	86,03,344	Sind, Punjab, and Delhi.	
305,738	9,44,732	1,686,254	14,20,055	26,171	4,53,927	88,580	8,772,667	5,51,63,046	Total Guaranteed Companies.	
									ASSISTED COMPANIES.	
2,621	2,024	5,044	2,711	1	0	252	37,884	69,802	Benzal Central.	
13,634	18,527	743	2,067	3	26	1,464	(c) 2,115	154,849	Deogbur.	
		59	104	11	189	680	66,578	5,78,150	Benzal and North-Western.	
			7		120		48,387	1,93,039	Rohilkhand-Kumaun.	
18,255	49,691	5,845	4,879	15	375	2,296	299,313	9,16,360	Assam.	
									TOTAL ASSISTED COMPANIES.	
									NATIVE STATES.	
3	0	24,063	18,000	448	9,536	3,092	137,140	6,75,700	His Highness the Nizam's.	
2,873	127	2,360	149	6	17	136	32,322	58,409	His Highness the Guekwar's.	
2,873	518	2,790	3,370	38	327	1,669	195,394	4,66,375	Bhavnagar-Goudal.	
	21	6,274	4,426	25	1,106	3,069	35,667	1,59,705	Mysore.	
281	61	2,566	130	78	34	669	24,814	69,394	Jodhpore.	
					212	186	29,595	17,502	Rajpura-Patiala.	
4,048	1,000	35,328	27,601	595	11,484	16,373	703,321	14,47,138	Total Native States.	
686,590	19,04,019	3,020,817	29,46,208	22,833	663,260	3,38,021	18,925,385	11,07,63,747	Total of all Railways.	

Himalayan and Tibetan-Anglo-Burmese Railways.

(b) Approximate.  
(c) Not classified.



## STATEMENT showing the UNIT MILEAGE OF PASSENGERS and GOODS carried

Railway.	PASSENGER TRAFFIC.						
	Number of Passenger Miles (expressed in the Number of Passengers carried one mile).					Other Coaching Traffic. Ton miles.	General Merchandise.
	First Class.	Second Class.	Third or Intermediate Class.	Fourth or Lowest Class.	Total.		
<b>STATE IMPERIAL.</b>							
East Indian	6,635,165	26,455,966	26,094,980	806,559,689	865,745,800	71,539,372	719,999,577
Rajputana-Malwa	2,238,524	9,385,075	6,892,278	389,185,844	857,701,721	3,089,758	890,810,276
Southern Mahratta	114,642	238,374	—	31,894,161	31,747,177	152,475	5,819,376
Eastern Bengal	1,149,887	2,397,872	2,388,790	111,808,398	127,744,389	751,293	44,310,939
Wardha Coal	11,012	8,617	41,231	8,005,698	8,066,558	9,985	1,067,591
Punjab Northern	1,291,581	6,112,438	1,835,571	106,624,542	115,864,132	1,900,210	33,192,227
Indus Valley	772,454	4,616,224	—	130,314,699	135,703,377	2,905,367	249,860,775
Total State Imperial	12,212,765	49,214,566	47,252,850	1,518,892,960	2,627,573,041	30,297,962	1,363,060,762
<b>STATE PROVINCIAL.</b>							
Bareilly-Pilibheet	10,667	—	2,475	2,617,058	2,630,198	4,817	652,678
Nalhati	15,301	110,793	2,520,459	—	2,646,553	26,195	185,009
Tirhoot	295,313	322,167	848,141	46,766,839	47,722,460	379,680	11,473,908
Northern Bengal	546,747	1,267,648	1,161,922	37,949,717	41,226,064	306,283	20,874,545
Kaunia-Dharila	17,304	39,467	—	1,515,646	1,572,417	16,150	58,885
Dacca	15,458	29,713	44,346	2,785,428	2,875,140	2,145	219,906
Cawnpore-Achnern	65,186	247,980	264,679	25,611,038	26,128,703	141,716	7,552,358
Amritsar-Pathankot	100,253	812,860	66,686	13,064,345	13,944,143	87,918	2,072,680
Nagpur-Chhattisgarh	72,640	328,951	345,010	1,937,541	18,944,122	63,654	19,910,919
Burma	235,496	2,256,305	—	73,151,344	75,643,145	155,576	16,245,118
Jorhat	—	(a) 57,720	—	—	57,720	—	75,967
Total State Provincial	1,364,309	4,973,614	5,753,918	341,698,999	338,790,840	1,124,144	81,821,988
<b>GUARANTEED COMPANIES.</b>							
Madras	2,485,011	6,309,161	—	241,359,698	250,153,870	2,738,536	99,178,253
South Indian	736,465	2,053,474	1,731,806	228,414,029	237,995,767	358,902	42,270,735
Great Indian Peninsula	6,115,241	32,346,161	54,559,281	355,898,978	448,419,661	8,840,404	579,275,276
Mombay, Barods, and Central India.	2,201,125	9,919,126	(c) 177,406,502	(f) 52,297,575	241,824,328	2,440,578	203,940,930
Oudh and Rohilkhand	—	(b) 1,929,261	(c) 3,374,026	(d) 141,349,938	145,653,125	800,569	78,694,180
Sind, Punjab, and Delhi	2,984,391	12,621,534	3,171,438	266,042,826	282,820,189	3,326,020	313,899,498
Total Guaranteed Companies	14,522,233	65,178,717	240,243,053	1,279,862,987	1,599,806,940	20,105,106	1,217,219,471
<b>ASSISTED COMPANIES.</b>							
Bengal Central	80,528	575,670	1,111,037	24,697,679	26,464,899	66,359	1,750,927
Bengal and North-Western	121,390	260,280	177,897	34,424,374	34,988,941	68,418	10,875,404
Rohilkhand-Kumaun	139,254	—	211,312	3,720,681	4,071,147	22,624	733,058
Assam	78,892	57,554	1,794,672	—	1,931,118	—	426,549
Total Assisted Companies	420,059	893,504	2,294,808	62,842,734	67,451,105	197,998	18,785,998
<b>NATIVE STATES.</b>							
His Highness the Nizam's	366,448	1,965,819	(e) 7,221,386	(g) 18,848,477	28,602,128	434,338	8,485,718
His Highness the Gaekwar's	—	(b) 71,964	—	(d) 5,680,178	5,752,137	8,199	740,799
Bhavnagar-Gondal	108,775	440,291	—	31,329,177	31,878,243	49,217	6,435,666
Mysore	158,689	537,908	—	14,573,526	15,270,121	50,255	2,821,755
Jodhpore	51,548	106,637	7,575,691	—	7,833,876	55,630	585,271
Rajpura-Patiala	10,463	20,060	4,884	2,343,752	2,379,159	6,914	338,151
Total Native States	695,921	3,142,677	16,101,961	72,776,105	91,713,664	704,348	19,357,813
Total of all Railways	29,215,287	128,403,078	311,644,390	3,176,072,641	8,640,387,596	42,439,158	2,684,745,472

NOTE.—Information not received from the Darjeeling-Himalayan.

(a) Passenger mileage of "Upper" and "Lower" class passengers.

(b) Upper class.

(c) Lower Reserved and Intermediate class.

on the several RAILWAYS during the year ending 31st December 1885.

GOODS TRAFFIC.							Railway.
Number of Ton Miles (expressed in the Number of Tons moved one mile).							
Military Stores.	Railway Materials for Construction.	Coal for the Public and Construction.	Coal for Revenue only.	Revenue Stores other than Coal.	Live Stock.	Total.	
<b>STATE IMPERIAL.</b>							
6,045,264	8,465,969	205,825,890	48,838,340	59,856,817	649,689	1,048,601,489	East Indian.
938,088	4,117,867	1,369,534	12,980,402	7,280,271	59,156	326,656,990	Rajputana-Malwa.
10,047	5,031,637	99,171	276,575	571,652	1,166	11,329,624	Southern Mahratta.
29,732	2,229,471	2,591,398	2,417,349	2,006,122	22,438	53,607,842	Eastern Bengal.
22	6,183	3,597,688	114	71,999	—	4,743,597	Wardha Coal.
1,001,792	2,326,963	—	1,282,426	848,213	193,831	38,845,454	Punjab Northern.
6,987,542	25,586,573	1,316,109	4,671,495	4,187,840	474,107	293,038,941	Indus Valley.
14,962,482	47,784,665	214,799,780	70,486,594	74,322,414	1,400,330	1,776,817,037	Total State Imperial.
<b>STATE PROVINCIAL.</b>							
—	160,236	—	—	413	—	813,827	Bareilly-Pilibheet.
—	—	101,508	—	10,741	—	297,259	Nalhati.
2,865	786,158	585,867	161,937	219,224	298	13,180,262	Tirhoot.
32,640	1,217,139	626,561	775,833	942,675	10,341	24,379,734	Northern Bengal.
929	360	5	775	—	—	60,954	Kaunia-Dhurua.
—	1,092,900	1,102	8,541	2,084	—	1,324,433	Dacca.
64,767	851,776	65,696	600,471	231,140	87	9,366,295	Cawnpore-Achnera.
5,434	38,583	13,768	2,994	149,371	—	2,282,820	Amritsar-Pathankot.
3,495	118,326	33,823	533,271	1,507,284	36	22,112,153	Nagpur-Chhattisgarh.
219,715	843,490	198,771	3,750	522,492	465,008	20,808,344	Burma.
—	—	881	1,011	—	—	77,879	Jorbát.
334,845	5,058,967	1,527,967	2,088,583	3,595,384	475,770	94,403,504	Total State Provincial.
<b>GUARANTEED COMPANIES.</b>							
708,669	453,794	41,327	1,576	4,600,682	350,628	105,830,519	Madras.
47,189	1,501,377	2,402	1,094,155	3,646,619	53,941	48,616,368	South Indian.
2,355,542	1,670,474	4,764,688	24,878,205	43,919,708	1,341,426	658,165,314	Great Indian Peninsula.
289,091	1,627,124	11,790,146	8,380,111	7,032,084	2,441,631	335,491,117	Bombay, Baroda, and Central India.
356,215	14,146,118	576,569	6,327,392	9,017,378	2,834	109,020,716	Ondh and Rohilkhand.
3,737,161	1,650,361	5,983,549	6,874,135	14,040,889	—	246,185,533	Sind, Punjab, and Delhi.
7,386,808	21,049,218	23,158,676	47,555,574	82,247,360	4,190,460	1,402,809,567	Total Guaranteed Companies.
<b>ASSISTED COMPANIES.</b>							
29	—	229,389	97,219	179,812	40	2,257,415	Bengal Central.
9,053	8,549,807	357,461	813,758	66,519	8,176	14,580,184	Bengal and North-Western.
770	4,056,806	—	—	2,590	685	1,792,709	Rohilkhand Kumaun.
—	—	2,158,592	—	—	—	2,580,141	Assam.
9,857	3,605,418	2,040,442	910,977	248,921	8,901	21,210,449	Total Assisted Companies.
<b>NATIVE STATES.</b>							
217,266	2,880,372	49,376	234	646,583	52,720	11,834,989	His Highness the Nizam's.
—	1,196	15	6,991	44,620	113	793,067	His Highness the Gaekwar's.
—	504,433	59,036	34,796	241,944	2,831	7,250,226	Bhavnagar-Gondal.
—	430,570	—	505	148,304	1,867	3,403,001	Mysore.
—	130,891	386	—	36	109	666,699	Jodhpore.
256	23,979	14,856	4,380	3,743	—	385,314	Rajpura-Patāla.
218,222	3,478,941	123,669	46,836	1,057,229	57,640	24,338,890	Total Native States.
39,914,234	80,971,204	242,950,544	131,088,584	161,471,308	6,138,101	3,919,574,447	Total of all Railways.

Deoghur and Thalon-Duyinzaik Railways.

(d) Lower class.

(e) Third class passengers by mail trains.

(f) Third class passengers by other than mail trains.

## CHAPTER VIII.

## REVENUE AND TRAFFIC RESULTS.

## REVENUE.

1. On page 86 will be found a statement giving the Capital outlay [exclusive of Steam-boat Service and Suspense Accounts] for the several lines of railway open for traffic.

The average cost per mile of all open lines [excluding Steam-boat Service and Suspense Accounts] is Rs. 1,27,934. The 5' 6" and the metre gauge lines have averaged respectively Rs. 1,67,526 and Rs. 66,163 per mile.

2. The net revenue derived from Railways during the year 1885 amounted to Rs. 9,12,63,306 as compared with Rs. 7,91,00,677 in 1884.

3. The total Capital debit excluding indirect charges against lines open to traffic on the 31st December 1885 was Rs. 1,61,91,78,406 and the per-centage of the net earnings on this outlay amounted to 5.64 as compared with a similar per-centage of 5.09 in 1884 on a capital outlay of Rs. 1,55,45,03,665.

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

	1883.	1884.	1885.
Miles open at end of year	10,447.09	11,527.24	12,207.71
Capital outlay at end of year	Rs. 1,42,19,31,294	1,50,18,58,806	1,56,17,76,876
Average cost per mile open	" 1,36,108	" 1,30,285	" 1,27,934
Gross earnings during the year	" 16,27,97,535	" 15,97,63,256	" 17,88,05,185
Working expenses during the year	" 7,87,81,945	" 8,06,26,463	" 8,77,01,982
Net profits of the year	" 8,40,15,580	" 7,91,36,793	" 9,11,03,223
Per-centage of net profits on capital cost	" 5.91	" 5.27	" 5.84
Gross earnings per mile per week calculated on mean mileage worked.	Rs. 301	276	284

5. On page 87 will be found a statement comparing the net earnings and their per-centages on Capital expenditure for the principal railways during the last five years.

6. The net revenue earned by the Imperial and Provincial State lines, East Indian and Branch lines excepted, during the past year amounted to \*Rs. 2,00,32,980, being a return of 4.38 per cent. on a total Capital expenditure of Rs. 45,71,92,862. Including the East Indian Railway and State Branch lines worked by it, the net earnings of the State lines were at the rate of 6.17 per cent. on the Capital expended.

7. The net revenue of the East Indian Railway including the branch (a) lines worked by it, amounted to Rs. 3,08,19,333, being at the rate of 8.40 per cent. on a total capital expenditure of Rs. 36,70,50,045. The surplus profits on this line during the past year, after paying annuity and interest charges, were Rs. 81,47,513, of which sum  $\frac{1}{3}$ th or Rs. 16,29,503 was paid over to the working company as its share under the contract.

8. The statements relating to Guaranteed Railway transactions on pages 88 to 89 are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

The Guaranteed lines returned a net revenue of 3,505,142 $\frac{1}{2}$ l. The guaranteed interest for the year amounted to 3,191,169 $\frac{1}{2}$ l., so that the net earnings were in excess of the guaranteed interest by 313,973 $\frac{1}{2}$ l.

\* This includes the Southern Mahratta which was shown under Assisted Companies in last year's report.

(a) Sindia, Patna-Gya, Ghazipur-Dildarnagar, and Tarakesaur.

From the commencement of operations up to 31st December 1885, a gross sum of 64,650,921*l.* has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian and Eastern Bengal Railways, and up to 30th June 1885 the total net earnings of these railways, exclusive of half of any surplus profits realised, amounted to 38,506,292*l.*, leaving a net amount of 26,144,629*l.* which has been paid by the State.

The surplus profits realised on Guaranteed Railways during the year 1885 amounted to 785,866*l.* as compared with 701,849*l.* in 1884, and 911,382*l.* in 1883.

9. The lines in the hands of Assisted Companies, including the Tarakespur Railway, yielded during 1885 a net revenue of Rs. 7,69,654, being at the rate of 2.02 per cent. on a total capital outlay of Rs. 3,80,82,320.

10. The net revenue earned by the native State lines during the same period amounted to Rs. 12,77,881, being at the rate of 2.65 per cent. on a total capital outlay of Rs. 4,82,13,793.

STATEMENT showing the TOTAL COST of each RAILWAY on 31st December 1885, and the average cost per mile.

Railway.	Length of line open on 31st December 1885.	Total Capital outlay to 31st December 1885 (exclusive of Steamboat Service and Suspense).	Average cost per mile (exclusive of Steamboat Service and Suspense).	Total Capital outlay to 31st December 1885.
	Miles.	Rs.	Rs.	Rs.
<b>STATE IMPERIAL.</b>				
East Indian	1,515.00	34,41,03,024	2,27,151	35,16,65,868
Rajputana-Malwa	1,411.18	10,65,68,439	75,517	11,09,73,568
Patri	22.50	8,08,405	35,929	8,08,405
Sindia	74.88	99,20,769	1,19,184	89,51,493
Dhond-Manmad	145.75	1,02,53,539	70,350	1,02,63,278
Southern Mahratta	316.00	1,82,96,274	57,899	1,96,09,287
Eastern Bengal	234.00	4,66,96,537	1,99,557	4,80,31,432
Wardha Coal	45.00	55,16,385	1,22,686	56,58,515
Punjab Northern	416.75	7,30,51,256	1,63,517	7,40,83,595
Indus Valley	652.48	8,46,19,971	1,29,689	8,77,92,761
<b>Total State Imperial</b>	<b>4,863.54</b>	<b>69,88,34,599</b>	<b>1,43,688</b>	<b>71,78,38,202</b>
<b>STATE PROVINCIAL.</b>				
Patna-Gya	57.20	40,03,312	69,987	40,37,831
Dildarnagar-Ghazipur	12.00	7,04,814	58,734	7,05,858
Bareilly-Pilibheet	36.00	14,17,436	39,373	14,17,538
Nalhati	27.25	3,17,963	11,668	3,46,951
Tirhoot	226.00	1,89,19,096	61,721	1,41,47,916
Northern Bengal	249.25	2,08,30,461	83,572	2,17,53,435
Kaunia-Dharla	37.03	8,06,409	21,777	9,61,539
Dacca	85.62	53,94,324	63,003	56,54,231
Cawnpore-Achnera	253.23	1,09,14,403	43,100	1,12,39,987
Amritsar-Pathankot	64.79	55,17,863	85,165	55,83,672
Nagpur-Chhattisgarh	149.00	1,05,04,385	70,499	1,07,69,020
Burma	327.00	2,65,32,092	81,137	2,72,85,343
Jorhat	30.00	5,09,508	16,987	5,12,589
<b>Total State Provincial</b>	<b>1,554.37</b>	<b>10,14,02,166</b>	<b>65,237</b>	<b>10,47,15,710</b>
<b>GUARANTEED COMPANIES.</b>				
Madras	860.86	11,22,08,759	1,30,343	11,50,46,840
South Indian	654.00	4,40,22,688	67,313	4,66,98,660
Great Indian Peninsula	1,288.25	25,93,23,757	2,01,299	26,85,97,962
Bombay, Baroda, and Central India	438.50	8,91,21,000	1,93,321	9,23,68,410
Oudh and Rohilkhand	608.01	5,94,22,090	97,732	6,43,62,476
Sind, Punjab, and Delhi	692.98	11,51,01,933	1,66,097	12,32,54,032
<b>Total Guaranteed Companies</b>	<b>4,542.60</b>	<b>67,92,00,227</b>	<b>1,49,518</b>	<b>71,03,28,380</b>
<b>ASSISTED COMPANIES.</b>				
Bengal Central	125.75	85,58,421	68,059	89,17,480
Deoghur	4.00	2,75,000	68,750	2,75,000
Bengal and North-Western	303.00	1,82,43,089	60,208	2,00,82,992
Tarakessur	22.23	16,88,995	75,979	16,88,995
Rohilkhand-Kumaun	55.00	20,66,024	37,564	21,71,124
Assam	78.00	49,31,084	63,219	49,46,729
<b>Total Assisted Companies</b>	<b>587.98</b>	<b>3,57,62,613</b>	<b>60,823</b>	<b>3,80,82,320</b>
<b>NATIVE STATES.</b>				
Khamgaon	8.00	4,82,570	60,321	4,90,789
Amraoti	6.00	4,34,666	72,444	4,44,730
Bhopal-Itarsi	57.25	58,56,372	1,02,295	60,21,375
His Highness the Nizam's	117.10	2,05,60,998	1,75,585	2,15,19,700
His Highness the Gaekwar's	58.80	12,92,217	21,976	18,03,706
Bhavnagar-Gondal	193.21	93,80,443	48,551	96,25,031
Mysore	139.75	62,50,904	44,729	64,89,346
Jodhpore	64.00	10,84,324	16,943	10,84,324
Rajpura-Patiula	15.11	12,34,777	81,719	12,34,842
<b>Total Native States</b>	<b>659.22</b>	<b>4,65,77,271</b>	<b>70,655</b>	<b>4,82,13,793</b>
<b>Total of all Railways</b>	<b>12,207.71</b>	<b>1,56,17,76,876</b>	<b>1,27,934</b>	<b>1,61,91,78,405</b>

NOTE.—The Returns for the Darjeeling-Himalayan and Thaton-Duyinzaik Railways have not been received.

STATEMENT showing the NET EARNINGS and their PER-CENTAGE on the CAPITAL EXPENDITURE finally charged off (excluding Suspense Accounts) for the principal Railways during the last Five Years—1881 to 1885.

Railway.	1885.		1884.		1883.		1882.		1881.			
	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of Net Earnings per annum on Capital Expenditure.		
<b>5' 6" GAUGE.</b>												
<b>STATE IMPERIAL.</b>												
East Indian, including branches	Rs. 3,08,19,338	8'05	Rs. 2,79,64,136	7'87	Rs. 3,17,29,548	8'09	Rs. 2,97,12,511	8'80	Rs. 2,09,48,310	9'30		
Eastern Bengal	18,03,231	4'01	23,21,568	5'71	20,84,611	7'72	35,38,438	10'52	33,09,231	9'72		
Punjab Northern	14,28,034	1'06	8,06,393	1'23	5,93,018	0'83	5,09,018	0'83	8,59,898	0'83		
Indus Valley	61,24,734	7'55	37,01,084	4'48	32,18,036	3'97	15,76,113	2'01	11,77,238	1'58		
<b>STATE PROVINCIAL.</b>												
Patna-Gya	Worked by the East Indian Railway Company.						2,15,705	5'08	1,70,145	5'11		
<b>GUARANTEED COMPANIES.</b>												
Madrass	Rs. 32,79,168	2'02	Rs. 29,35,037	2'03	Rs. 23,26,549	2'26	Rs. 25,70,841	3'30	Rs. 20,75,856	1'87		
Great Indian Peninsula	(a) 1,80,47,220	6'06	(a) 1,60,52,310	6'26	(b) 1,76,59,053	6'90	(c) 1,83,39,356	(c) 7'29	1,62,19,439	6'46		
Bombay, Baroda and Central India	(d) 76,25,716	8'44	(d) 69,57,133	7'95	67,63,900	7'82	60,10,572	6'01	67,45,702	6'86		
Oudh and Rohilkhand	19,05,861	3'21	23,20,146	3'68	24,80,369	4'21	18,01,371	3'07	19,75,008	3'23		
Sind, Punjab, and Delhi	61,35,080	5'17	41,95,362	3'85	49,07,593	4'18	34,10,880	2'94	30,76,680	2'85		
<b>NATIVE STATES.</b>												
His Highness the Nizam's	4,87,023	2'37	3,53,774	2'94	3,37,932	1'05	3,75,099	3'08	2,92,775	2'40		
<b>METRE GAUGE.</b>												
<b>STATE IMPERIAL.</b>												
Rajputana Malwa, including Rewari-Ferozepore.	77,33,000	7'26	Rajputana	50,27,335	5'74	61,31,742	6'49	61,29,253	6'87	Rajputana	23,67,041	5'51
Holkar and Sindia-Necimuch.			6,02,299							1'90		
<b>PROVINCIAL STATE.</b>												
Tirhoot	3,59,269	2'49	2,68,531	1'83	2,50,705	2'22	2,54,047	3'04	2,36,200	3'70		
Northern Bengal	6,44,204	3'03	6,51,514	3'15	11,65,871	5'52	10,93,553	5'33	8,90,316	4'41		
Cawnpore-Achners	1,10,855	1'02	2,65,348	2'60	2,07,406	3'68	1,17,110	3'74	84,238	2'70		
Nagpur-Chhattoargh	4,93,574	4'70	5,53,030	5'63	6,33,380	7'33	1,89,171	2'15	66,056	0'95		
Burma	4,73,128	1'78	8,21,936	4'19	3,52,366	4'19	6,30,431	4'97	6,45,077	5'16		
<b>GUARANTEED COMPANIES.</b>												
South Indian	15,03,357	3'62	15,05,187	3'47	13,82,533	3'06	14,02,329	3'26	12,37,720	2'89		
<b>NATIVE STATES.</b>												
Bhavnagar-Goudal	3,91,247	4'17	4,97,471	5'51	3,26,618	3'72	3,34,647	4'24	2,05,254	3'05		

(a) Net earnings of the Great Indian Peninsula Railway only.

(b) 4'84 deducting amount paid to Government as rent of leased lines.

(c) 7'29 deducting amount paid to Government as rent of leased lines.

(d) Calculated on the capital outlay on the Bombay, Baroda, and Central India Railway, exclusive of the Patri Branch.

GUARANTEED INTEREST.—INDIAN RAILWAYS.

STATEMENT of the Total Amount of INTEREST advanced to each of the under-mentioned Railway Companies to 31st December 1885.

Railway Company.	Interest advanced to 31st December 1884.	Interest advanced during 1885.				Total.
		England.	India.	Interest charged on overdrawn capital. (a)	Total.	
Madras	£ 11,550,648 0 0	£ 522,392 12 0	—	—	£ 522,392 12 0	£ 12,073,040 12 0
South Indian	£ 3,130,636 18 1	£ 201,969 11 2	—	£ 842 13 6	£ 202,812 4 7	£ 3,333,448 17 2
Great Indian Peninsula	£ 23,839,164 16 9	£ 1,159,657 18 1	£ 3,941 15 0	£ 225 3 4	£ 1,162,824 16 5	£ 25,001,989 18 9
Bombay, Baroda, and Central India.	£ 8,272,725 13 1	£ 889,735 4 11	£ 306 7 9	£ 25,019 8 6	£ 415,991 1 2	£ 8,688,706 14 3
Oudh and Rohilkhand	£ 3,883,091 2 7	£ 339,609 1 10	£ 628 10 0	£ 9,151 19 6	£ 349,389 11 4	£ 4,182,480 13 11
Sind, Punjab, and Delhi	£ 10,811,298 8 6	£ 553,313 0 0	£ 453 13 11	£ 6,190 5 0	£ 559,956 18 11	£ 11,371,254 7 3
<b>Total</b>	<b>£ 61,437,565 0 0</b>	<b>£ 3,166,697 8 0</b>	<b>£ 4,329 6 8</b>	<b>£ 42,829 0 9</b>	<b>£ 3,213,356 4 5</b>	<b>£ 64,650,921 4 5</b>

(a) Interest on overdrawn capital is for the year 1885 being charged in that year by transfer entry.

STATEMENT showing approximately the Amounts advanced on account of GUARANTEED INTEREST to the under-mentioned Railway Companies to 30th June 1885.

Railway Company.	Total Amount advanced to 31st December 1885. (b)	Aggregate of Net Revenue Balances for the several half years to 30th June 1885.	Net Amount advanced.
Madras	£ 12,073,041	£ 5,313,085	£ 6,759,956
South Indian	£ 3,333,449	£ 1,573,186	£ 1,760,263
Great Indian Peninsula	£ 25,001,989	£ 19,122,845	£ 5,879,144
Bombay, Baroda, and Central India	£ 8,688,707	£ 5,779,627	£ 2,909,080
Oudh and Rohilkhand	£ 4,182,481	£ 2,091,585	£ 2,090,896
Sind, Punjab, and Delhi	£ 11,371,254	£ 4,625,964	£ 6,745,290
<b>Total</b>	<b>£ 64,650,921</b>	<b>£ 38,506,292</b>	<b>£ 26,144,629</b>

(b) The interest for the half year ended 30th June 1885 not being paid until the succeeding half year.

STATEMENT showing the Amount of SURPLUS PROFITS earned by Guaranteed Railways to 31st December 1885, inclusive.

Railway Company.	To end of 1877.	Half Year ending														Total.		
		June 1878.	December 1878.	June 1879.	December 1879.	June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.	June 1884.	December 1884.		June 1885.	December 1885.
East Indian	£ 3,801,758	£ 583,047	£ 305,814	£ 679,823	£ 463,067	£ 66	£ 99,197	£ 4,415	£ 149,764	£ 15,304	£ 184,034	£ 46,420	£ 40,276	—	—	£ 495,483	—	£ 5,865,927
Eastern Bengal	£ 174,220	£ 26,158	£ 64,081	£ 817	£ 83,237	—	—	£ 338,319	£ 1,548	£ 630,124	—	£ 909,908	—	£ 153,578	—	£ 495,483	—	£ 3,842,877
Great Indian Peninsula, Bombay, Baroda, & Central India, Sind, Punjab, and Delhi.	£ 36,929	—	—	—	—	—	—	£ 168,460	—	£ 147,830	—	£ 201,974	£ 7,908	£ 247,376	—	£ 205,280	£ 61,141	£ 1,065,128
<b>Total</b>	<b>£ 4,848,609</b>	<b>£ 930,149</b>	<b>£ 370,915</b>	<b>£ 792,700</b>	<b>£ 532,234</b>	<b>£ 105,448</b>	<b>£ 99,197</b>	<b>£ 501,185</b>	<b>£ 151,012</b>	<b>£ 783,258</b>	<b>£ 184,034</b>	<b>£ 857,203</b>	<b>£ 64,179</b>	<b>£ 701,840</b>	<b>£ 794,775</b>	<b>£ 61,141</b>	<b>£ 11,647,845</b>	

\* Surplus profits were earned by the Bombay, Baroda, and Central India Railway Company during these half years, but no division took place owing to the special agreement that all surplus profits should be applied to the re-construction of the Narbudda Bridge.  
 † Eastern Bengal Railway was taken over by the State from 1st July 1884, and is now worked under State management.  
 ‡ Surplus profits of the East Indian Railway, after it had been acquired by the State, are omitted from this statement.

## GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for Year to 31st December.	Guaranteed Interest for Year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870	83,910,587	2,846,600	4,344,118	1,497,518	—
1871	87,686,857	2,686,260	4,644,764	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	95,480,863	5,002,028	4,708,134	—	293,894
1879	96,444,666	5,062,188	4,748,283	—	313,956
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	36,702	—
1885†	66,658,570	3,505,142	3,191,169	—	313,973

\* East Indian Railway excluded from this and subsequent years.

† Eastern Bengal Railway excluded from this.

## RESULTS OF WORKING the GUARANTEED RAILWAYS for the YEAR ended 31st December 1885.

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra Dividend in excess of Guaranteed Interest received by the Companies as Surplus Profits.	
					Rate per Cent. for Half Year ending 30th June 1885.	Rate per Cent. for Half Year ending 31st Dec. 1885.
GUARANTEED.	£	£	£	£	£ s. d.	£ s. d.
Madras	300,590	622,393	—	221,803	—	—
South Indian	151,581	204,395	—	52,814	—	—
Great Indian Peninsula	1,654,328	1,172,600	481,728	—	1 0 4	—
Bombay, Baroda, and Central India	685,369	384,108	301,261	—	1 7 6	0 6 6*
Outh and Rohilkhand	179,536	353,907	—	174,371	—	—
Sind, Punjab, and Delhi	533,738	553,766	—	20,028	—	—
Total	£ 3,505,142	3,191,169	782,989	469,016	—	—

\* Estimated.



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TRAFFIC RESULTS.

11. The tables on pages 96 and 97 of this Report contain detailed information of receipts and expenditure connected with the passenger and goods traffic on the principal lines for the year 1885, and on pages 94 and 95 will be found a summary giving the general results of working the same. The main results, excluding the steamboat services, are summarised below for these railways, and compared with similar figures for 1884 and 1883:

	1883.	1884.	1885.
Mean mileage open for traffic	10,408.90	11,114.37	12,091.27
Number of passengers carried	65,098,953	73,915,119	80,864,779
Number of tons of goods moved	16,999,264	16,663,607	18,925,336
Passenger unit miles	3,018,997,918	3,355,746,323	3,640,867,596
Ton mileage of goods	2,970,703,599	2,761,518,023	3,319,574,447
Train-miles	40,182,527	39,606,785	45,222,502
Gross receipts	Rs. 16,27,97,525	15,97,63,256	17,88,05,185
Working expenses	7,87,81,945	8,06,26,463	8,77,01,962
Net receipts	8,40,15,580	7,91,36,793	9,11,03,223

\* The Darjeeling-Himalayan and Thaton-Duyinsaik Railways are not included, information not being available.

It is found numbers, the average length open during the year 1885 was 12,092 miles, upon which the traffic work performed was equivalent to 3,640 millions of passengers, and 3,320 millions of tons of goods carried one mile.

Passenger traffic.

12. The total number of passengers carried shows an increase of 9.55 per cent. over the number carried in 1884. The passenger mileage has increased 8.48 per cent., and the receipts from passenger traffic 7.00 per cent. The number of passengers per open mile was 6,687 in 1885, as compared with 6,641 in 1884, and 6,254 in 1883. Of the total number carried in 1885, the lower class passengers constituted 97.27 per cent., the second class 2.28, and the first class only 0.45 per cent.

The distances travelled by each class of passengers were on an average first class 80 miles, second class 67 miles, and lower classes 44 miles; and for these journeys the first class passenger paid Rs. 5-2-3, the second class passenger Rs. 1-8-6, and the lower class passenger Rs. 0-8-9; or 12.3, 4.4, and 2.4 pies per mile respectively.

The average receipts per coaching train-mile were Rs. 3.25, the highest being Rs. 5.08 on the Indus Valley State Railway, the lowest Rs. 1.43 on the Wardha Coal Railway.

The largest average number of passengers carried in a passenger train was 331.45 on the Indus Valley State Railway, the smallest 122.00 on the Wardha Coal Railway, and 129.95 on the Bengal Central Railway.

The lowest average cost of hauling one passenger unit one mile was on the broad gauge 0.80 pies on the Indus Valley, on which line the average sum received for this work was 2.34 pies, and on the lower gauge 0.94 pies on the Rajputana-Malwa Railway; the average receipts being 2.16 pies.

Goods traffic.

13. The total tonnage of goods lifted during the year shows an increase of 13.58 per cent., and the total ton mileage an increase of 20.21 per cent., as compared with 1884. The receipts from goods traffic show an increase of 12.76 per cent. in 1885 over 1884. The number of tons of goods carried per mile open was 1,565 in 1885, as compared with 1,499 in 1884 and 1,633 in 1883.

The average receipts per goods train-mile were Rs. 4.23, the highest being Rs. 7.17 on the Bombay, Baroda, and Central India Railway, broad gauge, and Rs. 3.89 on the Nagpur-Chhattisgarh Railway, narrow gauge, and the lowest Rs. 1.20 on the Bengal Central Railway.

The lowest average cost of hauling one ton of goods one mile was 2.15 pies on the East Indian Railway, broad gauge, and 2.59 pies on the Cawnpore-Achnera, narrow gauge, the average sums received on these lines for doing this work being 5.98 pies and 6.96 pies respectively.

Gross receipts.

14. Including the steamboat service, the gross receipts during the year amounted to Rs. 17,98,96,248, of which Rs. 4,76,07,285 were obtained on the East Indian Railway (including the branches worked by it), Rs. 8,10,55,291 on the Guaranteed lines, Rs. 4,59,55,927 on State Railways, excluding East Indian and branches,

Rs. 30,17,178 on lines in Native States, and Rs. 22,60,567 on the Assisted Companies' lines.

Of the total earnings, Rs. 5,53,81,261 were due to coaching, Rs. 11,91,53,747 to goods, and Rs. 53,61,237 to steamboat service and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show an increase of 11.62 per cent. The total receipts per mile open were Rs. 14,787 in 1885, Rs. 14,374 in 1884, and Rs. 15,640 in 1883.

The receipts per train-mile in 1885 were Rs. 3.98 as compared with Rs. 4.03 in 1884, and Rs. 4.05 in 1883.

15. Excluding steamboat expenditure, the total working expenses during 1885 Working amounted to Rs. 8,77,01,962, the per-centage on gross receipts being 49.27 as compared expenses. with a similar per-centage of 50.47 in 1884, and of 48.39 in 1883.

The lowest per-centages in 1885 were 34.30 on the Jodhpore Railway, 35.26 on the East Indian Railway, and 40.87 on the Indus Valley Railway.

The expenses per train-mile for all lines average Re. 1.96, and were lowest on the Bengal and North-western Railway, Re. 1.04. On the East Indian the expenses per train-mile were Re. 1.75.

16. The table on page 98 gives a Summary of the principal articles of merchandise, &c., carried on the several railways in 1885 as compared with 1884. The information regarding receipts is incomplete, the Bombay, Baroda, and Central India Railway Company having failed to furnish the information for that railway, or for the Rajputana-Malwa worked by it. Summary of commodities carried.

## GENERAL RESULTS OF WORKING OF THE PRINCIPAL INDIAN RAILWAYS

Progressive Number.	HEADINGS.	5-FOOT 6-INCH GAUGE.									
		East Indian.	Bengal Central.	Eastern Bengal.	Wardha Coal.	Punjab, Northern.	Indus Valley.	Madras.	Great Indian Peninsula (c)	Bombay, Baroda, and Central India.	Odish and Rohil-Khand.
1	Miles open on 31st December 1885.	1,518'81	125'75	234'00	45'00	446'75	802'43	800'88	1,508'23	461'00	608'02
2	Mean mileage worked during the year. Miles	1,681'81	185'75	338'00	45'00	446'75	(5) 659'55	800'88	1,505'25	461'00	604'58
3	Total Capital Outlay Rs.	36,70,50,045	89,17,480	4,80,31,438	66,53,515	2,40,83,595	8,77,92,761	11,50,46,840	26,95,97,982	9,31,76,813	6,43,02,476
4	per mile open. (a)	2,15,774	68,059	1,90,567	1,29,880	1,68,517	1,29,639	1,50,345	1,80,280	1,99,825	1,07,782
5	Coaching receipts	1,40,47,459	4,20,747	19,03,000	32,074	19,34,059	29,78,305	32,19,577	78,74,835	38,01,831	21,32,284
6	Goods receipts	3,35,07,020	60,802	22,94,760	1,44,295	16,68,704	83,00,989	42,72,976	2,82,04,208	91,56,957	29,35,071
7	Gross earnings	4,76,07,325	5,36,553	48,85,764	2,53,340	38,29,879	1,08,68,124	76,57,993	3,04,39,047	1,31,78,519	63,37,369
8	Working expenses	1,07,87,952	5,27,119	29,92,633	2,04,261	24,00,065	44,41,400	48,78,625	1,83,81,827	86,47,803	36,32,009
9	Ditto per cent. of gross receipts	35'85	96'46	61'25	60'66	63'66	40'67	57'18	50'48	48'08	55'59
10	Net earnings	3,68,19,333	8,234	18,93,231	48,979	14,89,814	64,26,724	27,79,368	1,20,57,220	45,30,716	27,05,361
11	Ditto per cent. on capital outlay.	8'40	0'09	3'94	0'87	1'83	7'33	2'85	6'72	8'07	2'08
12	Ditto ditto on paid up capital.	—	0'09	—	—	—	—	2'83	6'72	8'01	2'17
13	Passenger train miles No.	3,074,163	203,651	585,779	25,175	581,122	409,423	927,919	2,241,230	928,626	584,440
14	Goods train miles	5,902,132	68,228	461,464	52,953	633,081	1,041,133	1,301,341	3,066,264	1,276,230	911,558
15	Total train miles	9,576,295	261,889	1,067,243	78,128	1,114,203	2,350,556	2,229,260	5,307,494	2,204,856	1,495,997
16	Coaching receipts per passenger train mile.	3'88	2'07	3'40	1'43	3'25	5'08	3'47	3'77	4'09	3'66
17	Goods receipts per goods train mile.	5'53	1'80	4'68	2'72	3'13	4'32	3'28	4'70	7'17	3'22
18	Gross earnings per train mile.	4'97	2'04	4'58	3'24	3'44	4'62	3'24	4'13	5'97	3'70
19	Working expenses per train mile.	1'75	2'61	2'81	2'62	2'15	1'89	1'96	2'08	2'56	2'48
20	Net earnings per train mile.	3'22	0'43	1'77	0'62	1'29	2'73	1'28	2'04	3'41	1'22
21	Average number of passengers in a passenger train.	235'50	129'05	218'08	122'00	199'38	331'46	260'56	157'79	260'00	250'93
22	Average number of tons in a goods train.	177'86	38'78	111'54	80'00	72'97	150'06	80'94	109'75	185'00	119'80
23	Average number of vehicles (excluding brake-vans) in each passenger train	15'97	Included with the Eastern Bengal State Railway.	13'08	—	—	19'79	14'75	13'00	14'81	21'25
24	In each goods train	21'27		32'07	4'50	18'06	23'69	20'56	25'00	42'00	29'84
25	In each mixed train	15'84		9'66	11'06	11'08	9'10	6'40	9'00	10'88	23'06
26	Goods vehicles	3'47	6'85	14'69	5'91	13'77	12'73	9'00	16'36	—	—
27	Number of passengers carried one mile.	865,745,800	26,464,899	127,744,229	3,086,535	115,864,152	135,708,977	230,163,270	448,319,001	241,824,328	143,258,125
28	Number of tons of goods carried one mile.	1,048,601,469	3,227,415	35,807,342	4,743,507	38,845,454	226,038,941	105,330,519	643,185,314	285,461,117	109,090,716
29	Average cost of hauling for one mile—										
30	One passenger unit Pies	9'88	9'82	1'88	3'05	1'88	0'80	0'99	1'40	0'96	1'41
31	One ton of goods	4'15	9'81	5'82	6'23	5'11	2'23	5'24	4'08	8'35	3'60
32	Average sum received for carrying for one mile—										
33	One passenger unit Pies	2'71	3'05	2'68	2'09	2'32	2'94	2'08	2'71	—	2'60
34	One ton of goods	5'08	6'94	7'97	5'84	6'24	5'50	7'79	8'23	7'47	5'17

(a) Excluding steamer service and suspense accounts.

(b) Includes 7·07 miles of foreign (Sind, Punjab, and Delhi Railway) line worked over by the State.

(c) Includes the Bhopal, Dhond-Mannad, and Berar State Railways, except in Nos. 2, 3, 10, and 11.

during the Year ending 31st December 1885.

		METRE GAUGE.										Progressive Number.
Sand, Pulp, and Dolls.	His Highness the Nizam's.	Rajputana-Malwa.	Tirhoot.	Northern Bengal.	Canjapore-Acharya.	Nagpur-Chhattis- garh.	Burma.	South Indian.	His Highness the Gaikwar's (P. & G.)	Bhavnagar-Gou- dal.	Mysore.	
692'98	117'10	1,411'18	286'00	240'25	253'23	149'00	327'00	662'00	59'80	193'21	135'75	1
705'66	130'44	1,411'18	286'00	240'25	249'14	149'00	290'60	662'00	58'80	193'21	130'75	1a
12,33,54,028	2,18,19,700	11,09,73,563	1,44,47,916	2,17,57,485	1,12,30,987	1,07,90,020	2,72,85,343	4,65,98,660	13,05,708	96,25,031	64,80,345	2
1,66,097	1,75,585	78,517	61,751	83,872	43,100	70,499	81,187	(e) 67,313	21,976	48,531	44,720	3
44,90,310	4,22,618	45,50,000	5,45,505	6,63,145	5,19,810	2,27,537	12,71,725	25,48,916	93,196	4,93,385	2,64,484	4
85,06,394	6,78,706	7,15,97,000	8,50,871	12,57,017	3,39,533	11,77,483	6,35,932	19,85,700	58,406	4,66,375	1,89,765	5
1,36,80,504	11,13,949	1,63,87,000	12,78,684	21,36,974	2,18,501	14,14,889	21,68,656	45,73,472	1,52,379	10,04,660	4,33,054	6
75,45,534	6,26,926	8,054,000	9,19,365	15,14,710	6,04,646	5,21,315	16,00,533	29,78,413	95,660	6,13,413	2,26,170	7
55'16	50'28	52'61	71'90	70'16	87'67	65'12	78'13	65'12	65'47	61'06	52'12	8
81,35,080	4,87,023	77,33,000	8,49,269	6,44,264	1,10,855	4,93,574	4,73,123	15,05,357	55,612	3,91,247	2,07,784	9
4'98	2'28	6'07	2'49	2'52	0'30	4'58	1'79	(e) 3'42	4'27	4'05	3'20	10
4'09	1'59							(e) 3'30	4'09			11
1,242,808	175,293	1,592,910	244,123	294,674	247,710	94,805	489,232	768,245	34,936	178,613	78,041	12
2,106,995	178,403	2,784,348	225,263	450,838	239,849	302,367	275,771	1,030,616	27,379	143,269	70,985	13
3,641,393	5,49,696	6,977,859	499,325	717,012	687,639	397,262	715,003	1,796,861	62,505	381,982	194,626	14
3'78	2'44	2'42	2'43	2'56	2'10	2'40	2'30	3'33	2'69	2'78	3'59	15
3'05	2'33	3'06	2'58	2'78	1'41	3'39	3'05	1'63	2'09	2'36	2'23	16
3'08	2'18	2'38	2'72	3'01	1'37	3'56	3'03	2'55	2'44	3'12	3'00	17
2'25	1'70	1'52	1'98	2'11	1'04	2'32	2'37	1'66	1'56	1'91	1'56	18
1'63	2'33	1'26	0'76	0'30	0'23	1'24	0'66	0'89	0'69	1'21	1'44	19
229'17	103'05	1,189'06	112'00	137'23	168'44	300'00	172'23	297'47	166'00	178'46	207'00	20
116'73	67'09	83'09	58'61	44'14	39'05	73'00	74'37	47'17	53'00	60'61	47'94	21
16'75	12'18	12'73	12'97	13'59	18'00		16'07	16'07	15'27	14'60	13'61	22
25'83	19'96	26'13	27'33	39'24	14'00		18'72	13'83	17'43	22'22	11'00	23
10'38	7'57	11'37	12'79	8'07	11'00		12'14	10'36	12'37	12'47	10'19	24
3'54	0'42	0'68	0'13	11'25	8'00		12'67	10'41	4'61	5'78	8'25	
2,84,850,130	29,692,123	3,57,701,721	47,722,400	41,963,064	46,168,849	18,984,142	75,645,145	297,956,767	5,752,137	31,278,243	15,270,121	25
2,60,186,532	11,534,880	3,26,655,590	13,180,222	24,379,734	9,360,236	22,112,153	20,506,244	48,816,363	793,667	7,350,266	3,408,001	26
1'45	1'03	0'94	1'33	1'70	2'53	1'09	2'21	0'96	1'48	1'70	1'25	27
3'48	5'44	3'64	5'75	7'10	3'49	6'03	9'14	6'27	11'44	7'49	4'75	28
2'65	3'40	2'10	1'69	2'73	2'03	3'11	3'09	2'06	3'02	2'76	3'09	29
6'71	10'06	6'61	8'45	9'80	6'96	10'22	7'83	7'84	14'13	12'35	9'01	30

(1) Includes the capital outlay on the Patri Branch (Rs. 8,08,405).

(e) South Indian Railway only.

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

Railways.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Misc. (including Re-
	Rs.	Per Passenger Train Mile.	Rs.	Per Goods Train Mile.	Rs.	Per Train Mile.	Rs.
<b>STATE IMPERIAL.</b>							
East Indian	1,40,47,459	3.82	3,96,67,020	3.53	4,67,14,479	4.88	8,98,305
Rajputans-Malwa	45,80,000	3.42	1,15,87,000	3.06	1,61,67,000	2.85	2,90,000
Dhond-Manmârt	—	—	—	—	—	—	(a) 2,20,85
Southern Mahratta	3,38,666	2.49	5,12,786	2.05	8,51,452	2.20	14,774
Eastern Bengal	19,98,000	3.40	22,24,760	4.62	42,17,760	3.95	6,68,904
Wardha Coal	36,074	1.43	1,44,286	2.72	1,80,370	2.31	72,970
Punjab Northern	19,34,099	3.33	16,66,704	3.13	36,00,803	3.23	2,86,496
Indus Valley	20,78,305	5.08	83,90,939	4.32	1,04,69,244	4.45	3,90,000
Total State Imperial	2,50,07,608	3.42	5,71,93,505	4.26	8,22,01,108	4.06	27,20,795
<b>STATES PROVINCIAL.</b>							
Bareilly-Pilibheet	29,955	2.40	45,694	2.69	75,504	2.57	2,767
Nalhati	49,530	1.87	25,681	1.70	75,211	1.80	1,572
Tirhoot	5,45,505	2.43	5,80,271	2.58	11,25,776	2.51	1,52,358
Northern Bengal	6,82,143	2.56	12,62,017	2.78	19,34,160	2.70	2,24,814
Kannia-Dharla	47,777	3.38	13,209	0.98	59,986	2.23	79,473
Dacca	41,060	2.09	45,956	0.86	87,016	1.19	14,748
Cawnpore-Achnera	5,19,810	2.10	3,39,633	1.41	8,59,443	1.76	54,168
Amritsar-Pathankot	1,77,409	2.25	85,159	3.68	2,65,568	3.58	17,939
Nâgpur-Chhattîsgarh	2,27,597	2.40	11,77,488	3.89	14,05,085	3.54	9,304
Burma	12,71,736	2.90	8,35,932	3.03	21,07,668	2.93	55,948
Jorhât	705	0.15	30,903	1.24	31,608	1.08	220
Total State Provincial	35,93,217	2.48	44,33,698	2.70	80,26,915	0.40	6,14,394
<b>GUARANTEED COMPANIES.</b>							
Madras	32,19,677	3.47	42,72,976	3.28	74,92,653	3.36	1,65,340
South Indian	25,48,916	3.33	19,85,700	1.93	45,34,616	3.53	39,158
Great Indian Peninsula	78,74,635	2.77	2,82,04,308	4.70	8,60,78,943	4.08	3,63,104
Bombay, Baroda, and Central India	38,01,831	4.09	91,56,057	7.17	1,29,57,888	5.88	2,15,631
Oudh and Rohilkhand	21,38,925	3.66	29,35,661	3.22	50,74,586	3.39	4,62,788
Sind, Punjab, and Delhi	46,99,210	3.78	86,08,344	4.08	1,33,07,554	3.97	3,78,040
Total Guaranteed Companies	2,42,83,194	3.33	5,51,63,046	4.37	7,94,46,240	3.93	16,09,051
<b>ASSISTED COMPANIES.</b>							
Bengal Central	4,20,747	3.07	69,802	1.20	4,90,549	1.87	44,804
Deoghur	23,047	—	617	—	23,664	—	827
Bengal and North-Western	4,93,345	2.39	5,78,156	1.59	10,71,501	1.83	1,38,815
Rohilkhand-Kumaun	1,07,024	3.03	74,726	2.05	1,81,750	2.53	56,821
Assam	48,137	1.28	1,93,069	3.81	2,41,196	2.73	16,189
Total Assisted Companies	10,92,300	2.26	3,16,360	1.80	20,08,660	2.00	2,51,907
<b>NATIVE STATES.</b>							
Khâmgaoon	—	—	—	—	—	—	(a) 12,504
Amraôti	—	—	—	—	—	—	(a) 87,295
Bhopal-Itârsi	—	—	—	—	—	—	(a) 43,698
His Highness the Nizam's	4,22,618	3.44	6,75,706	3.83	10,98,324	3.14	15,625
His Highness the Gaekwar's	93,195	2.69	58,406	2.09	1,51,601	2.43	678
Buâvnagar-Gondal	4,98,366	2.76	4,66,375	3.26	9,59,761	2.98	44,899
Mysore	2,64,484	3.59	1,59,765	2.25	4,24,249	2.93	9,705
Jodhpore	1,00,251	3.27	69,384	3.18	1,69,635	3.23	1,417
Rajpura-Patiâla	81,016	1.60	17,502	3.45	48,518	1.96	289
Total Native States	14,04,950	2.75	14,47,138	3.25	28,52,088	2.98	1,65,090
Total of all Railways	5,58,81,264	3.25	11,91,58,747	4.23	17,45,35,011	3.86	53,61,237

NOTE.—Information not received for the Darjeeling  
(a) Government share of receipts due to working by the Great Indian Peninsula Railway Company.  
(b) Expenditure incurred direct by the State.

MILE on the several RAILWAYS during the YEAR ending 31st December 1885.

Ingoons Steamboat receipts).	Gross Receipts.		Working Expenses.		Net Receipts.		Railways.
	Per Train Mile.	Rs.	Rs.	Per Train Mile.	Rs.	Per Train Mile.	
<b>STATE IMPERIAL.</b>							
0-09	4,76,07,285	4-97	1,67,87,952	1-73	3,08,19,333	3-22	East Indian.
0-03	1,63,87,000	2-88	86,54,000	1-32	77,33,000	1-36	Rajputana-Malwa.
—	(a) 2,26,855	—	(b) 6,332	—	2,20,623	—	Dhond-Manmad.
0-03	8,66,236	3-24	7,25,889	1-88	1,40,387	0-86	Southern Mahratta.
0-62	48,85,754	4-59	29,92,533	2-81	18,93,281	1-77	Eastern Bengal.
0-93	2,53,340	3-21	2,04,861	2-63	48,979	0-62	Wardha Coal.
0-21	38,29,299	3-44	24,00,665	2-15	14,28,684	1-28	Punjab Northern.
0-17	1,08,56,184	4-62	44,41,400	1-89	64,24,784	2-73	Indus Valley.
0-18	8,49,21,998	4-13	3,62,13,032	1-79	4,87,08,871	2-40	Total State Imperial.
<b>STATE PROVINCIAL.</b>							
0-08	7,8,221	2-67	65,584	2-24	12,687	0-43	Bareilly Pilibheet.
0-03	76,783	1-84	68,090	1-51	13,763	0-33	Nalhati.
0-32	12,78,634	2-72	9,19,866	1-96	3,59,969	0-76	Tirhoot.
0-31	21,98,974	3-01	15,14,710	2-11	6,44,264	0-90	Northern Bengal.
2-05	1,39,459	5-19	1,09,773	4-09	29,686	1-10	Kannia-Dharila.
0-20	1,01,764	1-38	1,43,609	1-96	-41,845	-0-57	Dacca.
0-09	9,13,593	1-87	8,02,646	1-64	1,10,855	0-23	Cawnpore-Achners.
0-17	2,83,550	2-76	2,27,639	2-21	55,911	0-54	Amritsar-Pathankot.
0-02	14,14,889	3-58	9,21,815	2-32	4,93,574	1-24	Nagpur-Chhattisgarh.
0-07	21,53,656	3-08	16,90,533	2-37	4,73,123	0-66	Burina.
1-03	31,628	1-07	39,678	1-38	-7,845	-0-26	Jorbhat.
0-03	86,41,309	2-80	64,97,867	2-10	21,43,442	0-70	Total State Provincial.
<b>GUARANTEED COMPANIES.</b>							
0-07	76,57,993	3-44	43,78,825	1-96	32,79,168	1-48	Madras.
0-02	45,73,569	2-55	29,78,412	1-66	15,95,357	0-81	South Indian.
0-04	8,64,32,047	4-12	1,33,84,827	2-08	1,80,47,220	2-04	Great Indian Peninsula.
0-09	1,31,73,519	5-97	56,47,803	2-56	75,25,715	3-49	Bombay, Baroda, and Central India.
0-08	55,37,369	3-70	36,32,008	2-43	19,05,361	1-27	Oudh and Rohilkhand.
0-11	1,36,80,594	4-08	75,45,234	2-25	61,35,060	1-83	Sind, Punjab, and Delhi.
0-08	8,10,55,291	4-06	4,23,67,409	2-14	3,84,87,882	1-93	Total Guaranteed Companies.
<b>ASSISTED COMPANIES.</b>							
0-11	5,35,353	3-04	5,27,119	2-01	8,334	0-03	Bengal Central.
—	28,987	—	14,079	—	9,908	—	Deoghur.
0-23	12,05,320	2-11	5,94,521	1-04	6,10,799	1-07	Bengal and North-Western.
0-29	2,38,572	3-32	1,58,419	2-21	80,153	1-11	Rohilkhand-Kumaun.
0-18	2,57,385	2-02	8,21,190	3-64	-63,864	-0-72	Assam.
0-26	22,60,567	2-26	16,15,337	1-61	6,45,230	0-64	Total Assisted Companies.
<b>NATIVE STATES.</b>							
—	(a) 12,504	—	(b) 1,484	—	11,020	—	Khamgaon.
—	(a) 37,295	—	(b) 3,847	—	34,448	—	Amraoti.
—	(a) 42,698	—	(b) 61,360	—	-18,662	—	Bhopal-Itarsi.
0-04	11,18,549	3-18	6,26,926	1-79	4,87,023	1-39	His Highness the Nizam's.
0-01	1,32,279	2-44	96,660	1-55	55,619	0-89	His Highness the Gaekwar's.
0-14	10,04,660	3-12	5,13,418	1-91	3,91,247	1-21	Bhavnagar-Gondal.
0-06	4,34,954	3-00	2,26,170	1-56	2,07,784	1-44	Mysore.
0-08	1,71,052	3-26	58,679	1-12	1,12,878	2-14	Jadhpore.
0-01	48,787	4-99	51,758	2-11	-2,971	-0-12	Rajpura-Patiāla.
0-17	30,17,178	3-15	17,39,297	1-81	12,77,881	1-34	Total Native States.
0-12	17,98,96,248	3-98	8,86,32,942	1-96	9,12,63,806	2-02	Total of all Railways.
—	(c)	—	(d)	—	—	—	

Himalayan and the Thabon-Duymzail Railways.  
 (c) The steamboat receipts amount to Rs. 10,91,063.  
 (d) The steamboat expenses amount to Rs. 9,30,980.

TABLE showing EXPENDITURE ON REVENUE ACCOUNT on the several

Railways.	Maintenance of Way, Works and Stations.			Locomotive.			Carriage and Waggon.			Traffic.		
	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.
<b>STATE IMPERIAL.</b>												
East Indian	Rs. 55,36,471	0.58	11.63	Rs. 44,40,577	0.48	9.75	Rs. 16,40,034	0.17	3.44	Rs. 22,70,742	0.31	4.54
Rajputana-Malwa	18,06,000	0.32	11.02	37,80,000	0.66	33.97	5,77,000	0.10	3.33	13,04,000	0.23	7.96
Dhond-Manmad	—	—	—	—	—	—	—	—	—	—	—	—
Southern Mahratta	1,38,111	0.43	21.37	2,30,530	0.58	28.59	24,809	0.06	3.79	1,30,245	0.31	13.68
Eastern Bengal	7,75,671	0.73	15.33	5,31,681	0.53	12.73	2,61,034	0.25	5.24	6,45,407	0.61	13.11
Wardha Coal	33,605	0.43	18.30	36,923	0.63	19.31	23,584	0.23	3.91	26,053	0.31	9.80
Punjab Northern	5,99,744	0.51	14.88	9,17,810	0.82	33.97	1,78,785	0.16	4.03	4,16,337	0.27	10.58
Indus Valley	8,00,630	0.34	7.37	18,19,027	0.77	16.74	2,06,589	0.13	2.73	6,87,661	0.25	5.40
Total State Imperial	97,07,310	0.48	11.43	1,30,37,247	0.60	14.20	29,96,185	0.15	3.53	60,68,361	0.30	7.15
<b>STATE PROVINCIAL.</b>												
Bareilly-Plibheet	16,954	0.58	21.66	11,629	0.30	14.73	7,345	0.03	1.72	14,977	0.31	19.01
Nalhati	25,040	0.60	22.61	9,709	0.23	12.64	3,640	0.06	3.44	7,967	0.19	10.48
Tirhoot	2,30,066	0.49	17.21	1,93,749	0.44	15.62	48,371	0.13	3.75	1,66,684	0.37	13.04
Northern Bengal	6,15,463	0.36	26.41	3,14,505	0.44	14.37	55,774	0.08	3.68	1,97,341	0.26	8.66
Kaunia-Dharila	26,997	0.90	19.14	14,636	0.53	10.53	4,815	0.17	3.24	9,666	0.36	6.98
Dacca	22,969	0.45	23.41	32,584	0.45	32.02	5,089	0.07	5.00	20,652	0.42	20.22
Cawnpore-Achnera	2,19,478	0.45	22.92	2,49,709	0.51	27.33	44,328	0.09	4.85	1,53,252	0.31	16.78
Amritsar-Pathankot	68,423	0.67	24.13	74,332	0.72	26.18	12,715	0.12	4.43	34,078	0.33	12.02
Nagpur-Chhattisgarh	2,56,742	0.90	23.23	2,63,760	0.66	18.57	66,510	0.12	4.70	1,17,012	0.29	8.27
Burma	6,41,941	0.90	22.67	4,15,163	0.58	19.19	39,423	0.13	4.14	3,06,636	0.42	13.04
Jorhat	8,259	0.23	25.63	11,800	0.39	26.65	759	0.03	1.39	12,166	0.41	37.70
Total State Provincial	22,29,038	0.72	26.79	15,96,433	0.51	18.47	5,31,601	0.17	3.83	10,37,453	0.39	12.06
<b>GUARANTEED COMPANIES.</b>												
Madras	10,22,691	0.40	14.14	15,45,033	0.69	20.17	4,95,331	0.22	3.47	7,31,146	0.33	9.53
South Indian	2,21,115	0.51	20.14	3,30,107	0.33	20.33	2,34,563	0.15	7.31	4,05,223	0.32	18.86
Great Indian Peninsula	46,40,046	0.53	12.73	63,71,479	0.78	19.15	23,90,817	0.27	6.88	24,04,547	0.37	6.76
Bombay, Baroda, and Central India	17,43,084	0.79	18.27	17,23,465	0.79	13.19	7,55,935	0.33	5.60	7,30,565	0.35	5.66
Oudh and Rohilkhand	14,25,095	0.90	22.91	3,99,837	0.60	16.25	2,22,774	0.19	5.11	6,02,147	0.34	9.97
Sind, Punjab, and Delhi	19,61,999	0.54	16.61	25,22,248	0.77	16.87	12,11,894	0.26	3.86	10,34,661	0.32	7.96
Total Guaranteed Companies	1,16,88,930	0.69	14.41	1,46,61,351	0.73	16.08	54,60,319	0.27	6.78	69,18,294	0.29	7.29
<b>ASSISTED COMPANIES.</b>												
Bengal Central	1,69,625	0.68	20.36	71,374	0.27	16.33	29,819	0.11	5.67	72,146	0.30	14.60
Deogurh	3,371	0.34	24.05	4,617	0.31	18.48	426	0.03	1.77	4,286	0.30	17.74
Bengal and North-western, Rohilkhand-Kumaon	28,168	0.08	3.34	2,28,050	0.40	13.92	22,077	0.04	1.83	1,30,965	0.23	10.79
Assam	22,250	0.45	13.22	23,033	0.39	11.75	3,275	0.04	1.37	46,567	0.25	19.62
Total Assisted Companies	1,00,349	1.14	29.00	60,399	0.68	23.47	2,637	0.11	3.53	31,454	0.26	12.22
<b>NATIVE STATES.</b>												
Khangson	(a) 1,441	0.14	—	—	—	—	—	—	—	—	—	—
Amraoti (d)	(a) 2,204	0.31	—	—	—	—	—	—	—	—	—	—
Bhopal-Itarsi	(a) 62,762	1.01	—	—	—	—	—	—	—	—	—	—
His Highness the Nizam's	2,15,531	0.61	19.11	1,46,072	0.41	18.19	62,693	0.19	3.65	1,01,981	0.29	9.18
His Highness the Gaekwar's	36,529	0.57	23.23	23,759	0.45	19.86	5,099	0.08	3.32	16,939	0.26	10.53
Bhavnagar-Gondal	1,21,244	0.37	12.18	1,61,451	0.50	16.07	22,280	0.08	3.31	1,20,549	0.37	11.99
Mysore	47,098	0.33	10.55	89,231	0.25	13.49	15,549	0.10	3.20	35,629	0.23	5.22
Jodhpore	18,474	0.25	10.80	25,045	0.48	14.64	703	0.01	0.41	2,964	0.10	5.63
Rajpura-Patalia	11,409	0.47	23.53	17,491	0.71	33.85	5,397	0.23	11.07	8,042	0.33	16.48
Total Native States	5,04,859	0.53	16.73	4,60,047	0.49	15.21	1,18,022	0.12	3.91	2,92,184	0.31	9.68
Total of all Railways	2,44,51,263	0.54	15.89	2,91,66,242	0.64	16.21	69,73,560	0.19	4.06	1,24,06,971	0.30	7.56

NOTE.—The returns of the Darjeeling-Himalayan and

(a) Expenditure incurred by the State.

RAILWAYS during the YEAR ending 31st December 1885.

General.			Steamboat.			Special and Miscellaneous.			Total.			Railways.
Amount.	Per Train Mile.	Per cent. of Gross Receipts	Amount.	Per Train Mile.	Per cent. of Gross Receipts	Amount.	Per Train Mile.	Per cent. of Gross Receipts	Amount.	Per Train Mile.	Per cent. of Gross Receipts	
Rs. 97,80,262	0'18	3'63	Rs. 22,007	0'002	0'05	Rs. 2,49,152	0'03	0'52	Rs. 1,67,87,951	1'75	35'24	STATE IMPERIAL.
19,74,000	0'19	6'55	—	—	—	1,13,000	0'02	0'69	86,54,000	1'52	52'91	Raat Indian.
(a) 6,333	—	—	—	—	—	—	—	—	6,333	—	—	Rajputana-Malwa.
1,00,487	0'42	18'58	—	—	—	6,314	0'02	0'73	7,25,839	1'88	85'30	Dhond-Manmad.
2,60,888	0'34	5'34	2,03,584	0'25	5'50	1,59,237	0'15	5'20	29,92,538	2'31	61'25	Southern Mahratta.
54,140	0'09	21'87	—	—	—	20,950	0'27	8'27	2,04,361	3'62	30'66	Eastern Bengal.
2,32,964	0'21	6'11	—	—	—	86,047	0'08	2'25	24,00,065	2'15	62'69	Wardha Coal.
8,53,500	0'15	3'22	5,08,712	0'09	1'63	3,71,512	0'16	3'43	44,41,400	1'89	40'87	Punjab Northern.
35,75,454	0'19	4'56	5,00,803	0'02	0'69	10,06,271	0'05	1'18	3,62,13,031	1'79	42'64	Indus Valley.
—	—	—	—	—	—	—	—	—	—	—	—	Total State Imperial.
17,833	0'61	25'77	—	—	—	3,056	0'10	3'90	65,584	3'24	83'79	STATE PROVINCIAL.
17,227	0'42	22'44	—	—	—	407	0'01	0'53	63,020	1'51	92'08	Bareilly-Pilibheet.
1,57,924	0'35	12'35	1,12,291	0'25	8'78	74,200	0'03	1'12	9,19,365	1'04	71'90	Nalhati.
1,74,972	0'24	8'11	1,51,345	0'21	7'01	17,343	0'02	0'30	15,14,710	2'11	70'16	Tirhoot.
9,014	0'34	6'46	44,827	1'07	32'14	378	0'01	0'27	1,09,773	4'09	78'71	Northern Bengal.
40,512	0'55	39'91	—	—	—	1,483	0'02	1'46	1,43,669	1'06	141'12	Kannia-Dharlia.
1,36,859	0'36	13'78	—	—	—	11,024	0'02	1'21	8,02,640	1'64	87'87	Dacca.
23,981	0'22	9'11	—	—	—	15,315	0'15	5'36	2,27,639	2'21	80'23	Cawnpore-Achnera.
1,01,745	0'36	7'19	—	—	—	16,546	0'04	1'17	9,21,215	2'32	65'12	Amritsar-Pathankot.
2,21,441	0'31	10'22	—	—	—	18,834	0'03	0'87	78,90,538	2'37	78'13	Nagpur Obhattingarh.
6,305	0'21	18'88	—	—	—	275	0'01	0'66	39,673	1'33	123'14	Burma.
8,20,003	0'29	10'37	3,03,463	0'09	3'87	98,871	0'03	1'14	64,97,867	2'10	75'19	Jorhat.
—	—	—	—	—	—	—	—	—	—	—	—	Total State Provincial.
—	—	—	—	—	—	—	—	—	—	—	—	GUARANTEED COMPANIES.
4,70,716	0'21	0'15	—	—	—	53,643	0'02	0'70	43,78,825	1'96	37'12	Madras.
3,73,669	0'21	8'14	—	—	—	74,725	0'01	0'33	29,78,412	1'35	65'12	South Indian.
11,69,050	0'15	6'20	—	—	—	7,39,897	0'02	2'03	1,38,84,827	2'03	50'46	Great Indian Peninsula.
5,75,015	0'20	4'56	—	—	—	1,29,809	0'02	0'98	55,47,803	2'56	42'98	Bombay, Baroda, and Central India.
4,06,860	0'27	7'35	—	—	—	1,05,305	0'07	1'80	38,32,008	2'43	65'59	Oudh and Rohilkhand.
7,14,000	0'23	3'44	9,455	0'00	0'07	61,178	0'02	0'38	75,46,534	2'25	55'16	Sind, Punjab, and Delhi.
87,39,200	0'12	4'07	9,455	0'00	0'07	10,94,866	0'05	1'35	4,28,67,409	2'14	52'51	Total Guaranteed Companies.
—	—	—	—	—	—	—	—	—	—	—	—	ASSISTED COMPANIES.
1,20,523	0'46	22'53	—	—	—	64,534	0'25	12'05	5,27,119	2'01	98'46	Bengal Central.
1,009	0'11	6'71	—	—	—	—	—	—	14,073	0'09	38'69	Deoghur.
1,14,183	0'19	9'14	98,472	0'12	5'68	7,585	0'01	0'63	5,94,621	1'04	48'32	Bengal and North-western.
45,501	0'01	15'23	—	—	—	4,806	0'07	2'01	1,63,419	2'21	66'40	Rohilkhand-Kumaun.
1,00,833	1'15	39'00	14,842	0'17	5'81	3,864	0'04	1'60	3,21,199	3'64	124'82	Assam.
3,72,321	0'57	10'64	83,414	0'08	3'60	80,763	0'03	3'57	16,16,396	1'60	71'45	Total Assisted Companies.
—	—	—	—	—	—	—	—	—	—	—	—	NATIVE STATES.
(a) 43	—	—	—	—	—	—	—	—	(a) 1,484	—	—	Khisingaon.
(a) 43	—	—	—	—	—	—	—	—	(a) 2,847	—	—	Amraoti.
8,908	0'16	—	—	—	—	—	—	—	(a) 61,300	—	—	Bhopal-Itarsi.
(a) 80,118	0'23	7'22	—	—	—	22,081	0'06	1'88	6,26,926	1'79	56'36	His Highness the Nizam's.
5,235	0'15	7'38	—	—	—	—	—	—	98,860	1'55	63'47	His Highness the Gaekwar's.
1,13,347	0'42	13'57	30,345	0'09	3'92	15,597	0'04	1'55	6,13,413	1'00	61'05	Bhavnagar-Gondal.
—	0'32	10'56	—	—	—	1,774	0'01	0'41	2,38,170	1'56	52'12	Mysore.
1,010	0'01	1'13	—	—	—	2,568	0'06	1'49	58,679	1'19	34'80	Jodhpore.
6,944	0'27	12'03	—	—	—	2,770	0'11	5'68	51,758	3'11	106'00	Rajpura-Patiala.
2,91,972	0'21	9'64	20,345	0'03	0'97	44,775	0'04	1'42	17,39,297	1'81	67'04	Total Native States.
91,77,950	0'20	5'11	9,30,980	0'02	0'52	23,23,536	0'05	1'29	8,26,32,940	1'96	49'27	Total of all Railways.

Chapman-Dunlop's Railways have not been received.

(a) Expenditure incurred by the State.



SUMMARY of the PRINCIPAL ARTICLES of MERCHANDISE, &c. carried, and the RECEIPTS therefrom on the several Railways for 1885, as compared with the similar results for 1884 (details given in Appendix).

Classification Number.	Articles.	Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
		1884.	1885.	1884.	1885.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I.	Animals, living (for sale) No.	361,941	420,575	68,057	—	77,351	—	—	—	I.
II.	Borax	2,678	2,819	44,508	—	169	—	—	—	II.
III.	Carns and rattans	5,771	3,306	18,303	—	638	—	—	—	III.
IV.	Cauchoouc	134	129	1,347	—	—	—	—	—	IV.
V.	Chinese and Japanese ware	163	377	4,410	—	16	—	—	—	V.
VI.	Coal and coke	1,371,802	1,389,783	65,04,257	—	17,001	—	—	—	VI.
VII.	Cotton, raw	409,307	327,339	52,30,778	—	—	81,748	—	—	VII.
VIII.	Cotton, manufactured	256,435	289,389	47,11,085	—	48,164	—	—	—	VIII.
IX.	Drugs and medicines	13,435	16,824	2,90,107	—	5,089	—	—	—	IX.
X.	Dyeing materials	90,911	96,315	11,94,624	—	5,504	—	—	—	X.
XI.	Earthenware and porcelain	2,193	2,119	53,512	—	—	74	—	—	XI.
XII.	Fibrous products	370,213	370,901	51,59,434	—	688	—	—	—	XII.
XIII.	Fruits and nuts	189,310	190,083	20,10,928	—	10,329	—	—	—	XIII.
XIV.	Grain and pulses	3,222,422	4,381,808	1,99,85,387	—	1,19,588	—	—	—	XIV.
XV.	Gums and resins	16,851	18,508	2,03,248	—	2,467	—	—	—	XV.
XVI.	Hides and skins	102,236	121,926	12,53,734	—	19,360	—	—	—	XVI.
XVII.	Horns	2,164	1,766	21,397	—	—	878	—	—	XVII.
XVIII.	Lac	17,350	20,243	2,08,446	—	2,288	—	—	—	XVIII.
XIX.	Leather	7,563	7,907	7,57,106	—	344	—	—	—	XIX.
XX.	Liquors	85,470	46,263	6,11,704	—	10,783	—	—	—	XX.
XXI.	Mats	1,963	2,175	18,288	—	278	—	—	—	XXI.
XXII.	Metals and manufactures of	285,977	416,633	52,77,654	—	30,858	—	—	—	XXII.
XXIII.	Oils	77,469	82,347	8,46,963	—	5,378	—	—	—	XXIII.
XXIV.	Opium	16,184	20,984	3,05,590	—	4,800	—	—	—	XXIV.
XXV.	Paints and colours	4,721	4,974	73,736	—	163	—	—	—	XXV.
XXVI.	Provisions	182,569	139,441	11,96,818	—	17,378	—	—	—	XXVI.
XXVII.	Salt	1,081,123	1,206,734	46,06,256	—	175,011	—	—	—	XXVII.
XXVIII.	Saltpetre, &c.	73,987	73,150	5,65,388	—	—	1,637	—	—	XXVIII.
XXIX.	Seeds	1,492,517	1,594,326	1,12,10,178	—	4,308	—	—	—	XXIX.
XXX.	Silk	2,620	2,070	51,732	—	850	—	—	—	XXX.
XXXI.	Spices	30,449	34,499	3,85,702	—	4,060	—	—	—	XXXI.
XXXII.	Stone and marble	292,908	292,319	4,28,870	—	29,411	—	—	—	XXXII.
XXXIII.	Sugar	643,098	606,783	27,75,113	—	57,835	—	—	—	XXXIII.
XXXIV.	Tea	26,125	30,518	5,88,730	—	4,463	—	—	—	XXXIV.
XXXV.	Tobacco	99,118	110,718	6,17,826	—	11,000	—	—	—	XXXV.
XXXVI.	Wood	604,340	546,570	13,00,309	—	46,016	—	—	—	XXXVI.
XXXVII.	Wool	31,433	35,640	8,34,684	—	2,367	—	—	—	XXXVII.
XXXVIII.	All other articles of merchandise.	604,503	1,220,166	47,07,297	—	364,663	—	—	—	XXXVIII.
XXXIX.	Bark (tanning)	389	2,262	1,836	—	1,878	—	—	—	XXXIX.
XL.	Coffee	7,588	7,893	66,182	—	305	—	—	—	XL.
XLI.	Government stores	139,186	152,191	10,60,190	—	14,005	—	—	—	XLI.
XLII.	Manures	5,690	4,817	22,837	—	—	892	—	—	XLII.
XLIII.	Vegetables	60,253	60,549	4,15,544	—	10,295	—	—	—	XLIII.
XLIV.	Chunam and lime	54,427	74,170	2,20,627	—	19,748	—	—	—	XLIV.
XLV.	Hay and straw and grass, &c.	37,116	47,036	54,277	—	10,520	—	—	—	XLV.
XLVI.	Railway materials	467,897	338,114	3,07,794	—	—	131,773	—	—	XLVI.
XLVII.	Revenue stores	189,407	165,269	83,512	—	—	24,138	—	—	XLVII.
	Total	25,634,996	14,722,074	—	—	1,887,378	—	—	—	Total

Information incomplete. The returns of the B. & O. I. and Rajputana-Malwa Railways not having been received.

## SUMMARY.

The total extent of railways open for traffic in India on the 31st March 1886 is 12,376 miles, of which 4,575 $\frac{3}{4}$  miles are in the hands of guaranteed, assisted, and other companies, 7,112 $\frac{1}{2}$  miles are State lines, either Imperial or Provincial, and 687 $\frac{3}{4}$  miles belong to Native States.

On the same date the extent of railway mileage under construction was 3,767 $\frac{1}{4}$  miles, of which 369 miles are in the hands of guaranteed, assisted, and other companies, 2,891 $\frac{1}{4}$  miles are under construction by the State, and 506 $\frac{3}{4}$  miles by Native States.

The total capital outlay on the railways and connected steamer services amounted on the 31st December 1885 to 161,917,840*l.* (at the conventional exchange of 2 shillings to the rupee), of which 71,032,838*l.* have been expended by guaranteed companies, 82,255,391*l.*, on the State railways (Imperial and Provincial), inclusive of the cost of the East Indian Railway, which stands at 35,166,587*l.*, 4,821,379*l.* on Native State lines, and 3,808,232*l.* on assisted companies' lines.

The gross receipts during the calendar year 1885 amounted to 17,989,625*l.*, compared with 16,066,225*l.* in 1884; the working expenses have been 8,863,291*l.*, as compared with 8,156,157*l.* The net revenue amounted to 9,126,331*l.*, of which the East Indian Railway, including the branches worked by the Company, contributed 3,081,933*l.*, the guaranteed lines 3,848,788*l.*, the assisted companies 64,523*l.*, the State lines (Imperial and Provincial) excluding the East Indian Railway and branches, 2,003,298*l.*, and the lines in Native States, 127,788*l.*

The total net earnings on all lines in 1885 yielded a return of 5*l.* 12*s.* 9*d.* per cent. per annum, as compared with 5*l.* 1*s.* 9*d.* in 1884, or, excluding steam-boat services and suspense items, of 5*l.* 16*s.* 8*d.* as compared with 5*l.* 5*s.* 4*d.* Including steam-boat service and suspense the East Indian Railway and branches produced 8*l.* 8*s.* 0*d.* per cent., the guaranteed lines paid 5*l.* 8*s.* 4*d.* per cent., the State lines (Imperial and Provincial) excluding the East Indian Railway and branches, yielded 5*l.* 9*s.* 7*d.* per cent., the assisted lines, excluding the Tarakessur, 1*l.* 13*s.* 11*d.*, and the Native State lines 2*l.* 13*s.* per cent.

The total number of passengers carried was 80,864,779, as compared with 73,815,119 in 1884, and the receipts from the coaching traffic have amounted to 5,538,126*l.*, as compared with 5,070,754*l.*

The aggregate tonnage moved has amounted to 18,925,385 tons, as compared with 16,663,007 tons, and the receipts from goods traffic have amounted to 11,915,375*l.*, as compared with 10,565,941*l.* in 1884.

The summary on page 98 of the principal articles of merchandise carried on the chief Indian railways shows an improvement of 1,887,378 tons, or, excluding railway materials and revenue stores, the total weight moved has increased by 2,043,289 tons. The main improvement being under grains and pulses 1,159,386 tons; 39 out of the 47 items of public traffic tabulated show increases.

Summary of  
principal  
commodi-  
ties.

APPENDIX.—STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the

Classification Number.	Articles.	STATE											
		East Indian.				Rajputana-Malwa.				Bengal Central.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1894. Tons.	1895. Tons.	1894. Rs.	1895. Rs.	1894. Tons.	1895. Tons.	1894. Rs.	1895. Rs.	1894. Tons.	1895. Tons.	1894. Rs.	1895. Rs.
I.	Animals, living (for sale) - No.	28,022	37,382	47,000	71,924	781	1,996	—	—	5	—	45	—
II.	Borax - - -	1,228	1,049	24,080	22,087	—	—	—	—	—	—	—	—
III.	Oases and rattans -	1,166	1,111	8,650	10,407	643	760	—	—	—	—	—	—
IV.	Caoutchouc - - -	26	5	431	97	—	—	—	—	—	—	—	—
V.	Chinese and Japanese ware.	60	21	2,058	1,037	—	—	—	—	—	—	—	—
VI.	Coal and coke -	1,041,518	989,559	57,56,330	53,54,789	1,801	3,785	—	—	3,904	6,476	3,038	8,958
VII.	Cotton, raw - - -	41,077	36,228	12,01,300	10,24,220	48,891	37,473	—	—	7	27	28	89
VIII.	Cotton, manufactured.	71,260	78,476	22,53,998	24,33,187	20,769	25,267	—	—	863	1,468	3,389	3,508
IX.	Drugs and medicines	3,461	4,528	7,03,479	1,31,224	701	851	—	—	—	—	—	—
X.	Dyeing materials -	18,468	19,017	5,43,247	4,53,808	6,633	6,797	—	—	—	—	—	—
XI.	Barthenware and porcelain.	237	345	11,068	13,691	—	—	—	—	—	—	—	—
XII.	Fibrous products -	37,611	46,973	5,82,622	6,94,972	9,544	9,136	—	—	322	1,174	1,561	3,274
XIII.	Fruits and nuts -	12,702	12,966	3,62,196	3,88,333	13,918	14,354	—	—	2,048	3,108	9,281	9,219
XIV.	Grain and pulses -	517,577	696,826	30,84,819	56,19,904	180,712	331,448	—	—	1,095	3,493	2,123	23,902
XV.	Gums and resins -	2,760	3,284	51,339	66,716	987	483	—	—	—	—	—	—
XVI.	Hides and skins -	81,867	37,528	4,85,490	3,71,150	3,799	5,469	—	—	258	481	916	1,008
XVII.	Horns - - -	740	604	12,077	9,192	225	65	—	—	—	—	—	—
XVIII.	Lac - - -	15,226	18,295	2,52,609	2,94,851	347	186	—	—	—	—	—	—
XIX.	Leather - - -	2,484	2,706	96,635	1,01,075	650	746	—	—	—	—	—	—
XX.	Liquors - - -	5,918	7,717	1,73,274	1,83,643	1,113	1,978	—	—	—	—	—	—
XXI.	Mats - - -	228	237	4,740	4,608	—	—	—	—	—	—	—	—
XXII.	Metals and manufactures of.	128,251	135,952	27,77,785	29,09,321	24,445	26,965	—	—	800	698	1,184	1,712
XXIII.	Oils - - -	8,777	8,805	1,01,525	1,77,334	3,649	3,273	—	—	390	626	857	1,213
XXIV.	Opium - - -	11,061	14,684	2,35,520	3,82,330	2,234	2,880	—	—	—	—	—	—
XXV.	Paints and colours -	3,063	2,625	51,973	53,454	327	189	—	—	—	—	—	—
XXVI.	Provisions - - -	12,695	14,137	3,30,149	3,34,693	5,430	6,119	—	—	477	1,184	971	2,767
XXVII.	Salt - - -	234,985	266,799	16,38,723	16,07,009	170,921	188,552	—	—	468	1,432	761	1,900
XXVIII.	Saltpetre, &c. - -	51,172	47,963	4,96,864	4,51,079	4,717	4,886	—	—	—	—	—	—
XXIX.	Seeds - - -	387,885	394,414	36,72,136	35,47,056	120,131	174,077	—	—	865	2,533	1,290	5,334
XXX.	Silk - - -	1,272	1,253	39,468	35,138	26	67	—	—	—	—	—	—
XXXI.	Spices - - -	5,723	8,956	1,04,625	1,56,679	7,489	1,278	—	—	—	—	—	—
XXXII.	Stone and marble -	44,753	59,547	1,22,366	1,74,156	13,398	9,856	—	—	—	—	—	—
XXXIII.	Sugar - - -	107,879	124,921	7,53,697	8,99,407	69,461	79,594	—	—	6,270	5,726	9,763	11,491
XXXIV.	Tea - - -	1,506	1,681	40,803	50,180	404	390	—	—	—	—	—	1
XXXV.	Tobacco - - -	15,161	20,129	2,13,782	2,93,986	10,514	9,823	—	—	134	368	377	681
XXXVI.	Wood - - -	40,106	47,463	2,33,101	4,41,443	22,269	24,302	—	—	788	298	287	1,004
XXXVII.	Wool - - -	2,841	2,339	77,030	76,519	2,940	3,226	—	—	—	—	—	—
XXXVIII.	All other articles of merchandise.	101,135	106,586	12,59,549	12,70,346	19,027	23,879	—	—	6,285	8,975	15,041	15,545
XXXIX.	Bark (tanning)	—	—	—	—	—	—	—	—	—	—	—	—
XL.	Coffee - - -	—	—	—	—	—	—	—	—	—	—	—	—
XLI.	Government stores -	10,033	12,943	4,41,894	5,87,547	2,068	4,192	—	—	—	—	—	—
XLII.	Manures - - -	—	—	—	—	—	—	—	—	—	—	—	—
XLIII.	Vegetables - - -	75,959	17,041	1,30,334	1,36,381	—	—	—	—	—	—	—	—
XLIV.	Chunam and lime -	19,490	23,109	1,36,077	1,53,328	—	—	—	—	—	—	—	—
XLV.	Hay and straw and grass, &c.	—	—	—	—	—	—	—	—	—	—	—	—
XLVI.	Railway materials -	—	—	—	—	154,067	48,505	—	—	—	—	—	—
XLVII.	Revenue stores -	—	—	—	—	109,321	141,985	—	—	—	—	—	—
	Total - - -	3,908,756	3,271,011	2,88,01,142	3,11,44,962	1,069,021	1,198,909	—	—	25,168	37,878	52,819	69,492

Receipts therefrom, on the several RAILWAYS for 1885, as compared with the similar results for 1884.

IMPERIAL

Southern Mahabta.				Eastern Bengal.				Wardha Coal.				Punjab Northern.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	823		118	81	155	1,309	6,369					1,350	6,602	4,982	21,581	I.
																II.
67	1	01	8													III.
	7	2	47													IV.
	1	6														V.
7	149	7	656	55,047	06,807	1,31,225	1,00,403	81,427	83,444	1,05,267	87,203	8,352	9,614	14,141	18,424	VI.
1,185	2,897	13,669	27,313	3,689	1,970	18,723	15,887	762	1,032	2,413	3,435	1,120	903	12,330	9,267	VII.
726	3,004	6,990	35,643	18,532	18,310	1,72,101	1,40,938	606	908	3,144	3,897	5,047	5,403	77,124	75,387	VIII.
10	53	184	673					31	37	98	172	168	387	2,106	5,487	IX.
57	397	372	2,790					105	192	360	530	591	556	9,809	11,371	X.
9	38	33	191							1						XI.
183	435	931	2,210	163,374	176,063	15,20,440	9,19,041	475	555	1,530	1,137	4,509	4,870	10,005	16,371	XII.
583	2,431	2,335	30,248	1,233	3,684	7,333	7,200	487	467	1,946	1,821	4,563	4,113	70,263	63,400	XIII.
5,977	22,931	14,803	74,265	48,655	51,553	1,44,072	1,31,140	7,439	3,336	8,407	4,205	105,226	113,077	2,75,971	3,02,073	XIV.
6	31	85	247					85	77	297	286					XV.
167	560	652	2,631	6,516	0,362	57,708	40,817	141	140	610	540	1,554	2,185	13,303	16,875	XVI.
4	36	16	301					16	16	59	61					XVII.
3	1	13	12					1	2	6	6					XVIII.
6	36	40	283					5	3	19	11					XIX.
179	824	807	4,030					13	14	57	58	3,256	2,910	23,102	24,804	XX.
4	13	17	63					101	147	341	487	599	644	4,561	4,572	XXI.
609	2,297	3,011	16,538	10,370	11,639	69,361	60,851	838	1,070	1,642	2,038	4,083	4,544	31,613	32,713	XXII.
630	1,705	3,304	13,605	3,249	3,132	20,766	15,353	100	329	620	900	614	779	5,919	6,203	XXIII.
	1	5	8						2		16					XXIV.
31	127	138	1,272					14	13	44	37					XXV.
48	101	273	043	5,571	6,661	36,019	24,749	23	27	79	76	1,037	1,181	11,090	11,748	XXVI.
683	3,327	1,379	9,101	38,992	36,836	1,28,044	1,16,117	4,308	4,687	10,587	11,371	69,781	73,375	2,23,506	2,43,333	XXVII.
9	18	7	63					1	1	4	3	995	1,112	1,585	5,544	XXVIII.
2,619	5,171	10,607	10,049	31,924	24,768	1,55,002	84,704	19,600	16,168	25,034	19,139	17,038	8,061	69,530	29,731	XXIX.
50	100	1,012	2,035					5		34		140	54	2,924	1,257	XXX.
57	224	417	4,784					40	70	234	836	748	845	8,041	8,837	XXXI.
240	1,101	633	3,611					3	19	13	63	6,638	6,006	11,274	11,289	XXXII.
140	3,819	1,452	8,318	19,269	13,087	60,846	32,098	197	197	630	625	13,946	10,791	87,280	65,773	XXXIII.
	3	4	51	0,304	0,334	74,892	68,817			1		390	994	20,376	18,948	XXXIV.
8	137	136	1,036	11,174	18,469	64,429	85,327	32	41	137	177	1,058	1,401	14,207	19,304	XXXV.
1,170	5,500	2,701	11,765	27,444	23,051	40,888	37,861	303	278	945	716	32,836	35,016	64,640	77,623	XXXVI.
15	60	123	651					5	6	24	31	1,103	850	8,236	8,080	XXXVII.
503	1,833	2,725	13,403	94,512	180,684	3,24,770	3,07,591	803	610	2,554	2,925	18,029	20,397	1,31,543	1,38,338	XXXVIII.
261	3,100	738	8,063													XXXIX.
	2	4	10													XL.
	38		1,169					1,759	1,891	5,534	3,133	2,903	6,346	41,706	1,04,302	XLI.
1	122	8	430													XLII.
37	190	140	357									1,463	2,307	11,781	16,123	XLIII.
189	248	603	900									2,640	3,613	7,290	9,712	XLIV.
123	14	140	79	5,480	4,873	13,161	0,678					196	13	500	177	XLV.
51,738	115,214	38,077	2,38,444									103,832	34,430	110,033	64,607	XLVI.
												12,683	14,826	20,335	25,293	XLVII.
44,674	174,263	1,13,775	5,11,932	584,318	651,946	30,39,930	22,71,241	137,994	114,837	1,72,367	1,43,865	432,890	336,436	14,27,297	15,36,904	Total.

STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the

Classification Number.	Articles.	STATE IMPERIAL—cont.				STATE			
		Indus Valley.				Bareilly-Philibheet.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
J.	Animals living (for sale) No.	6,361	19,527	4,719	58,842	—	—	—	—
II.	Borax	16	13	385	313	11	351	23	750
III.	Canes and rattans	24	33	1,063	723	—	6	1	13
IV.	Casatchouc	3	5	67	72	—	—	—	—
V.	Chinese and Japanese ware.	16	51	803	1,078	—	1	—	3
VI.	Coal and coke	10,301	1,040	87,513	3,267	—	—	—	—
VII.	Cotton, raw	1,106	1,301	17,404	40,634	4	36	18	136
VIII.	Cotton, manufactured.	13,263	14,272	2,68,507	2,62,783	2	54	6	157
IX.	Drugs and medicines	1,033	1,243	22,537	27,343	—	12	1	31
X.	Dyeing materials	3,401	1,844	66,375	46,033	8	111	18	242
XI.	Earthenware and porcelain.	307	211	5,314	5,773	—	—	—	—
XII.	Fibrous products	4,901	6,704	43,367	45,286	58	189	114	450
XIII.	Fruits and nuts	8,183	8,340	1,15,007	1,22,039	4	36	14	125
XIV.	Grain and pulses	272,023	464,052	22,35,664	40,48,011	1,347	11,031	2,345	17,406
XV.	Gums and resins	23	29	413	601	—	2	—	6
XVI.	Hides and skins	1,444	1,650	17,388	23,709	6	112	10	228
XVII.	Horns	13	21	183	278	3	36	6	99
XVIII.	Lac	126	131	2,932	2,633	—	8	—	11
XIX.	Leather	511	633	10,310	13,642	—	7	2	31
XX.	Liquors	1,297	1,639	49,374	62,693	—	3	1	9
XXI.	Mats	45	70	634	1,360	—	—	1	—
XXII.	Metals and manufactures of.	15,297	16,150	2,27,068	2,44,917	8	49	25	156
XXIII.	Oils	2,460	3,270	40,935	52,771	3	35	8	63
XXIV.	Opium	—	—	—	—	—	—	—	1
XXV.	Paints and colors	273	235	3,300	7,302	—	—	—	—
XXVI.	Provisions	2,237	2,573	47,672	46,690	—	1	—	2
XXVII.	Salt	4,351	5,074	25,789	30,861	330	2,236	626	3,330
XXVIII.	Salt petre, &c.	368	286	4,678	3,233	—	—	—	—
XXIX.	Seeds	97,186	60,872	10,22,119	5,91,419	209	1,273	359	2,164
XXX.	Silk	89	27	1,617	1,247	—	—	—	1
XXXI.	Spices	1,956	1,668	43,723	46,602	10	89	31	172
XXXII.	Stone and marble	2,166	1,032	6,433	7,017	5	73	7	125
XXXIII.	Sugar	21,933	22,366	2,10,403	2,04,706	48	1,036	102	2,106
XXXIV.	Tea	727	769	18,088	20,232	1	11	3	27
XXXV.	Tobacco	763	913	10,783	11,623	2	13	6	34
XXXVI.	Wood	21,057	11,782	39,364	55,244	130	1,309	262	3,383
XXXVII.	Wool	7,823	7,154	1,94,903	1,61,975	3	13	6	41
XXXVIII.	All other articles of merchandise.	14,294	16,111	1,05,468	2,22,608	769	10,049	1,331	13,231
XXXIX.	Bark (tanning)	14	32	114	349	—	—	1	—
XL.	Coffee	24	19	712	516	—	—	—	—
XLI.	Government stores	1,777	29,004	65,509	6,74,303	—	—	—	—
XLII.	Manures	463	131	3,975	399	—	—	—	—
XLIII.	Vegetables	1,494	1,392	11,760	18,229	5	31	7	37
XLIV.	Chunam and lime	960	1,165	13,218	15,261	—	23	—	29
XLV.	Hay and straw and grass, &c.	377	4,689	3,384	74,082	—	—	—	—
XLVI.	Railway materials	—	—	—	—	—	—	—	—
XLVII.	Revenue stores	—	—	—	—	—	—	—	—
	Total	515,531	692,075	51,63,145	71,01,798	2,994	36,626	5,250	46,261

Receipts therefrom, on the several RAILWAYS for 1885, as compared with the similar results for 1884—cont.

PROVINCIAL.

Nalhatt.				Tirhoot.				Northern Bengal.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1884 Tons.	1885 Tons.	1884 Rs.	1885 Rs.	1884 Tons.	1885 Tons.	1884 Rs.	1885 Rs.	1884 Tons.	1885 Tons.	1884 Rs.	1885 Rs.	
—	—	—	—	—	—	—	—	—	—	—	—	I.
—	—	—	—	—	—	—	—	—	—	—	—	II.
—	—	—	—	—	—	—	—	—	—	—	—	III.
—	—	—	—	—	—	—	—	—	—	—	—	IV.
—	—	—	—	—	—	—	—	—	—	—	—	V.
3,877	3,758	6,377	6,373	20,845	12,123	42,252	27,882	—	—	—	—	VI.
203	35	748	538	553	590	3,655	2,650	—	—	—	—	VII.
788	738	2,031	2,080	5,887	7,612	38,220	48,076	5,750	6,083	60,990	67,268	VIII.
10	8	76	74	61	54	505	487	—	—	—	—	IX.
41	15	132	48	3,301	1,040	16,816	15,917	—	—	—	—	X.
—	—	—	—	—	—	—	—	—	—	—	—	XI.
237	143	539	490	1,301	1,810	3,875	6,170	55,376	49,334	3,04,187	3,93,835	XII.
41	39	743	100	180	129	651	743	—	—	—	—	XIII.
1,240	3,416	1,706	5,494	89,576	51,636	62,933	1,18,596	28,452	37,947	99,060	1,13,642	XIV.
66	93	248	210	3,568	3,610	11,677	11,514	—	—	—	—	XV.
—	—	—	—	5	10	23	50	—	—	—	—	XVI.
7	6	16	24	361	481	971	1,136	—	—	—	—	XVII.
8	15	25	63	3	68	15	369	—	—	—	—	XVIII.
86	47	219	316	287	267	1,975	1,783	—	—	—	—	XIX.
—	—	—	—	—	—	—	—	—	—	—	—	XX.
189	200	765	422	3,606	4,604	17,005	21,100	3,446	2,855	33,555	27,469	XXI.
40	13	178	108	756	623	3,121	2,149	1,146	1,136	8,806	8,653	XXII.
—	—	—	—	—	—	—	—	—	—	—	—	XXIII.
6	12	16	50	37	488	240	3,069	—	—	—	—	XXIV.
7	11	40	43	960	1,130	4,312	5,079	—	—	—	—	XXV.
643	203	561	203	21,746	23,633	56,570	53,094	23,121	28,861	68,656	58,447	XXVI.
—	4	—	13	9,746	9,076	27,741	24,510	—	—	—	—	XXVII.
613	282	1,366	469	24,644	28,408	61,241	67,002	4,754	4,348	14,735	12,500	XXVIII.
286	416	1,511	3,074	—	—	—	—	—	—	—	—	XXIX.
116	48	363	180	911	1,400	4,094	6,389	—	—	—	—	XXX.
98	—	88	—	226	—	650	—	—	—	—	—	XXXI.
189	97	339	463	1,478	1,521	4,899	6,028	1,170	1,056	4,355	3,511	XXXII.
—	1	—	4	—	10	—	61	6,776	7,500	1,54,886	1,71,805	XXXIII.
80	81	103	80	5,097	6,701	14,292	21,079	12,539	14,404	98,108	1,15,520	XXXIV.
38	63	700	124	6,581	6,974	13,093	16,766	—	—	—	—	XXXV.
4	2	31	13	49	63	350	453	—	—	—	—	XXXVI.
2,003	1,803	4,140	3,241	35,335	25,029	1,02,166	91,485	97,233	57,993	2,88,084	2,52,883	XXXVII.
—	—	—	—	—	—	—	—	—	—	—	—	XXXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	17	38	203	333	—	—	—	—	XL.
—	—	—	—	—	—	—	—	—	—	—	—	XLI.
460	246	943	563	83	744	231	3,300	—	—	—	—	XLII.
20	95	13	176	1,880	3,921	3,403	6,106	—	—	—	—	XLIII.
—	—	—	—	—	—	—	—	—	—	—	—	XLIV.
—	—	—	—	—	—	—	—	—	—	—	—	XLV.
—	—	—	—	—	—	—	—	—	—	—	—	XLVI.
—	—	—	—	—	—	—	—	—	—	—	—	XLVII.
11,538	11,857	23,065	29,487	166,216	194,523	5,18,380	5,93,151	236,762	295,681	12,20,511	15,45,843	Total.

STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and the RECEIPTS

Classification Number.	Articles	STATE											
		Kaima-Dharla.				Daoca.				Cawpore-Achnera.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Animals, living (for sale) No.	-	-	-	-	-	-	-	-	-	78	-	87
II.	Borax	-	-	-	-	-	-	-	-	52	50	142	181
III.	Canes and rattan	-	-	-	-	-	-	-	-	3	1	31	2
IV.	Caoutchouc	-	-	-	-	-	-	-	-	47	42	84	73
V.	Chinese and Japanese ware.	-	-	-	-	-	-	-	-	-	-	1	-
VI.	Coal and coke	-	-	-	-	-	-	-	-	3,896	3,687	10,004	8,670
VII.	Cotton, raw	-	-	-	-	-	-	-	-	2,339	3,698	15,976	15,470
VIII.	Cotton, manufactured.	633	710	3,198	3,835	-	339	-	2,737	3,080	3,365	10,543	18,232
IX.	Drugs and medicines	-	-	-	-	-	2	-	17	217	170	866	368
X.	Dyeing materials	-	-	-	-	-	-	-	-	3,415	2,470	10,495	8,141
XI.	Earthenware and porcelain.	-	-	-	-	-	-	-	-	106	44	607	232
XII.	Fibrous products	1,280	1,204	1,036	910	-	2,215	-	6,763	1,221	1,120	2,856	3,017
XIII.	Fruits and nuts	-	107	-	287	-	16	-	71	577	415	2,341	2,487
XIV.	Grain and pulses	93	142	413	801	-	203	-	716	33,662	26,991	64,065	37,700
XV.	Gums and resins	-	-	-	-	-	-	-	-	543	489	964	856
XVI.	Hides and skins	-	-	-	-	-	14	-	95	825	868	2,760	4,835
XVII.	Horns	-	-	-	-	-	-	-	-	10	40	45	244
XVIII.	Lac	-	-	-	-	-	-	-	-	98	103	865	372
XIX.	Leather	-	-	-	-	-	72	-	309	71	59	297	272
XX.	Liquors	-	-	-	-	-	37	-	450	361	1,818	1,184	3,244
XXI.	Mats	-	-	-	-	-	-	-	-	1	14	8	35
XXII.	Metals and manufactures of.	130	111	683	623	-	72	-	407	5,168	5,321	22,788	25,618
XXIII.	Oils	28	14	138	56	-	9	-	63	321	469	1,367	1,520
XXIV.	Opium	-	-	-	-	-	-	-	-	290	300	2,626	5,884
XXV.	Paints and colours	-	-	-	-	-	-	-	-	9	13	69	73
XXVI.	Provisions	-	-	-	-	-	17	-	90	2,320	1,885	5,091	4,647
XXVII.	Salt	380	274	212	146	-	3	-	11	33,024	30,592	65,808	44,348
XXVIII.	Saltpetre, &c.	-	-	-	-	-	-	-	-	4,787	5,470	12,940	12,596
XXIX.	Seeds	66	89	368	361	-	-	-	-	16,331	12,309	30,047	21,683
XXX.	Silk	-	-	-	-	-	-	-	-	11	-	73	3
XXXI.	Spices	-	-	-	-	-	12	-	131	364	914	2,246	2,719
XXXII.	Stone and marble	-	-	-	-	-	-	-	-	1,697	4,815	4,389	4,518
XXXIII.	Sugar	39	57	315	197	-	20	-	67	8,035	7,234	9,760	10,231
XXXIV.	Tee	-	-	3	2	-	-	-	-	8	6	17	30
XXXV.	Tobacco	269	148	177	163	-	-	-	1	605	607	3,161	4,510
XXXVI.	Wood	-	-	-	-	-	-	-	-	3,103	2,326	9,387	15,540
XXXVII.	Wool	-	-	-	-	-	2	-	17	1,550	95	4,151	357
XXXVIII.	All other articles of merchandise.	1,684	1,429	7,746	5,903	-	87,332	-	33,736	2,272	6,818	9,146	19,220
XXXIX.	Bark (tanning)	-	-	-	-	-	-	-	-	-	-	-	-
XL.	Coffee	-	-	-	-	-	-	-	-	-	-	-	-
XLI.	Government stores	-	-	-	-	-	-	-	-	1,106	770	8,042	5,864
XLII.	Manures	-	-	-	-	-	-	-	-	-	-	-	-
XLIII.	Vegetables	-	-	-	-	-	-	-	-	365	3,745	2,583	9,654
XLIV.	Chunam and lime	-	-	-	-	-	-	-	-	613	307	1,388	552
XLV.	Hay and straw and grass, &c.	-	-	-	-	-	-	-	-	-	-	-	-
XLVI.	Railway materials	-	-	-	-	-	-	-	-	17,522	14,219	41,247	37,456
XLVII.	Revenue stores	-	-	-	-	-	-	-	-	9,537	5,876	6,039	9,858
	Total	4,771	4,285	14,309	11,852	-	90,274	-	48,890	135,817	167,011	3,73,744	3,59,204

therefrom, on the several RAILWAYS for 1885, as compared with the similar results for 1884—cont.

PROVINCIAL—continued.

Amritsar-Pathankot.				Nagpur-Chhattisgarh.				Burma.				Jorhat.				Classification Number.	
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
59	84	75	275	5	—	64	—	5,530	7,520	10,405	17,630	—	—	—	—	I.	
—	—	5	18	1	2	5	10	—	—	—	1	—	—	—	—	II.	
1	101	5	304	—	—	5	7	55	55	200	624	—	—	—	—	III.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	IV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	V.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	VI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	VII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	VIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	IX.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	X.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XIV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XVI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XVII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XVIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XIX.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XX.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXIV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXVI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXVII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXVIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXIX.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXX.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXVI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXVII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXVIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XL.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLIV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLV.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVI.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVII.	
24,826	40,701	49,426	84,026	298,561	283,465	11,01,304	11,72,500	259,976	343,065	7,89,316	8,15,681	—	—	5,654	—	30,503	Total.

No Account prepared for previous year, same only opened on 15th December 1894.



STATEMENT showing the QUANTITIES of the principal Articles of MERCHANDISE, &c., carried, and

Classification Number.	Articles.	GUARANTEED											
		Madras.				South Indian.				Great Indian Peninsula.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.
I.	Animals living No. (for sale).					3,150	3,709	5,006	9,425				
II.	Borax												
III.	Canes and rattans												
IV.	Cauchohou												
V.	Chinese and Japanese ware.												
VI.	Coal and coke	1,737	2,470	7,811	10,942					62,840	61,635	1,50,371	1,51,043
VII.	Cotton, raw.	32,916	21,984	4,33,481	3,01,511	9,028	8,404	48,509	43,758	101,272	73,672	29,68,548	23,46,484
VIII.	Cotton, manufactured.					11,304	11,819	1,33,795	1,02,735	33,122	41,144	11,57,519	14,40,381
IX.	Drugs and medicines	1,685	1,449	15,935	23,217					259	435	13,168	19,430
X.	Dyeing materials	19,981	22,633	1,71,082	2,06,599	4,432	5,473	30,306	35,206	2,619	9,871	1,63,503	1,65,230
XI.	Earthenware and porcelain.					41	119	169	223				
XII.	Fibrous products	6,113	5,540	47,415	42,135					17,535	19,038	3,34,364	3,40,795
XIII.	Fruits and nuts					17,268	13,960	1,01,206	1,03,840	35,385	60,489	10,40,229	11,19,461
XIV.	Grain and pulses	174,726	198,897	7,03,564	7,90,300	181,008	184,735	8,51,025	8,77,408	685,907	682,222	75,05,227	90,97,871
XV.	Gums and resins									10,078	21,608	2,20,220	2,72,230
XVI.	Hides and skins	15,528	18,423	1,98,369	2,37,131	5,020	5,442	44,728	48,130	14,964	16,071	2,32,531	3,37,814
XVII.	Horns	217	165	2,238	1,650								
XVIII.	Lac	141	104	1,039	934								
XIX.	Leather	1,154	915	17,953	2,736								
XX.	Liquors	4,523	5,631	58,096	55,792	1,953	2,153	18,067	15,247	2,911	3,227	52,010	38,076
XXI.	Mats					390	484	4,745	5,713				
XXII.	Metals and Manufactures of.	21,302	16,429	2,35,051	1,74,983	3,021	3,034	55,019	64,208	77,497	84,736	13,78,923	14,06,222
XXIII.	Oils	9,229	10,605	1,68,167	1,64,642	7,689	8,224	41,221	41,563	21,108	23,520	3,92,060	4,15,172
XXIV.	Opium		2	3	115					710	1,389	40,222	88,447
XXV.	Paints and colours												
XXVI.	Provisions	83,637	60,769	4,19,939	4,23,995	17,268	19,790	99,339	1,10,302	4,908	5,854	1,24,010	1,45,966
XXVII.	Salt	33,109	67,095	4,09,668	4,84,014	46,070	50,401	1,57,430	1,30,947	107,894	113,103	13,97,011	14,45,411
XXVIII.	Saltpetre, &c.	383	311	3,084	3,077								
XXIX.	Seeds					37,730	50,393	1,59,129	1,59,697	314,535	344,683	45,97,902	46,22,735
XXX.	Silk	76	121	1,912	2,303					179	268	7,216	8,902
XXXI.	Spices	2,585	2,560	20,504	17,415	848	851	6,504	5,823	5,704	4,640	1,10,740	1,00,604
XXXII.	Stones and marble					90,710	154,452	1,13,772	1,00,534	4,830	7,129	23,988	29,568
XXXIII.	Sugar	23,308	24,246	1,05,212	1,14,132	33,257	28,360	1,38,980	1,08,793	36,630	42,632	5,42,572	6,18,060
XXXIV.	Tea	276	295	8,484	7,833	4	17	43	124	82	134	2,660	4,721
XXXV.	Tobacco	3,703	3,046	55,817	59,146	2,749	3,462	22,235	22,215	4,270	5,332	64,781	79,214
XXXVI.	Wood	61,926	55,344	9,30,643	9,29,345	12,507	23,203	37,973	48,544	11,716	79,184	2,55,030	2,02,797
XXXVII.	Wool	671	633	7,475	7,373					640	756	14,605	17,750
XXXVIII.	All other articles of merchandise.	90,083	111,312	4,52,459	7,33,509	36,413	39,954	1,94,780	1,36,375	63,003	64,973	2,47,545	11,92,040
XXXIX.	Bark (tanning)												
XL.	Coffee	6,749	6,257	58,827	59,682					195	118	3,580	2,567
XLI.	Government stores	2,093	2,644	65,099	71,630					6,738	9,291	1,51,263	2,24,136
XLII.	Manures	4,516	3,897	16,145	13,250								
XLIII.	Vegetables									20,227	19,990	1,84,607	1,97,060
XLIV.	Onions and Rose									1,002	1,217	1,1750	14,557
XLV.	Hay and straw, and grass, &c.									5,538	8,085	24,570	45,149
XLVI.	Railway Materials												
XLVII.	Revenue Stores												
	Total	577,931	640,466	38,17,563	41,20,116	600,321	634,467	17,55,950	18,28,592	1,633,998	1,791,454	2,42,51,049	2,66,71,407

RECEIPTS therefrom, on the several RAILWAYS for 1885, as compared with the similar results for 1884—cont.

COMPANIES.												ASSISTED COMPANIES.				Classification Number.
Bombay, Baroda, and Central India.				Oudh and Rohilkhand.				Sind, Punjab, and Delhi.				Bengal and North-Western.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
301,731	340,790	—	—	79	114	345	618	2,085	10,101	10,446	47,638	—	79	—	29	I.
—	—	—	—	989	1,003	12,963	12,670	387	204	3,673	2,618	—	5	—	63	II.
—	—	—	—	24	23	154	182	776	1,041	3,081	6,438	1	1	10	4	III.
—	—	—	—	—	—	—	—	9	8	77	—	—	—	—	—	IV.
—	—	—	—	21	0	135	83	50	73	1,148	1,332	—	5	—	69	V.
20,037	33,570	—	—	5,537	6,237	11,401	11,683	17,603	34,010	89,756	1,21,185	697	16,201	526	24,167	VI.
112,383	86,389	—	—	8,889	7,059	1,01,132	80,370	8,335	14,631	1,01,390	1,34,040	1	84	5	1,027	VII.
28,579	27,277	—	—	3,900	10,073	88,768	99,893	23,483	25,739	3,27,631	3,53,000	211	4,137	1,398	29,993	VIII.
—	—	—	—	1,363	1,382	9,396	9,276	4,042	4,976	54,613	61,307	79	218	642	2,273	IX.
—	—	—	—	2,771	3,004	23,069	24,028	7,328	6,377	1,00,697	91,250	6	747	28	5,499	X.
—	—	—	—	98	80	989	727	384	349	4,798	4,804	7	6	57	46	XI.
5,898	6,880	—	—	9,326	11,164	47,170	51,759	15,003	18,273	1,10,370	1,14,810	27	1,373	116	8,959	XII.
59,480	33,737	—	—	2,406	2,499	24,190	23,352	16,463	14,948	1,77,968	1,61,691	129	361	397	2,349	XIII.
130,090	268,103	—	—	227,748	207,840	3,18,918	3,10,933	435,114	6,10,477	24,25,617	33,97,342	138	42,388	440	1,77,136	XIV.
—	—	—	—	201	742	1,161	334	700	842	5,652	10,033	2	61	13	616	XV.
2,379	3,328	—	—	5,180	6,421	25,446	30,303	6,123	3,141	63,456	85,924	112	324	693	5,962	XVI.
—	—	—	—	389	403	2,025	1,969	239	154	3,491	1,519	7	24	52	231	XVII.
—	—	—	—	271	207	981	681	398	855	4,531	4,296	6	134	23	206	XVIII.
—	—	—	—	399	412	3,103	3,160	1,148	1,611	19,629	24,719	—	—	—	—	XIX.
2,006	3,119	—	—	2,334	3,203	20,469	23,725	7,897	8,246	82,400	91,931	20	168	137	1,418	XX.
—	—	—	—	97	168	479	1,292	223	263	1,593	1,855	—	—	—	—	XXI.
26,176	30,690	—	—	18,009	13,660	1,21,865	99,640	25,516	30,637	2,28,262	2,81,645	156	1,387	948	8,688	XXII.
5,922	5,136	—	—	1,363	1,658	8,800	10,823	4,418	5,029	50,980	57,909	6	117	58	693	XXIII.
583	40	—	—	1,311	1,307	30,324	32,630	9	6	61	30	1	484	2	9,298	XXIV.
—	—	—	—	169	201	1,763	1,612	592	524	9,013	7,864	5	75	29	607	XXV.
3,627	3,609	—	—	2,406	3,425	16,283	20,350	4,146	4,298	44,448	46,171	22	208	68	1,666	XXVI.
93,263	140,948	—	—	60,435	69,596	1,70,227	1,98,331	46,059	40,295	1,97,479	2,14,707	460	4,023	1,758	13,267	XXVII.
—	—	—	—	741	954	1,830	2,094	1,683	1,275	16,378	14,353	—	531	—	1,506	XXVIII.
118,464	163,271	—	—	60,191	53,345	2,01,097	1,60,450	129,494	51,303	7,99,743	4,69,554	266	27,289	668	1,22,120	XXIX.
49	174	—	—	45	0	593	64	323	264	5,618	5,402	—	1	—	9	XXX.
—	—	—	—	1,829	1,494	10,844	9,676	5,480	6,700	59,750	63,630	4	278	30	3,155	XXXI.
22,209	16,723	—	—	18,071	10,658	31,544	24,671	6,293	6,447	38,303	45,128	11	819	26	3,350	XXXII.
38,533	30,377	—	—	68,690	72,611	2,72,390	3,27,731	80,026	34,524	6,22,014	6,23,717	60	4,900	243	33,694	XXXIII.
442	358	—	—	741	421	4,246	4,272	2,182	2,450	31,972	33,649	1	5	3	38	XXXIV.
17,223	15,645	—	—	3,950	1,324	14,966	8,962	2,057	2,655	24,297	25,487	23	266	61	2,376	XXXV.
59,037	66,010	—	—	29,491	25,440	80,919	84,607	42,112	69,440	1,19,023	1,45,614	90	271	303	1,568	XXXVI.
3,069	4,925	—	—	137	171	1,641	1,699	9,078	9,673	1,18,101	1,04,618	1	26	6	171	XXXVII.
75,161	64,392	—	—	16,633	19,761	1,16,603	1,32,410	149,872	222,556	6,34,063	10,03,639	374	40,364	1,028	98,170	XXXVIII.
—	—	—	—	56	—	580	—	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	29	13	370	104	—	—	—	—	—	—	—	—	XL.
1,307	1,307	—	—	1,884	2,347	11,281	16,043	11,471	25,285	2,30,091	4,01,241	—	22	—	406	XLI.
—	—	—	—	300	388	1,266	369	261	236	924	717	—	—	—	—	XLII.
—	—	—	—	4,113	5,384	14,342	20,096	3,769	4,403	23,307	28,098	—	—	—	—	XLIII.
9443	4,270	—	—	1,843	1,017	2,397	2,428	20,757	30,542	38,872	53,678	—	—	—	—	XLIV.
31,112	27,950	—	—	728	254	3,870	1,400	1,677	412	8,337	3,663	—	—	—	—	XLV.
—	—	—	—	—	—	—	—	—	—	—	—	21,155	6,392	20,270	14,798	XLVI.
—	—	—	—	—	—	—	—	—	—	—	—	208	742	222	2,057	XLVII.
835,064	1,033,786	—	—	662,515	648,462	23,13,878	21,84,974	1,097,903	1,360,075	66,80,816	82,20,798	24,670	164,846	30,867	5,76,663	Total.

STATEMENT showing the QUANTITIES of the principal Articles of Merchandise, &c., carried, and the RECEIPTS

Classification Number.	Articles.	ASSISTED COMPANIES—cont.								NATIVE					
		Rohilkhand-Kumaon.				Assam.				His Highness the Nizam's.				His Highness	
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.	
		1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	
I.	Animals, living (for sale) - No.		11		189	128	123	106	159					9,987	8
II.	Borax		60		87								1,914		
III.	Canes and rattans		1		7	83	16	539	327						
IV.	Caoutchouc					49	63	686	826						
V.	Chinese and Japanese ware.	2	0	3	60										
VI.	Coal and coke					19,527	36,616	26,180	98,584	593	260	1,019	921		1
VII.	Cotton, raw		1		4	1		1	1	169	240	1,122	1,268	2,064	1,970
VIII.	Cotton, manufactured.	1	5	9	54		14		304	1,250	2,439	17,283	42,673	260	225
IX.	Drugs and medicines	1	10	7	139	11	7	168	338	406	476	3,847	4,277		
X.	Dyeing materials		3	3	21					369	378	2,362	2,424		
XI.	Earthenware and porcelain.				2	22	7	141	69	876	420	5,110	5,923		
XII.	Fibrous products		9		10	60	48	922	530	696	809	6,780	6,283	237	290
XIII.	Fruits and nuts	3	21	25	123	12	25	154	387	3,453	3,078	21,748	27,569	263	567
XIV.	Grain and pulses	144	5,363	300	6,765	3,985	4,023	27,036	34,505	25,029	17,616	1,19,238	86,672	3,638	4,796
XV.	Gums and resins				1	7	10	81	87	34	98	705	505		
XVI.	Hides and skins	1	37	5	109		3	5	10		623	703	4,009	4,561	22
XVII.	Horns		1		4										10
XVIII.	Leo							1		15	7	109	65		
XIX.	Leather	2	6	7	39		1	6	3	764	693	7,798	7,243		
XX.	Liquors	5	358	44	2,281	95	63	1,710	1,644	360	594	5,308	7,925	16	5
XXI.	Mats		3	1	27	3	1	18	9						
XXII.	Metals and manufactures of.	5	27	46	235	1,194	1,798	9,362	8,324	2,670	4,760	19,961	32,967	297	267
XXIII.	Oils	8	36	33	307	64	96	1,185	1,924	1,864	280	4,916	6,564	33	41
XXIV.	Opium									318		50			
XXV.	Paints and colours		3		31					1,023	87	978	994		
XXVI.	Provisions		9		98	591	1,073	6,975	7,662	513	605	3,745	6,581	147	20
XXVII.	Salt	112	935	461	3,091	34	124	9,806	1,941	13,276	18,398	74,067	78,182	1,973	1,958
XXVIII.	Salt-petre, &c.				4										
XXIX.	Seeds	25	297	108	1,911	61	61	638	598	20,417	19,621	84,683	82,982	3,331	2,150
XXX.	Silk				1					70	10	247	450		
XXXI.	Spices	3	20	15	100					1,093	1,580	4,997	5,378	263	217
XXXII.	Stone and marble	4	6,593	11	4,324		145		1,671	1,376	1,370	6,934	6,940	1,767	2,023
XXXIII.	Sugar	9	203	37	716					1,329	1,305	8,404	9,762	669	219
XXXIV.	Tea	1	51	10	218	1,970	6,369	26,270	20,158	60	24	289	389		
XXXV.	Tobacco	4	29	46	108					367	453	2,037	3,972	10	28
XXXVI.	Wool	2	1,231	4	1,707	757	409	3,104	1,974	10,101	2,296	26,788	24,440	3,047	2,969
XXXVII.	Wool		26	2	106					371	122	1,087	1,933	7	3
XXXVIII.	All other articles of merchandise.	322	40,015	1,601	48,136	922	350	5,305	2,625	2,375	2,629	25,505	30,066	8,021	11,487
XXXIX.	Bark (tanning)		1	2	13										
XL.	Coffee		1		10										
XLI.	Government stores		14	3	68					1,219	1,306	13,461	23,377		
XLII.	Manures		1		2										
XLIII.	Vegetables	60	328	376	1,250					171	693	3,304	4,190		
XLIV.	Chunam and lime	1	14		50									99	503
XLV.	Hay and straw and grass, &c.						149		1,290		63				4
XLVI.	Railway materials									66,682	44,419	21,171	1,48,626		
XLVII.	Revenue stores														
	Total	784	56,699	3,375	73,987	30,409	48,347	1,56,307	1,92,106	101,997	136,761	6,19,609	6,92,700	57,342	20,432

\* Line opened for traffic on the 12th October 1884, the figures in these columns are therefore for only 81 days of 1884.

therefrom, on the several Railways for 1885, as compared with the similar results for 1884—cont.

STATES.																		Classification Number.	
She Gakwar's.		Bhavnagar-Gondal.				Mysore.				Jodhpore.				Rajpura-Patiala.					
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.		
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
20	17			292	230	55	3,390	105	1,103		8		24	3	293	3	242	I.	
		1	2	8	32										2	1	2	II.	
								2		11	28	30	165	40	131	46	133	III.	
																		IV.	
		10	12	155	210													V.	
	1	4,730	3,375	3,188	3,724					12	6	10	22	80	888	133	683	VI.	
3,641	3,032	35,381	10,846	2,59,463	1,97,087	12	19	38	60	172	265	589	1,065		2		3	VII.	
733	629	1,292	1,233	12,464	11,489	1,107	1,375	6,931	7,957	723	890	2,055	3,412	20	323	4	611	VIII.	
		91	00	834	624	48	81	340	521	43	37	140	169	7	50	11	128	IX.	
		486	518	3,953	5,997	170	135	679	526	308	410	1,002	1,536	13	111	25	173	X.	
		2	4	26	40	18	24	00	50						15		20	XI.	
472	440	1,837	1,354	8,133	7,170					111	148	290	677	7	208	11	236	XII.	
1,481	1,490	1,789	1,453	11,370	8,704	1,803	1,368	6,771	5,725	61	664	1,678	2,815	17	76	29	121	XIII.	
5,337	7,481	17,354	12,556	72,285	49,630	7,498	15,427	16,207	36,207	267	1,798	622	6,247	413	10,573	337	7,021	XIV.	
		40	33	393	312	16	3	96	19	54	26	187	98	1	13	2	21	XV.	
13	47	290	237	1,023	1,974	313	1,030	3,861	3,591	165	166	421	773	2	19	4	23	XVI.	
		10	7	96	83						1		2		1		2	XVII.	
		8	14	85	114	6	5	23	18	5	4	17	28		4		5	XVIII.	
						98	139	268	492	11	32	51	130		30	1	51	XIX.	
16	13	24	46	275	453	254	296	1,663	1,529	7	23	84	205	1	55	4	55	XX.	
						145	44	220	170									XXI.	
678	586	1,770	3,695	14,120	26,014	1,172	1,370	5,163	5,965	640	904	1,910	4,075	12	561	20	697	XXII.	
63	117	1,310	301	9,130	5,697	299	301	1,466	1,623	24	46	64	202	3	36	3	93	XXIII.	
		7	8	139	159					69	60	260	294					XXIV.	
		53	32	633	351					8	5	34	37		3		7	XXV.	
131	78	402	431	3,463	2,078					27	62	67	352	1	34	4	23	XXVI.	
3,064	3,052	2,142	2,339	4,744	6,432	2,036	3,153	5,221	3,795	127	450	316	1,167	45	782	35	603	XXVII.	
		70	13	129	125					53	109	120	356		117		96	XXVIII.	
5,067	3,410	4,911	7,000	23,202	32,424	3,864	3,152	6,605	8,164	60	1,111	129	3,638	18	3,070	12	2,064	XXIX.	
		8	1	32	12	32	51	150	203		1		4		5		12	XXX.	
663	645	123	155	944	1,297	52	93	243	310	21	26	78	171	13	279	13	377	XXXI.	
3,266	2,550	1,527	2,361	2,802	3,633	1,391	616	2,303	1,300	3	133	10	278	43	578	30	230	XXXII.	
1,167	1,535	1,324	3,223	10,404	16,465	670	573	3,140	1,966	4,879	4,963	10,270	14,327	83	1,400	87	1,365	XXXIII.	
		4	4	30	46								2		1		1	XXXIV.	
50	77	464	302	3,001	2,440	221	592	601	1,373	402	625	1,301	2,365		6		8	XXXV.	
5,966	6,788	10,751	15,639	66,051	84,079	3,454	3,231	2,072	5,732	239	323	501	2,023	68	525	51	476	XXXVI.	
18	11	764	178	1,007	1,328	64	37	307	261	338	607	2,439	3,841	10	61	19	110	XXXVII.	
20,523	24,989	3,743	2,831	11,731	20,453	3,413	11,944	27,968	37,842	387	6,279	1,411	14,770	19	336	57	638	XXXVIII.	
																		XXXIX.	
						643	778	2,713	3,205									XL.	
						2		30							16		16	XLI.	
						34	96	69	143									XLII.	
						718	549	2,901	2,347						7	60	6	46	XLIII.
176	495													65	1,385	37	457	XLIV.	
																		XLV.	
						1,508	3,670	20,933	14,920	12,542	4,306	0,456	2,057					XLVI.	
						3,374	3,260	5,940	4,445	234	1	74	1					XLVII.	
24,104	57,165	91,223	78,238	3,64,137	4,50,119	41,103	55,540	1,27,673	1,57,355	23,207	24,812	42,792	98,451	684	21,535	1,069	10,574	Total.	

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