

REPORT

TO

THE SECRETARY OF STATE FOR INDIA IN COUNCIL

ON

RAILWAYS IN INDIA,

FOR THE YEAR

1882-83.

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

DIRECTOR GENERAL OF RAILWAYS IN INDIA.

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



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1883.

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No. 171C., dated 18th May 1883.

From Colonel F. S. STANTON, R.E., Director General of Railways, to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

I HAVE the honour to submit a report relating to the Administration of Indian Railways during the year 1882-83, which is intended to replace the Annual Report hitherto prepared in England by Mr. Juland Danvers for presentation to the Houses of Parliament.

2. Owing to the early date on which the publication of this return is necessary, full information of the working results, statistics, and general administrative details of each line could not be awaited. Special returns were therefore called for from each Railway Administration, and from these, and the other records of the Government of India, the information now given has been compiled. At this period it is impossible to give an exhaustive account of the year's operations, and the report must therefore be considered "preliminary" and as touching only on the salient features the more detailed information remaining to be set forth in the volume which it is intended to publish about November next.

3. Although the report is for the year ending 31st March 1883, some of the more interesting events up to the 15th May have been cursorily mentioned.

4. I have endeavoured as far as possible to give the tabular information formerly given by Mr. Danvers. It has, however, been found impossible to give the table of tonnage taken up for stores for the guaranteed or subsidised Railways.

It may not be uninteresting to notice that the net receipts for the year were sufficient to yield a dividend of 5·37 per cent. on the capital expended on the lines open for traffic, although that capital includes the cost of the Punjab Northern and Kandahar Railways, which, constructed for political purposes, cannot be expected to return much interest on the large amounts expended on them.

5. With these remarks I now have the honour to submit the report to the Government of India.

RAILWAYS IN INDIA.

Preliminary Administration Report, 1882-83.

It was suggested by Her Majesty's Secretary of State for India that the report on Indian Railways, which has hitherto been compiled each year in England by the Government Director of Indian Railway Companies, might be more conveniently prepared in this country. The Government of India concurred in this view, and directed the preparation of the present report, which is designed to take the place of that hitherto compiled by Mr. Juland Danvers. The usual detailed Administration Report by the Director General of Railways will be published in November or December next, when the fuller information required for its compilation is available.

2. During the year 1882-83, 373 $\frac{3}{4}$ miles of new railway were completed and opened for traffic, and on the 31st March 1883 the total length of line sanctioned was 12,655 $\frac{1}{2}$ miles, of which 10,317 $\frac{1}{2}$ miles were open for traffic, and 2,338 miles remained to be completed; on the next page will be found a statement of the additions to open mileage made during the past official year, and a statement showing the lengths of line sanctioned for construction and opened for traffic on the 31st March 1883.

WORKS IN PROGRESS.

3. Taking the Railways in the order in which they are placed in these statements, the following is a brief notice of the principal work in hand.

On the East Indian Railway, the opening of the Mokameh branch was sanctioned on the 1st May 1883. This short line has been constructed in connexion with the new ferry over the Ganges which will shortly be established by the Tirhoot State Railway authorities at Semuria in lieu of the existing ferry at Barrh. East Indian Railway.

4. The most important work remaining to complete the East Indian Railway is the bridge over the Hooghly, to connect the systems east and west of that river, and provide the East Indian Railway with access to Calcutta. Nothing has yet been done beyond preliminary operations. Hooghly Bridge.

The bridge as designed will consist of a central double cantilever 320 feet long, resting on two piers placed 120 feet apart, in the middle of the channel; of two main girders each 440 feet long, one on either side of the central cantilever; and of two masonry viaducts, each 450 feet in length, extending inland from either abutment.

The total length of the bridge is thus 2,100 feet, of which the centre portion, 1,200 feet, spans the waterway of the main channel.

By means of the central cantilever an additional 100 feet of opening is added to the two main spans, so that, although the girders proper are only 440 feet long, a clear waterway of 540 feet will be provided on either side of the two central piers.

STATEMENT showing lengths of line sanctioned and open for Traffic on the 31st March 1883.

Railways.	Gauge.	Length of Line sanctioned.	Length opened during 1882-83.	Total Length opened on 31st March 1883.	Length laid with Double Line.	Length remaining to be finished.
STATE LINE WORKED BY COMPANY.						
East Indian	Ft. In. 5 6	Miles. 1,513	Miles. *2½	Miles. 1,506½	Miles. 468½	Miles. 6½
GUARANTEED COMPANIES.						
Madras	5 6	861½	2½	861	42½	—
South Indian	3 3½	653	—	653	—	—
Bombay, Baroda and Central India	5 6	438	—	438	23	—
Great Indian Peninsula	5 6	1,288	—	1,288	324	—
Eastern Bengal	5 6	160	—	160	—	—
Oudh and Rohilkhand	5 6	686	—	546	—	139½
Sind, Punjab { Punjab and Delhi	—	578	—	553	—	24½
and Delhi { Sind	5 6	109	—	109	4½	—
Total, East Indian and Guaranteed Railways	—	6,288½	5½	6,118	862½	170½
ASSISTED COMPANIES.						
Southern Mahratta	3 3½	435	—	—	—	435
Bengal Central	5 6	125½	20	20	—	105½
Bengal and North-Western	3 3½	455	—	—	—	455
Burdwan-Kutwah	2 6	40	—	—	—	40
Serafuli-Tarkessur	5 6	22	—	—	—	22
Baidynath-Deogarh	3 3½	6	4	4	—	2
Assam Light Railway	3 3½	75	15†	15	—	60
Darjeeling-Himalayan	2 0	50	—	50	—	—
Rohilkhand-Kumaon (late Bareilly-Ranibagh)	3 3½	62	—	—	—	62
West of India Portuguese	3 3½	49	—	—	—	49½
Pondicherry	3 3½	7½	—	7½	—	—
Total, Assisted Companies	—	1,327½	39	96½	—	1,231
STATE.						
<i>Imperial.</i>						
Punjab Northern	5 6	355½	49½	352½	—	3
Do. Salt Branch	3 3½	73½	10	73	—	—
Indus Valley and Kandahar	5 6	653	17½	652	—	1
Rajputana-Malwa Railway	5 6	1	1	—	—	—
Ditto	3 3½	1,417	89†	1,203	—	214
Sindia	5 6	74	—	74	—	—
Patri	5 6	22	—	22	—	—
Dhond-Manmad	5 6	145	—	145	—	—
Wardha Coal	5 6	46	—	46	—	—
Total, Imperial	—	2,790½	159½	2,572½	—	218
<i>Provincial.</i>						
Bengal :—						
Calcutta and South-Eastern	5 6	56	15	43	—	13½
Nalhati	4 0	27	—	27	—	—
Northern Bengal	3 3½	252	—	232	—	20
Kaunia-Dhurla Tramway	2 6	21	—	21	—	—
Kaunia-Mogul Hat do.	2 6	13	—	13	—	—
Porádaha-Damukdia	5 6	13	—	13	—	—
Tirhoot	5 6	3	—	3	—	—
Patna-Gya	3 3½	240	73	155	—	84½
Dacca-Mymensingh	5 6	57	—	57	—	—
Dacca-Mymensingh	3 3½	85	—	—	—	85
North-Western Provinces and Oudh :—						
Hathras-Mutra-Achnera	3 3½	53	—	52	—	1
Cawnpore-Farukhabad	3 3½	197	—	86	—	111
Dildarnagar-Ghazipur	5 6	12	—	12	—	—
Bareilly-Pilibhit	3 3½	33	—	—	—	33
Central Provinces :—						
Nagpur and Chhattisgarh	3 3½	149	51	149	—	—
Burma :—						
Rangoon to Promé	3 3½	161	—	161	—	—
Promé to Allamyo	3 3½	42	—	—	—	42
Rangoon to Toungoo	3 3½	163	—	—	—	163½
Punjab :—						
Amritsur-Pathankot	5 6	65	—	—	—	65
Assam :—						
Kokilamukh	2 0	6	—	—	—	6½
Total, Provincial lines	—	1,650½	139½	1,026	—	624½

* Excludes doubling of line for a length of 58½ miles between Buxar and Moghal Sarai.

† For goods traffic only.

Statement showing lengths of line sanctioned and open for traffic—*continued.*

Railways.	Gauge.	Length of line sanctioned.	Length opened during 1882-83.	Total Length open on 31st March 1883.	Length laid with Double Line.	Length remaining to be finished.
STATE RAILWAYS.						
<i>Native States.</i>						
Bhopal - - - - -	5 6	62	11½	11½	—	50½
Bhavnagar-Gondal - - - - -	3 3½	192½	—	192½	—	—
Gaekwar of Baroda's - - - - -	2 6	60½	—	60½	—	—
Jodhpore - - - - -	3 3½	18½	18½	18½	—	—
Khamgaon - - - - -	5 6	8	—	8	—	—
Amraoti - - - - -	5 6	6	—	6	—	—
Mysore - - - - -	3 3½	129	—	86	—	43
Nizam's - - - - -	5 6	121	—	121	—	—
Total, Native States - - - - -		597½	30	503½	—	93½
SUMMARY.						
East Indian and Guaranteed Lines - - - - -		6,288½	5½	6,118	862½	170½
Assisted Lines - - - - -		1,327½	39	96½	—	1,231
State { Imperial - - - - -		2,790½	159½	2,572½	—	218
{ Provincial - - - - -		1,650½	139½	1,026	—	624½
Native States - - - - -		597½	30	503½	—	93½
Total for all Railways - - - - -		12,655½	373½	10,317½	862½	2,338

Additions to open Mileage from 31st March 1882 to 31st March 1883.

Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
EAST INDIAN RAILWAY.			
Bhadreswar Branch - - - - -	2½	6th December 1882.	
Buxar to Dildarnagar - - - - -	22½	15th April 1882 - - -	Double lin
Dildarnagar to Zumania - - - - -	8½	20th May 1882 - - -	Do.
Zumania to Sakaldiha - - - - -	17	20th September 1882 - - -	Do.
Sakaldiha to Moghal Sarai - - - - -	11	10th August 1882 - - -	Do.
Total East Indian Railway - - - - -	61		
GUARANTEED.			
Madras, Bangalore Branch :—			
Bangalore Cantonment to Pettah - - - - -	2½	1st July 1882.	
Total - - - - -	2½		
ASSISTED COMPANIES.			
Bengal-Central - - - - -	20	16th October 1882	Worked by the Eastern Bengal Railway Company.
Ranaghat to Bongong - - - - -			
Baidyanath-Deoghur - - - - -	4	23rd December 1882.	
Assam Light Railway - - - - -	15	October 1882 - - -	For goods traffic only.
Debrugarh to the Deujan Stream - - - - -			
Total Assisted Companies - - - - -	39		
STATE RAILWAYS.			
<i>Imperial.</i>			
Punjab Northern Railway :—			
Khairabad to Peshawar City - - - - -	41	1st May 1882.	
Peshawar City to Peshawar Cantonment - - - - -	2½	1st January 1883.	
Khewra Extension, Salt Branch line - - - - -	10	5th January 1883.	
Indus Valley and Kandahar Railway :—			
Sibi to Riudli - - - - -	17½	1st May 1882 - - -	The line from Sibi to Pir Chowki (19 miles) was opened for military traffic on 11th October 1880.
Rajputana-Malwa Railway :—			
Rewari to Hissar - - - - -	89	15th March 1883 - - -	For goods traffic only.
Total State Railways, Imperial - - - - -	159½		

Additions to open Mileage from 31st March 1882 to 31st March 1883—*continued.*

Railway and Section.	Length in Miles.	Date of Opening.	Remarks.
STATE RAILWAYS.			
<i>Provincial.</i>			
Calcutta and S.E. Railway :—			
Sonarpur to Baruaipur - - - - -	5	10th June 1882.	
Baruaipur to Muga Hat - - - - -	10	18th December 1882.	
Tirhoot State Railway :—			
Western Extension, Mozufferpore to Motihari -	49½	1st February 1883.	
Eastern Extension, Durbhunga to Jhunjarpore -	24½	Do.	
Nagpur and Chhattisgarh Railway :—			
Aungon-Rajuandgaon - - - - -	51	16th December 1882. Goods traffic. 5th February 1883 Passenger traffic.	Completes this railway as at present sanctioned.
Total State Railways, Provincial - - - - -	139½		
NATIVE STATES.			
Bhopal State Railway :—			
Itarsi to Hoshangabad - - - - -	11½	1st June 1882 - - -	Worked under agreement by the Great Indian Peninsula Railway Company.
Jodhpore :—			
Karchi to Pali - - - - -	18½	24th June 1882. For goods traffic. 27th July 1882. Passenger traffic.	
Total Native States - - - - -	30		
Total opened during 1882-83 - - - - -	432½		
or excluding doubling of line on East Indian Railway - - - - -	373½		

Oudh and Rohilkhand Railway. 5. On the Oudh and Rohilkhand Railway the lengths under construction are—

The Benares bridge and junction line - - - - -	5½ miles.
The Northern Extension, Moradabad to Saharanpur - - - - -	115 "
With a branch to Hurdwar - - - - -	19 "
Total - - - - -	139½ "

Benares Bridge.

6. The bridge which is being constructed over the Ganges at Benares by the Oudh and Rohilkhand Railway Company will, when completed, establish an additional through communication between the Oudh and Rohilkhand and East Indian Railways. The through traffic by these railways *viâ* Benares at present crosses the river by a boat bridge in the dry season, and in country boats during the rains, and the double transshipment involved is a great hindrance to traffic.

The permanent railway bridge will consist of 7 spans of 356 feet, with an extension on the south bank of 9 spans of 114 feet. The girders will be of steel. The flooring of the bridge at rail-level will be adapted to ordinary wheel traffic, and will be carried on the lower boom of the large and on the upper boom of the small spans. A clear headway of 25 feet will be given above the estimated highest flood-level.

The sinking of the eight extension piers on the south bank is practically finished, and work on the abutments of the bridge is well advanced.

The southernmost of the main piers, No. 7, was sunk 87 feet below low water on the 31st March 1883; No. 6 pier was down 75 feet, and a beginning had been made on Piers Nos. 1, 4, and 5 which had been sunk to depths of 21, 41, and 71 feet respectively.

The elaborate pontoon and staging equipment and the patent dredgers, sent out for the purpose, were being successfully utilised for sinking piers Nos. 4 and 5, and it was hoped that these would be so far advanced when the monsoon set in as to be perfectly secure during the flood season, and that piers Nos. 2 and 3 would be similarly sunk during the working season of 1883-84. But, unfortunately, on the 17th April a very serious disaster occurred to pier No. 4.

7. The pier in question, in common with the other main piers, is of an elliptical shape, the major axis 65 feet and the minor axis 28 feet long. The thickness of the ellipse ring is 5 feet at the sides and 6 feet at the ends, and the ellipse is divided into three working chambers by two cross walls 5 feet thick, the junctions of these cross walls with the ellipse ring being strengthened with gussets of brickwork.

At the time of the accident the total height of the pier from the bottom of the kerb to the top of the brickwork was 91 feet, of which 26 feet consisted of iron caisson filled with concrete and brickwork, and 65 feet of brickwork unprotected by iron sheathing. The pier had been sunk about $49\frac{1}{2}$ feet below the bed of the river, and the depth of the river was 21 feet, leaving $20\frac{1}{2}$ feet of brickwork above water-level. One of the patent excavators was at work in each of the three chambers of the pier.

8. The following extracts from the report of the Resident Engineer describe the circumstances under which the disaster occurred :—

“During the afternoon of the 17th, when the diggers had been at work since 5 a.m., the water in the well suddenly rose to above the top of the brickwork (then 20-6 above the river level) pouring over the top. A loud report immediately followed, and the brickwork of the steining burst open at the up-stream end, leaving a gap of 4 feet in width at water level. A portion of the steining extending over about $\frac{1}{3}$ of the entire circumference was thrust outwards by the column of water penned up inside it, and now leans outwards at a slope of 1 in $15\frac{1}{2}$. This portion fell against the pontoon adjoining, fortunately without causing it any serious injury.

“The primary cause of the accident was a sudden and violent in-rush of sand under the curb from above the hard sand stratum on which the well rested. This sand displaced the water in the well, pushing it up over the top and bringing an enormous pressure to bear on the inside of the well.

“The sand not only filled the hole excavated below the curb, but rose in the well to a height of 29' 6" in the up-stream compartment, 17' 6" in the middle, and 13' 6" in the down-stream compartment.

“The portion of steining thrust out extends down to within 3 feet of the iron caisson.

“The caisson itself has apparently received no injury.”

Up to this time the work had been most successfully conducted by Mr. Walton, and the accident which has occurred is much to be lamented, as it will probably delay the opening of the bridge for a whole season. The measures to be taken to repair the injury sustained, and to obviate as far as possible any risk of similar accidents in the future, are now* under consideration.

9. On the Northern Extension of the Oudh and Rohilkhand Railway, connecting this system with the Sind, Punjab, and Delhi Railway at Saharanpur, the Company have completed the earthwork on the first 47 miles from Moradabad, and it is hoped that work will now be vigorously prosecuted over the entire length of the extension. The date of through opening will depend upon the completion of the bridge over the Ganges at Balawala, which is to consist of 11 spans of 264 feet, but it is hoped that this bridge will be opened for traffic early in 1886. Instructions have been issued for the commencement of work on the branch running to Hurdwar.

Northern
Extension.

10. In November 1882 the construction of a branch from Raewind on the Sind, Punjab, and Delhi Railway to Gunda Singh Wala on the right bank of the Sutlej opposite Ferozepore was sanctioned, at an estimated cost of ten lakhs of rupees, to be constructed by the Sind, Punjab, and Delhi Railway Company as part of their system; the permanent way to be entirely drawn from the second-hand materials available in the Company's stores. This line was opened for traffic to Kasur, 16 miles, on the 15th April 1883, and will probably be completed to the Sutlej, $24\frac{1}{2}$ miles in all, on the 31st December 1883. This branch will prove a valuable feeder to the main line.

Sind, Punjab,
and
Delhi Rail-
way.

11. Rupar Branch Railway.—Sanction was given to open this railway for public traffic from the 1st April 1883. It is a surface line 48 miles in length, and was originally made for the constructional purposes of the Sirhind Canal works. These have now been completed and, as the line is no longer required for the canal, it has

* 15th May 1883.

been arranged, in lieu of taking it up, to make it over to the Sind, Punjab and Delhi Railway to be worked experimentally for one year for general traffic.

The length of this branch is, from Doraha (on the Sind, Punjab, and Delhi Railway) to Rupar 32 miles, and from Rupar to the Nalagarh quarries, 16 miles.

12. The line from Amritsar to Pathankote, 65 miles in length, now being constructed by the Punjab Government, will probably be partly opened for traffic during the current year, and arrangements have been made for the working of the line by the Sind, Punjab, and Delhi Railway Company.

13. A proposal has been made by the Durbar of the Patiala State to utilise a portion of its surplus revenues in the construction of a broad-gauge railway from the Rajpura Station of the Sind, Punjab, and Delhi Railway to Patiala, a distance of 16 miles, as well as of a narrow-gauge line from Patiala westwards in connexion with the Rewari-Ferozepore Railway now under construction.

The proposals have received the general approval of the Government of India, so far as regards the line from Rajpura to Patiala, and, if the project is finally sanctioned, it is probable that the construction and working of this short branch may be undertaken by the Sind, Punjab, and Delhi Railway Company.

Bengal
Central
Railway.

14. Besides the length shown as open to traffic under "Assisted Companies," the section of the Bengal Central Railway from Dum-Dum to Duttapokur, $14\frac{1}{2}$ miles, was opened shortly after the close of the official year.

This section, and that previously opened from Ranaghat to Bongong, 20 miles, will be worked as a temporary arrangement by the Eastern Bengal Railway Company.

The land required for the extension northwards of the Bengal Central Railway from Ranaghat to Bhagwangola, 92 miles, is being taken up, and it is hoped that this important extension will shortly be included in the operations of that Company.

Burdwan-
Kutwah
Railway.

15. Sanction has been given to the construction by a local Company of a line of railway, on the 2' 6" gauge from Burdwan, along the existing road, to Kutwah and Dainhat on the river Bhagirathi, a distance of 40 miles.

The capital required for the undertaking, estimated at from 13 to 14 lakhs of rupees, is to be raised locally, and the only concessions asked for by the local projectors are the grant of the land at a nominal rent, and certain rights with reference to the existing road.

Serafuli-
Tarkessur
Railway.

16. The Government of India have approved of the proposals made by the promoters of a local Company to be formed for the construction of a short line, 22 miles long, from the Serafuli Station on the East Indian Railway, 14 miles from Howrah to Tarkessur in the Hooghly District. This branch, which will pass through a very rich and populous country, will probably be worked by the East Indian Railway Company.

Kissenganj-
Kotechand-
pur Railway.

17. Negotiations have been entered into with a private Company, which proposes to construct and work a two-feet gauge railway from the Kissenganj Station of the Eastern Bengal Railway to Kotechandpur, an important centre of the sugar trade of Jessore, a distance of 19 miles.

Punjab
Northern
State Rail-
way.

18. The only lengths still in the hands of the construction staff on the Punjab Northern State Railway are the bridge over the Indus at Attock, and a length of about two miles of the west approach thereto, on which some heavy tunnelling work remains to be completed. On the Attock bridge, two spans of 308 feet and three spans of 257 feet the girder erection is completed, and the bridge will probably be opened for public traffic on the 1st June 1883. The first engine crossed this bridge on the 5th May 1883, and so marked the completion of through railway communication over the 1,560 miles which divide Peshawar and Calcutta.*

19. The construction of a branch line from Wazirabad on the Punjab Northern State Railway to Sialkote, about $25\frac{1}{2}$ miles on the 5' 6" gauge, was sanctioned shortly after the close of the official year, and it is expected that this branch will prove a valuable feeder to the main line.

Indus Valley
State Rail-
way, Sukkur
Bridge.

20. On the Indus Valley State Railway, the construction of a combined railway and road bridge over the Indus at Sukkur was sanctioned by the Secretary of State just

* The Attock Bridge and connecting lines were opened for traffic on Her Majesty's birthday, the 24th May.

before the close of the official year, and the working drawings are now under preparation in England.

The site selected is that known as the Haji Motu, and the wider or Rori channel will be crossed in one span by a bridge designed on the cantilever system.

The span proposed is 840 feet from centre to centre of cantilevers, giving a clear width of 800 feet between the blocks of masonry on which they stand. Each cantilever will be 320 feet long, and the central girder connecting them 200 feet long.

The roadway for ordinary wheel traffic will be at the same level as the rails and 18 feet wide in the clear, with an outside pathway $4\frac{1}{2}$ feet wide on either side for foot and pony traffic.

21. Under the Rajputana-Malwa system the Rewari-Ferozepore Railway has been included. The length of this line, with a branch to Fazilka, is 301 miles, and the first 89 miles, Rewari to Hissar, were opened for goods traffic just before the close of the official year, and for passenger traffic on the 1st May 1883. Rajputana-Malwa Railway.

22. Sanction has been given to an expenditure of Rs. 6,00,000 for the extension of the Ujjain branch of the Rajputana-Malwa Railway across the River Sipra to the city of Ujjain, a distance of about two miles.

Ujjain is the capital of the Malwa possessions of His Highness the Maharajah Sindhia, and it is hoped that the completion of this branch line of railway will materially assist in the development of the trade of this city.

The Sipra river will be bridged with six spans of 150-foot girders.

23. On the provincial railways in Bengal, 15 miles of the Diamond Harbour Extension of the Calcutta and South-Eastern Railway were opened for traffic during the year. The remaining 12 miles are completed and were opened at the end of April. Calcutta and South-Eastern Railway.

24. Portions of the Western and Eastern Extensions of the Tirhoot Railway, aggregating $73\frac{3}{4}$ miles in length, were opened during the year, leaving 27 miles incomplete. Tirhoot Railway.

25. The existing ferry plying across the Ganges between the East Indian and Tirhoot Railways at Barrh will shortly be moved to near Mokameh, owing to the difficulties experienced at the Barrh crossing, due to the shifting character of the banks and river-bed, and a new line, 23 miles long, has consequently been constructed by the Bengal Government from Dulsing Serai to Semuria, opposite Mokameh, and is now ready for opening.

The short branch of $2\frac{1}{2}$ miles from Mokameh to the river bank, constructed by the East Indian Railway Company, completes the connexion.

26. An addition has lately been made to the Tirhoot Railway system in the shape of a line sanctioned for construction on the metre gauge from Mozufferpur to Hajipur on the left bank of the Ganges, nearly opposite Patna. This line will be 34 miles in length, and is estimated to cost 22 lakhs of rupees.

The East Indian Railway Company have agreed to make a short branch, about four miles in length, from their Bankipur station to the river bank, in connexion with this project.

27. The construction of a bridge over the Gunduck at Hajipur, to connect the Tirhoot Railway with the Bengal and North-Western Company's line at Sonapur, is also under consideration; and it is further proposed to inaugurate a steam ferry over the Ganges to afford communication between the East Indian Railway and the Tirhoot and Bengal and North-Western lines, but it has not yet been decided by what agency these works shall be undertaken.

28. Under instructions from the Government of India, the Bengal Government has, however, submitted approximate estimates of the cost of completing a line of railway on the metre gauge from Sonapur, the terminus of the Bengal and North-Western Railway, nearly opposite Patna, to Dhubri on the Brahmaputra River in Assam.

The project, as submitted, includes a bridge over the Gunduck River near Sonapur, consisting of eight spans of 250 feet each, a ferry four miles in length over the river Kosi, and large bridges over the Teesta, Dhurla, Sunkosh, and Gungadhur rivers near Dhubri.

The total length of the line is $410\frac{1}{2}$ miles, and is estimated to cost $326\frac{3}{4}$ lakhs, or Rs. 79,600 per mile; of this length, $113\frac{1}{2}$ miles are open for traffic and $53\frac{1}{4}$ are under construction.

This line, when constructed, will afford through communication between the North-Western Provinces, Behar, and Assam, in connexion with a line of fast steamers to run on the Brahmaputra from Dhubri to Upper Assam. Under existing arrangements there is great difficulty of communication between the Northern Bengal State Railway and Dhubri, and the above project will, if carried out, rectify this by providing a properly bridged metre gauge line of railway right up to Dhubri.

The Government of Bengal also desire to include in the general project a branch, $13\frac{1}{2}$ miles in length, from Saifganj to Munihari, and a steam ferry thence across the Ganges to Sahebganj, five miles, in connexion with the East Indian Railway loop line.

Cawnpore-
Farukhabad
Railway.

29. In the North-Western Provinces work has been started on the north-westerly extension of the Cawnpore-Farukhabad Railway, which will eventually pass over the East Indian Railway by a high level bridge at Hathras Road, in connexion with the existing metre gauge railway which runs thence to Muttra.

At Muttra a beginning has been made on the Jumna bridge, which will consist of 7 spans of 150 feet. The completion of this bridge will afford through communication between Cawnpore and the Rajputana-Malwa Railway system.

Bareilly-
Ranibagh
Railway.

30. The construction of a metre gauge line from Bareilly to Pilibhit has been sanctioned, and the works on the first $4\frac{1}{2}$ miles of this line are in hand. At a point $4\frac{1}{2}$ miles from Bareilly, the railway to Ranibagh, being constructed by private agency, will diverge, and running powers over this short section will be given to the Rohilkhand and Kumaon Railway Company by the North-Western Provinces Government.

Nagpur-
Chhattisgarh
Railway.

31. In the Central Provinces an additional length of 51 miles has been opened on the Nagpur-Chhattisgarh Railway up to Rajnandgaon, which completes the length at present sanctioned for this line.

Bhopal
Railway.

32. In Native States the first $11\frac{1}{2}$ miles of the Bhopal Railway, from Itarsi to Hoshungabad, were opened for traffic on the 1st June 1882.

The progress on the remaining 57 miles to Bhopal has not been so rapid as was anticipated, but it is thought that the entire length will be opened before the rains of 1884.

The principal work on the line is the bridge over the Nerbudda at Hoshungabad, and there is some heavy work on the ghat section, some $7\frac{1}{2}$ miles long.

Jodhpur
Railway.

33. In Rajputana the section of the Jodhpur Railway which was under construction, *viz.*, from Karchi Station on the Rajputana-Malwa Railway to Pali, $18\frac{1}{2}$ miles, has been opened for traffic.

This line has been constructed at the expense of, and is being worked by, the Jodhpur State. It will probably be eventually extended to Jodhpur, about 52 miles north of Pali.

LINES UNDER SURVEY.

34. The following are the most important of the lines of which surveys or reconnaissances have recently been made, and which have not been referred to above.

Bengal-
Nagpur
Railway.

During the last cold season detailed surveys have been made for a broad-gauge railway from Sitarampur on the East Indian Railway to Bilaspur in the Central Provinces. The route followed is that known as the "southern route" *vid* Chyebassa. The distance from Sitarampur to Bilaspur is about 366 miles. From Nagpur to Rajnandgaon, 149 miles, a line on the metre gauge is constructed and open for traffic. From Rajnandgaon to Bilaspur, 112 miles, the line has previously been surveyed in connexion with the existing metre gauge line.

The entire project advocated by the promoters of a Company, for a line of railway of uniform gauge from Sitarampur to Nagpur, comprises the construction of about 478 miles of broad-gauge railway, and the conversion to broad gauge of 149 miles of the existing metre gauge State line, or about 627 miles in all. It is believed that this railway, which will open out the coal-fields of Chota Nagpur and accommodate the rich grain districts of Chhattisgarh, will prove highly remunerative. It will,

moreover, when constructed, shorten the distance between Bombay and Calcutta by about 123 miles.

35. In connexion with this project surveys have been made for a line to run from Vizagapatam, on the east coast in the Madras Presidency, to Raipur, a distance of about 372 miles. This line is of importance for purposes of famine protection. Vizagapatam-Raipur.

36. Surveys are further being made for a line running southwards from Benares through Palamow and Lohardaga to Cuttack and on to Puri, about 530 miles. This line would cross the Bengal-Nagpur Railway at Laingarh or Chakardarpur, and it is hoped that, from its probably remunerative character, it will attract private enterprise, as the northern half of it will pass through a country rich in mineral resources, and its southern extremity will be at Puri, to which it would convey the vast number of pilgrims who annually visit that place. Benares-Cuttack.

It would further place Orissa in direct communication with the grain districts of the Central Provinces and effectually protect the former from famine. A connexion from Tori with the existing railway to Gya, about 120 miles, would open up the Karanpura coal-field, and serve the large pilgrim traffic between Gya and Puri.

37. It is believed that negotiations have been entered into with a Company, formed under the auspices of the Great Indian Peninsula Railway Company, to extend the Bhopal line through Lalitpur and Jhansi to Gwalior, with a branch from Jhansi to Cawnpore, a total length of about 385 miles. This will be a most important connexion for the Great Indian Peninsular Railway, as it will provide through communication on the broad gauge between Cawnpore and Bombay by a line about 115 miles shorter than the existing route *via* Allahabad and Jubbulpore; and the distance from Agra to Bombay by the broad gauge line *via* Gwalior and Bhopal will be some 8 miles less than that by the mixed gauge route *via* Ajmere and Ahmedabad. Bhopal, Jhansi-Gwalior and Jhansi-Cawnpore.

38. Proposals have also been made for an extension of the above line from Bhopal to Ujjain, 110 miles, and a prolongation of the Dakor branch of the Bombay, Baroda and Central Indian Railway from Godhra to Rutlam, 112 miles. A connexion would thus be made between Central India, Malwa, Gujerat, and Kathiawar, which would probably greatly develop the already considerable traffic between these districts. The surveys from Godhra to Rutlam are being carried out by the Bombay, Baroda, and Central India Railway Company at the expense of the State. Bhopal-Ujjain and Godhra-Rutlam.

39. During the past working season surveys have been made for a line from Lalitpur, through Saugor and Damoh, to Katni on the Jubbulpore branch of the East Indian Railway, and on through Rewah to Bilaspur on the proposed Bengal-Nagpur line. Lalitpur-Katni-Bilaspur.

This railway would open up the Rewah coal-fields, and be invaluable in time of scarcity as a channel for the supply of food grains from Chhattisgarh to Bundelkhand and Northern India.

40. Surveys have also been made for a line to run through Bundelkhand from Jhansi *via* Banda to Manikpur, on the Jubbulpore branch of the East Indian Railway. This line is much wanted, and was recommended by the last Famine Commission. It is probable that its construction will shortly be undertaken by the State. Its length will be about 180 miles. Jhansi-Manikpur.

41. In Bombay complete surveys have been made of a line, to be called the Western Deccan Railway, connecting Lonah with Belgaum. This line will be about 253 miles long, and it is possible that it may eventually be included in the operations of the Southern Mahratta Railway Company. Western Deccan Railway.

42. A proposal has been received from the Government of Bombay for the construction of a branch line, 20 miles in length, from the Barsi road station of the Great Indian Peninsula Railway, south-east line, to the town of Barsi, and, if satisfactory terms can be arranged with the Great Indian Peninsula Railway Company for working such a branch, its prospects from a financial point of view appear to be good. Barsi Branch.

43. In Hyderabad it is understood that the Nizam's Government has entered into negotiations with a Company for the extension of its railway eastwards to Warangol, Hyderabad.

94 miles, and thence, northwards, to meet a proposed extension of the Wardha Coal Railway at Chanda, 255 miles from Hyderabad.

A branch is also contemplated from Warangol, eastwards, through the Singareni coal-field, 70 miles, which should be extended to Bezvada on the Kistna to enable this coal to be supplied to the railways in Madras.

From Bezvada Singareni coal could be carried by canal to Madras, where it could be delivered at a considerably less cost than English coal.

Madras.

44. In the Madras Presidency surveys are being made for alternative lines from Adoni on the Madras Railway *viâ* Kurnul to Guntur, and from Tadpatri also on the Madras Railway, to Guntur. The construction of one of these alternative lines may be regarded as a protective work of primary importance for supplying the Bellary and Kurnul districts with food in time of famine.

Surveys have also been made of a line to run from Cuddapah or Tirupati, both on the Madras Railway, to Nellore. This project is also considered of importance for protective purposes.

It is believed that a Company is about to undertake the construction of a short hill railway, 12 miles in length, from Metapollium on the Madras Railway to Conoor. This line is commonly spoken of as the Nilgiri Railway.

Efforts are being made to float a Company, under limited guarantees from the States of Cochin and Travancore, to construct a railway on the broad gauge from Shoranur to Cochin, a distance of 59 miles.

Rawalpindi-
Murrec.

45. In the Punjab the survey of the Rawalpindi-Murree Railway has been completed, and detailed estimates prepared for a line of $2\frac{1}{2}$ feet gauge. The line will be 46 miles long with a maximum gradient of 1 in 30, and is estimated to cost 23 lakhs of rupees.

Proposals are now before the Punjab Government to form a Company to construct this railway with a capital of 25 lakhs of rupees, which will include the payment of interest during construction.

Assam.

46. In Eastern Bengal and Assam surveys are being made for a line from Daodkhandi through Komilla to Chittagong, 125 miles in length. An extension from Komilla to Kachar, 180 miles, forms part of the same project. Surveys are also being made with a view to determining whether it is feasible to run a line through the north Kachar hills, from Kachar *viâ* Golaghat to Dibrugarh, with a branch to Nowgong, some 300 miles in all. This line would open up communication with the tea industries in Sylhet, Kachar, and Upper Assam, would be useful for immigration purposes, and important from a military point of view. It would further derive material assistance from the coal-fields at Makum, the working of which has lately been undertaken by the Assam Railways and Trading Company.

The Chief Commissioner of Assam has been authorised to prepare a project for a series of wire-rope tramways, which it is proposed to work on the very precipitous descent, below Cherrapunji, on the road between Shillong and the Sylhet district.

General.

47. At the conclusion of his report on railways in India for the year 1881-82, Mr. Juland Danvers gave a brief and interesting review of the various phases through which Railway policy in this country had passed during the last 22 years, and the following quotation from the Honourable Major Baring's Financial Statement for the current year will be interesting as having reference to the immediate future. He says:—

“Turning to the question of improved communications, * * * * * it is to be observed that during the last two years the Railway policy of the Government of India has been unsettled. I do not think that is any matter for surprise or for regret. In inaugurating a policy under which railways were, to some extent at all events, to be constructed through the agency of private enterprise, it was almost inevitable that there should be a period of transition during which it would be exceedingly difficult to adhere to any fixed policy. It was easy to declare beforehand the broad aim which the Government sought to attain, namely, the construction of railways through the agency of unaided private enterprise, but experience alone could show how far that aim was attainable. We have now had two year's experience of the private enterprise policy. During that time a certain number of facts have been accumulated, which we think are sufficient to enable us to lay down a definite policy,

at all events for the immediate future, say for five years. We have therefore very recently addressed the Secretary of State on the subject, but I am not as yet in a position to state what the final decision of the Government will be."

48. The following table shows the annual progress made with railways in India for the past 30 years, from 1853, when the first section, 20 miles in length, of the Great Indian Peninsula Railway, was opened, to 1882, by the close of which 10,144 miles were completed. Though much has been done in the past, it is clear that very much still remains to do before the whole of India is adequately served by railways; but it may be hoped that by means of the Railway policy recently recommended to the Secretary of State, the progress in the future may be more rapid than in the past.

STATEMENT showing the Annual Progress made in the Construction

Railways.	Length of Line open at														
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
East Indian	—	37½	120½	120½	120½	130½	296½	370½	560½	877½	933	1,104	1,127½	1,127½	1,353
GUARANTEED.															
Bombay, Baroda and Central India	—	—	—	—	—	—	—	35	134	167½	185	305½	305½	305½	305½
Eastern Bengal	—	—	—	—	—	—	—	—	—	109½	109½	100½	109½	109½	109½
Great Indian Peninsula	20½	33½	49½	37½	87½	183½	244½	297	437½	495	552½	585½	701½	815½	853½
Madras	—	—	—	65	80½	95½	95½	137	296½	417½	447½	570	609½	643½	643½
Oudh and Rohilkhand	—	—	—	—	—	—	—	—	—	—	—	—	—	—	42
Sind, Punjab and Delhi	—	—	—	—	—	—	—	—	109½	141½	154½	154½	362½	366	413½
South Indian	—	—	—	—	—	—	—	—	48½	82	82	82	100½	146½	162½
Total Guaranteed Railways	20½	33½	49½	152½	107½	289	330½	400	1,027	1,443	1,531½	1,807½	2,100	2,386	2,526½
ASSISTED COMPANIES.															
Bengal Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Assam Light Railway	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Darjeeling-Himalayan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pondicherry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Deoghur	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Assisted Companies	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
STATE RAILWAYS—IMPERIAL.															
Punjab Northern	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Indus Valley and Kandahar	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rajputana Malwa	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sindia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wardha Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Patri	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dhond-Manmad	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total State Railways—Imperial	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
STATE RAILWAYS—PROVINCIAL.															
Calcutta and South-Eastern	—	—	—	—	—	—	—	—	—	15	28	28	28	28	28
Nalhati	—	—	—	—	—	—	—	—	—	—	27½	27½	27½	27½	27½
Northern Bengal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tirhoot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Patna-Gya	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hathras-Muttra-Achnera	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cawnpore-Farukhabad	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dildarnagar-Ghaziपुर	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nagpur and Chhattisgarh	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total State Railways—Provincial	—	—	—	—	—	—	—	—	—	15	55½	55½	55½	55½	55½
STATE RAILWAYS—NATIVE STATES.															
Bhopal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bhavnagar-Gondal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gaekwar of Baroda's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jodhpore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Khangson	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Amraoti	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nizam's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mysore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total State Railways—Native States	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTALS FOR ALL RAILWAYS	20½	71	170	272½	288½	428½	620½	839½	1,537½	2,335½	2,619½	2,906½	3,372½	3,568½	3,936½

* Includes Kania-Dhurla line and extension thereof to Mogul Hat, 3½ miles.

of Railways in India since their commencement.

the end of each Year.																Railways.
1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
1,358	1,353	1,383	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,503	1,504	1,504	1,504	1,506	East Indian.
306	307	312	349	380	380	406	407	416	421	421	421	421	421	421	439	GUARANTEED.
112	112	112	157	157	157	159	168	169	159	159	158	158	158	158	160	Bombay, Baroda and Central India.
873	873	1,258	1,273	1,278	1,278	1,278	1,478	1,278	1,280	1,280	1,287	1,288	1,288	1,288	1,288	Eastern Bengal.
075	705	781	850	830	858	858	858	858	858	857	857	858	858	858	861	Great Indian Peninsula.
42	42	42	42	203	456	540	543	543	543	546	546	546	546	546	546	Madras.
412	630	666	666	663	663	663	663	663	663	663	663	663	663	663	663	Oudh and Rohilkhand.
185	185	185	185	185	185	185	281	474	590	612	633	633	633	633	633	Sind, Punjab, and Delhi.
2,608	2,856	3,353	3,505	3,797	3,983	4,091	4,101	4,393	4,525	4,540	4,568	4,580	4,589	4,611		Total Guaranteed Railways.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20	ASSISTED COMPANIES.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15	Bengal Central.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	Assam Light Railway.
—	—	—	—	—	—	—	—	—	—	—	—	30	50	50	50	Darjeeling-Himalayan.
—	—	—	—	—	—	—	—	—	—	—	—	7	7	7	7	Pondicherry.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	Deoghur.
—	—	—	—	—	—	—	—	—	—	—	—	7	37	57	96	Total Assisted Companies.
—	—	—	—	—	—	—	62	103	103	103	103	227	362	416		STATE RAILWAYS—IMPERIAL.
—	—	—	—	—	—	—	—	—	—	501	501	653	653	652		Punjab Northern.
—	—	—	—	—	91	320	436	507	507	603	722	972	1,115	1,116		Indus Valley and Kandahar.
—	—	—	—	—	—	—	—	—	—	31	60	60	74	74		Rajputana-Malwa.
—	—	—	—	—	—	18	18	18	46	46	46	46	46	46		Sindia.
—	—	—	—	—	22	22	22	22	22	22	22	22	22	22		Wardha Coal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		Patri.
—	—	—	—	—	—	—	—	—	—	145	145	145	145	145		Dhond-Manmad.
—	—	—	—	—	114	370	530	651	679	1,450	1,607	2,134	2,421	2,473		Total State Railways—Imperial.
28	28	28	28	28	28	28	28	28	28	28	28	28	28	43		STATE RAILWAYS—PROVINCIAL.
27	27	27	27	27	27	27	27	27	27	27	27	27	27	27		Calcutta and South-Eastern.
—	—	—	—	—	—	—	—	—	134	232	242	243	266	230*		Nalhati.
—	—	—	—	—	—	53	45	45	79	79	85	85	85	85		Northern Bengal.
—	—	—	—	—	—	—	—	—	—	—	57	57	57	57		Tirhoot.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		Patna-Gya.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		Hathras-Mutra-Achnera.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		Cawnpore-Farukhabad.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		Dildarnagar-Ghazipur.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		Nagpur and Chhattisgarh.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		Burma.
55	55	55	55	55	55	103	129	129	459	556	620	745	873	952		Total State Railways—Provincial.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	STATE RAILWAYS—NATIVE STATES.
—	—	—	—	—	—	—	—	—	—	—	—	—	105	192	192	Bhopal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Bhavnagar-Gondal.
—	—	—	—	—	—	20	20	20	20	20	40	56	60	60		Gaekwar of Baroda's.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18	Jodhpore.
—	—	8	8	8	8	8	8	8	8	8	8	8	8	8		Khamgaon.
—	—	—	6	6	6	6	6	6	6	6	6	6	6	6		Amroiti.
—	—	—	—	—	—	—	121	121	121	121	121	121	121	121		Nizam's.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	58		Mysore.
—	—	8	14	14	34	155	155	155	155	155	175	296	445	593		Total State Railways—Native States.
4,618	4,264	4,775	5,077	5,370	5,695	6,227	6,519	6,833	7,322	8,212	8,492	9,308	9,892	10,144		TOTALS FOR ALL RAILWAYS.

MINERAL RESOURCES.

49. The question of developing the mineral resources of India is one of great importance in connexion with railway enterprise, and has not been lost sight of. Many of the projected lines which have been referred to in this Report will do much to assist in the opening out of the coal districts.

The most important fields which still require railway communication to enable them to be worked are—

The *Rewah* field at Umeria, which will be served by the proposed line from Katni to Bilaspur.

The *Singareni* field in the Nizam's dominion, which will be opened out by the proposed extensions of the Nizam's Railway.

In Chota Nagpur the *Palamow* coal-fields will be served by the projected railway from Benares to Cuttack, with a branch from Tori through Gya to Patna.

The Bengal-Nagpur line, as projected, will run close to the *Hingir* coal-field in the Central Provinces.

The *Bengal* coal-fields are being most successfully worked, and, as was noticed in Chapter VI. of the last year's Administration Report, supply coal to all the Railways in Northern India.

The *Warora* and *Mohpani* fields supply coal of an inferior quality to the lines in their immediate vicinity.

50. Explorations are now being conducted in Rewah with a view to obtaining more definite information regarding the quality and amount of coal available from that field; and also near Attock and Kushalgarh in the Punjab, to see whether any practical use can be made of the coal of which traces exist in that neighbourhood.

51. The explorations made in the Salt Range near Pind Dadan Khan show that a considerable quantity of coal exists in that district, and the Manager of the Punjab Northern Railway is sanguine that, with systematic working, this coal can be economically utilised on his line, and perhaps on portions of the Sind, Punjab and Delhi and Indus Valley Railways. The present cost of the Bengal coal used on the Punjab Northern Railway is about Rs. 30 per ton, delivered at Lahore, and the possibility of obtaining coal in the neighbourhood is therefore of vital importance to the economical working of this line. The coal hitherto obtained from the workings instituted by the officers of the Salt Department has been of a friable nature, and disintegrates on exposure, and it is thought that it will be economical to work up the small stuff into patent fuel.

Preliminary operations have been sanctioned, in connexion with the working of mines in this neighbourhood, at Chitta Dung, 15 miles from Khewra, which place is connected with the Lala Musa Branch Railway by a fair weather line to Miani, with a temporary bridge over the Jhelum.

The consumption of coal on the Punjab Northern Railway amounted to about 20,000 tons during 1882; and, if the Chitta Dung coal turns out well, and can, as expected by the local officers, be delivered at Lala Musa Junction for Rs. 10 a ton, a saving of some four lakhs of rupees will result in the annual expenditure on fuel on this Railway.

52. The fuel used to work the railways during the year compares as follows with that used in 1881 :—

	Coal.		Coke.	Patent Fuel.	Wood.
	English.	Country.			
1882	Tons. 178,987	Tons. 423,015	Tons. 11,898	Tons. 13,758	Tons. 188,044
1881	183,654	382,341	7,937	9,875	170,389

It will be seen that 70 per cent. of the coal burnt in 1882 was obtained from Indian mines, whereas in 1881 the proportion of Indian coal amounted to 67½ per cent. of the whole.

Of the Indian coal consumed in 1882, 85 per cent. was obtained from the Bengal coal-fields, 12 per cent. from Warora, and 3 per cent. from Mohpani.

The total cost of coal, English and Indian, amounted to Rs. 67,30,941, in 1882, as compared with Rs. 71,87,704 in 1881; or, in other words, the average price paid per ton was Rs. 11-2-0 in 1882, against Rs. 12-11-0 in 1881.

53. Negotiations have been entered into with a Company which proposes to take Iron. over and work the Bengal Iron Works.

The large annual demand for permanent-way materials on Indian Railways would alone, under proper management, render these works remunerative, and it will be an important step in the material prosperity of the country when India begins to supply her own wants in this respect.

54. The following statement will show the description of fuel used on the several Railways in India, the source whence it is obtained, and the average cost and consumption per train mile during the year 1882.

STATEMENT showing SOURCE and DESCRIPTION of FUEL used, and the Consumption and Cost per Train Mile on the several Railways during the year 1882.

Railway.	[Source and description of Fuel used.	Per Train Mile.	
		Consumption.	Cost.
East Indian (a) - - - -	Bengal coal - - - -	Lbs. 50·72	As. 0·79
GUARANTEED.			
Madras - - - -	Patent fuel and wood - - - -	(b) 83·10	3·15
South Indian - - - -	English coal - - - -	27·01	3·10
Great Indian Peninsula (c) - - - -	English coal, also Warora, Mohpani, and Bengal coal.	45·03	4·19
Bombay, Baroda, and Central India (d) - - - -	English coal - - - -	45·79	4·95
Eastern Bengal (e) - - - -	Bengal coal - - - -	55·30	3·34
Sind, Punjab, and Delhi - - - -	English coal, also Bengal coal and wood.	39·83	5·49
Oudh and Rohilkhand - - - -	Bengal coal - - - -	45·26	3·80
IMPERIAL STATE.			
Punjab Northern - - - -	Bengal coal and wood - - - -	38·61	7·99
Indus Valley and Kandahar - - - -	English coal and wood - - - -	(b) 93·08	4·51
Rajputana-Malwa (f) - - - -	English coal and Bengal coal - - - -	31·96	4·98
Wardha Coal - - - -	Warora coal - - - -	104·00	4·00
PROVINCIAL STATE.			
Calcutta and South-Eastern - - - -	Bengal coal - - - -	63·34	4·32
Nalhati - - - -	Ditto - - - -	26·40	-
Northern Bengal - - - -	Ditto - - - -	31·84	2·69
Kaunia-Dhurla - - - -	Ditto - - - -	23·00	3·38
Tirhoot - - - -	Ditto - - - -	33·67	2·74
Patna-Gya - - - -	Ditto - - - -	43·22	3·24
Muttra-Hathras - - - -	Ditto - - - -	29·80	4·38
Cawnpore-Farukhabad - - - -	Ditto - - - -	31·25	3·39
Nagpur and Chhattisgarh - - - -	Warora coal and wood - - - -	67·00	4·00
Rangoon and Irrawaddy Valley - - - -	English coal - - - -	20·36	2·41
NATIVE STATES.			
Bhavnagar-Gondal - - - -	English coal - - - -	19·36	2·55
Gaekwar of Baroda's - - - -	Ditto - - - -	18·55	3·16
Nizam's - - - -	Wood - - - -	(b) 79·28	2·44
Mysore - - - -	Wood - - - -	(b) 89·82	4·62

(a) Includes Sindia, Dildarnagar-Ghazipur, and the Barh Branch of the Tirhoot State Railway.

(b) In terms of wood.

(c) Includes Dhond and Manmad, Berar and Bhopal State lines.

(d) Includes Patri Branch.

(e) Includes Poradaha Section of Northern Bengal State Railway and Ranaghat Section of Bengal Central Railway.

(f) Includes the Muttra-Achnera Railway.

LINES OPEN FOR TRAFFIC.

55. During the past rainy season serious damage was caused by floods on several railways, more especially on those in the western half of the Peninsula. Flood damages

On the Sind, Punjab, and Delhi Railway, during 30 hours of continuous rain, the Sind section line was breached in several places near Karachi, on the 14th July 1882,

and the traffic temporarily interrupted. Through communication was, however, restored on the following day.

Owing to excessive rain, the Rajputana Railway was breached in several places in the month of July 1882, and mails, passengers, and luggage had, in some instances, to be transhipped across the breaks for two or three days till through communication was again restored.

56. In the end of July, at Sukkur on the Indus Valley Railway, the Indus rose to a height of 18 inches above the highest recorded flood, and the line was seriously breached in three places owing to the bursting of the marginal protective embankment along the right bank of the river. Through booking of goods was suspended from the 29th July to the 28th August, and during this time the mails and passengers with their luggage were passed across the breaks in boats. The Kandahar line was at the same time breached and laid under water for nearly two miles close to the Ruk Station.

At the height of their difficulties, while the river was at its maximum flood, and the whole 80 miles of line between Sukkur and Radhan were in a critical state, the railway authorities were called upon to pass down, with as little delay as possible, troops and mules proceeding to Egypt. By dint of great exertions on the part of the railway staff arrangements were successfully made to convey the troops in native boats by river and canal along the most damaged portions of the line, and on by rail to Karachi, with a loss of only one day beyond the time usually taken up on the journey.

The Punjab Northern Railway also suffered from the heavy floods in July, and traffic was temporarily interrupted near Attock, and at Lala Musa near Gujrat, on the main line, and, more seriously, on the Salt branch which runs westward to the Jhelum from Lala Musa. In September, owing to heavy continuous rain, the line was again breached in several places north of Rawalpindi, and through communication interrupted.

57. On the Madras and South Indian Railways traffic was temporarily interrupted by floods in November.

58. In September 1882, the Great Indian Peninsula and Bombay, Baroda, and Central India Railways suffered severely from excessive floods.

At the Abna river, close to, and on the Bombay side of, the Khandwa Station of the Great Indian Peninsula Railway, one pier of the bridge of six 60-foot spans was carried away with two spans of girders, and, behind the abutment on the Khandwa side, the railway embankment was breached for a length of 500 yards.

On the approach to the Chota Towa river, 28 miles on the Jubbulpore side of Khandwa, about 600 yards of the embankment were breached.

Through traffic was re-established by a temporary bridge over the Abna 11 days after the disaster occurred.

59. On the Bombay, Baroda, and Central India Railway, the floods in the Nerbudda and Tapti rivers are said to have attained a greater height than any previously known, and, to the south of the Tapti river, the north Purna bridge, 13 spans of 60 feet, was completely destroyed with the exception of the north abutment which remained standing. At the south Purna bridge, six spans of 60 feet, the south abutment was washed away taking with it one span of girders, and the railway embankment in the neighbourhood was breached in several places.

Through communication, with a diversion and temporary bridge over the north Purna river, was restored 24 days after the destruction of these bridges.

Accidents.

60. In the tables at pages 21 and 22 will be found a statement showing the total number of persons killed or injured on railways open for traffic during the year ending 31st December 1882, compared with the number killed or injured during 1881, together with an abstract classifying the various accidents and showing the number of passengers and railway servants killed and injured under each class.

It will be seen that during 1882 15 passengers were killed and 40 injured from causes beyond their own control, as compared with 7 killed and 75 injured in 1881.

The number of railway servants killed and injured from causes other than their own misconduct and want of caution was 30 and 87 respectively, in 1882, as compared with 24 and 105 in 1881.

The total number of passengers killed and injured from all causes, including those due to their own want of caution, amounted to 0.71 and 2.53 per million in 1882, as compared with 0.73 and 3.01 per million in 1881.

With an increase of 2·57 per cent. in the train mileage the total number of accidents from all causes has increased 0·92 per cent. in 1882 as compared with 1881.

61. The most serious accident occurred on the East Indian Railway under the following circumstances. On the 17th January 1882 the up mail train, running under a caution message, caught up, and ran into, an up goods train a little more than a mile from the Shikohabad Station. A thick fog prevented the driver of the following train from seeing the other, and the collision was attended with fatal results. Thirteen native passengers were killed and 15 injured. The European Guard of the goods train escaped by jumping out of his brake van just before the collision occurred, but was seriously hurt.

The driver of the mail train was acquitted by the High Court at Allahabad, but the railway authorities, recognising the necessity for a modification of existing rules in the case of trains following in foggy weather, issued a revised working order for the guidance of drivers in such cases.

62. On the Bombay, Baroda, and Central India Railway, owing to the carelessness of a pointsman, an up mail train ran into some waggons standing on a siding at the Viramgam Station. Thirteen passengers were slightly injured in this collision.

PERSONS EMPLOYED.

63. On pages 23 to 25 will be found information regarding the number of employes of all races on open lines of railway in India, and the number of casualties from all causes among the Europeans and East Indians. Numerical and Casualty Returns.

The totals compare as follows with those of the preceding year:—

	Number of Employés.				No. of miles open.	No. of Stations.
	Europeans.	East Indians.	Natives.	Total.		
30th September 1881	3,763	3,771	162,043	169,577	9,518½	1,252
30th September 1882	3,796	3,922	178,018	185,736	9,936½	1,323

It will be seen that the Natives form 95·8 per cent. of the entire body of railway servants. The number of employés per open mile was 18·7 on the 30th September 1882, as compared with 17·8 on the same day of the previous year.

64. The percentage of casualties among Europeans and East Indians from various causes is given below for the year ending 30th September 1882:—

	Europeans.	East Indians.
Death	2·05	1·11
Resignation or discharge	14·69	14·54
Dismissal	4·91	5·70
Total	21·65	21·35

65. A statement is attached (page 22) showing the number of depositors in the Provident Fund Institutions of the several State Railways, and the sums at their credit on the 31st December 1882.

STATEMENT showing the TOTAL NUMBER OF PERSONS KILLED or INJURED on the RAILWAYS opened for TRAFFIC in India during 1882, as compared with the number Killed or Injured during 1881.

	Passengers.						Railway Servants or Servants of Contractors.						Other Persons.						Total all Classes.			
	From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		From Causes beyond their own Control.		From their own Misconduct or want of Caution.		Total.		Whilst passing over Railways at Level Crossings.		Trespassers and Suicides.		Miscellaneous not included in preceding Columns.				Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1881	7	75	38	90	40	105	24	105	160	380	184	485	10	5	128	36	10	11	154	62	378	682
1882	15	40	27	100	42	140	30	87	135	332	105	410	14	4	120	34	13	5	147	43	354	611

ABSTRACT of ACCIDENTS to TRAINS during 1882.

Serial No.	Class of Accidents.	Number of Accidents.		During 1882.				Remarks.		
		1881.	1882.	Number of Passengers and others.		Number of Servants.			Total.	
				Killed.	Injured.	Killed.	Injured.		Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains.	5	3	—	—	—	—	—	<p>(a In one accident on the East Indian Railway at Shikohabad on the 17th January 1882, caused by an up mail train coming into collision with an up goods train, 13 passengers were killed, and 15 injured. In another accident on the Bombay, Baroda, and Central India Railway, caused through the carelessness of a pointsman, an up mail train collided with some waggons standing on a siding at the Viramgam Station, and 13 passengers were injured.</p> <p>Miles open - 1881. 9,719 1882. 10,018½ Train miles - 35,830,313 36,761,857 No. of passengers 64½ 63½ in millions.</p>	
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	63	39	(a)13	(a)29	—	3	13		32
3	Collisions between goods trains, or parts of goods trains.	111	84	—	—	4	12	4		12
4	Collisions between light engines	12	12	—	—	—	—	—		—
5	Passenger trains, or parts of passenger trains, leaving the rails.	56	50	1	4	—	1	1		5
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails.	323	283	—	—	1	1	1		1
7	Trains or engines travelling in the wrong direction through points.	57	66	—	1	1	—	1		1
8	Trains running into stations or sidings at too high a speed.	8	7	—	—	—	—	—		—
9	Trains running over cattle on the line	1,030	1,116	1	1	—	—	1		1
10	Trains running over obstructions on the line	114	121	1	2	2	5	3		7
11	Trains running through gates at level crossings	60	42	—	—	3	2	3		2
12	The bursting of boilers or tubes, &c., of engines	132	76	—	—	2	1	2		1
13	The failure of machinery, springs, &c., of engines	246	216	—	—	—	—	—		—
14	The failure of tyres	13	29	—	—	—	—	—		—
15	The failure of wheels	12	3	—	—	—	—	—		—
16	The failure of axles	46	39	—	—	—	1	—		1
17	The failure of brake apparatus	1	1	—	—	—	—	—		—
18	The failure of couplings	77	87	—	—	1	1	1		1
19	The failure of tunnels, bridges, viaducts, or culverts.	1	5	—	—	—	—	—		—
20	Broken rails	33	54	—	—	—	—	—	—	
21	The flooding of portions of permanent way	37	70	—	—	—	—	—	—	
22	Slips in cuttings or embankments	20	53	—	—	—	—	—	—	
23	Fire in trains	170	357	—	2	—	—	—	2	
24	Fire at Stations or involving injury to bridges or viaducts.	30	43	—	—	—	—	—	—	
25	Other accidents	159	216	—	2	4	4	4	6	
	Total	2,814	3,072	16	41	18	31	34	72	

TABLE showing the NUMBER of DEPOSITORS in the PROVIDENT FUND INSTITUTION of the several STATE RAILWAYS and the Sums at their Credit on the 31st December 1882.

State Railway.	Number of Staff depositing.	No. of Depositors.		Amount of Credit on 31st December 1882.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
IMPERIAL STATE.								
Punjab Northern	761	27	759	Rs. 5,408	Rs. 37,433	Rs. 5,301	Rs. 48,202	
Indus Valley and Kandahar	1,263	141	1,145	18,888	64,411	13,735	96,984	
Rajputana Malwa	2,034	83	2,070	30,053	1,03,069	48,144	1,81,866	
Wardha Coal	50	6	50	307	2,967	516	3,790	
PROVINCIAL STATE.								
Northern Bengal	358	56	354	5,739	27,922	8,738	42,399	
Tirhoot and Patna-Gya	272	41	270	7,026	18,123	6,941	32,090	
Muttra-Hathras	77	Nil.	77	Nil.	1,548	223	1,771	
Cawnpore-Farukhabad	122	2	122	115	4,117	1,182	5,414	
Nagpur and Chhattisgarh	197	8	197	258	8,809	1,725	10,792	
Rangoon and Irrawaddy Valley	308	62	303	10,395	24,774	8,910	44,079	
NATIVE STATES.								
Bhavnagar-Gondal	286	12	286	1,049	6,590	1,700	9,339	
Nizam's	160	26	159	2,789	10,800	3,081	16,700	
Total	5,888	404	5,792	81,977	3,11,253	1,00,250	4,93,480	

NUMERICAL RETURN of CASUALTIES, whether by Death, Resignation and Discharge or Dismissal, among the European

Railways.	General Administration, including Agency, Audit, Account, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police Establishments.												Traffic and Telegraph Departments.												Engineer's			
	Europeans.						East Indians.						Europeans.						East Indians.						Europeans.			
	Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			Average Number employed.	Number of Casualties by			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.		
East Indian (including the State Lines worked by the Company).	75	—	8	—	8	37	—	9	5	24	338	4	43	14	61	231	2	51	8	61	30	1	5	2	8			
Eastern Bengal (including Dammukdia Branch).	13'58	—	—	—	—	—	—	—	—	—	55'75	1	14	5	20	33'25	—	7	7	14	9'25	—	1	—	1			
Oudh and Rohilkhand	26'08	2	2	—	4	26'83	—	3	1	4	46'55	3	4	5	12	19'80	—	3	5	8	10'24	1	—	3	4			
Sind, Punjab and Delhi (including Indus Steam Flotilla).	41	1	13	2	16	23'06	—	6	—	6	101	1	16	20	37	45	—	5	16	21	34'41	—	5	1	6			
Madras	18	—	—	—	—	45'75	—	3	2	10	48'07	—	12	2	14	385'25	2	22	10	34	28'50	—	4	—	4			
South Indian	10	—	1	—	1	20	—	2	—	2	21	1	—	1	2	66'25	1	4	13	18	7	—	1	—	1			
Great Indian Peninsula (including Dhond-Manmad and Berar State Railways).	38	—	3	—	3	33	—	2	—	2	319	7	39	4	50	224	4	51	4	59	70	2	0	—	8			
Bombay, Baroda and Central India (including Patri Branch).	16	—	1	—	1	29	—	—	—	—	17	1	—	—	1	32	—	7	—	7	15	—	4	—	4			
Bhavnagar-Gondal	5	—	2	—	2	4	—	1	—	1	4	—	1	—	1	23	—	—	4	4	1	—	3	—	3			
Gackwar's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—		
Calcutta and South-Eastern	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	—	—	—	—		
Nalhati	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1	—	—	—	—		
Northern Bengal (including Steam Ferry).	5	—	—	—	4	—	1	—	1	7	—	—	—	—	—	16	1	2	8	11	6	—	—	—	—			
Tirhoot (including Steam Ferry)	3	—	—	—	—	—	—	—	—	—	9	1	4	1	6	7	—	1	—	1	2	—	—	—	—			
Patna-Gya	—	—	—	—	—	—	—	—	—	—	6	1	1	1	3	2	—	—	—	—	2	—	—	—	—			
Kamia-Dhurla (including Steam Ferry).	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	1	—	—	—	—	—	—	—	—	—			
Muttra-Hathras	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—			
Cawnpore-Parukhabad	4	—	—	—	—	5'57	—	4	—	4	2	—	—	—	—	1	—	—	—	—	1	—	—	—	—			
Wardha Coal	5'08	1	1	1	3	4	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—			
Nagpur and Chhattisgarh	2	—	—	—	—	3'42	—	—	—	—	4'75	1	1	1	3	16'58	—	0	3	9	2'25	—	—	—	—			
Rangoon and Irrawaddy Valley	7	—	1	—	1	22	—	3	1	4	17	1	3	4	8	110	3	20	17	40	3	—	—	—	—			
Nizam's	3	—	1	—	1	9	—	—	—	—	3'5	—	1	—	1	25	—	—	2	2	2	—	—	—	—			
Mysore (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Rajputana-Malwa	37'83	—	2	4	6	638'71	—	6	1	7	70	1	4	12	17	117	1	29	11	41	37'75	1	5	2	8			
Punjab Northern	4	—	2	—	2	3	—	2	1	3	55	—	5	10	15	43	1	8	6	15	11	—	2	2	4			
Indus Valley and Kandahar	2½	—	4	1	5	10'10	—	1	3	4	46'00	3	6	3	12	74	2	13	5	20	40'9	3	0	—	9			
Total Indian Railways	336'57	4	41	8	53	325'04	—	48	14	62	1,170'82	26	154	83	263	1,477'23	17	220	119	365	381'30	8	42	10	60			

(a) Return not received.

(b) Includes 1 Jew.

and East Indian Employés on the Railways open for Traffic in India during the Year ending 30th September 1882.

Departments.					Locomotive and Carriage and Wagon Departments, including Steamboat Establishment.										Total.										Mean Mileage Open.	Railways.		
East Indians.					Europeans.					East Indians.					Europeans.					East Indians.								
Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by				Average Number employed.	Number of Casualties by							
	Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.		Death.	Resignation and Discharge.	Dismissal.	Total.				
31	—	4	1	5	403	13	31	7	51	242	2	23	3	28	954	18	87	23	128	541	4	87	17	108	1,594	East Indian (including the State Lines worked by the Company).		
3'07	—	1	1	2	75'08	3	42	4	49	38'33	—	10	2	12	182'68	4	57	9	70	75'25	—	18	10	28	173	Eastern Bengal (including Damukdia Branch).		
0'31	—	—	1	1	08'75	—	10	3	13	37'03	2	5	1	8	161'62	0	16	11	33	90'12	2	11	8	21	543	Oudh and Rohilkhand.		
10'41	—	2	1	3	187	2	57	11	70	81	1	38	5	39	358'99	4	91	34	129	168'07	1	46	22	69	671	Sind, Punjab and Delhi (including Indus Steam Follia).		
91'23	2	10	6	18	96	—	5	1	6	404	5	9	17	31	191'17	—	21	3	24	926'25	9	40	35	83	858	Madras.		
20	1	4	1	6	38'01	1	3	—	4	255'66	2	9	10	21	76'91	2	5	1	8	373'91	4	10	24	37	662	South Indian.		
22	—	—	1	1	418	6	40	5	51	207	2	50	—	52	845	15	88	9	112	486	0	103	5	114	1,444	Great Indian Peninsula (including Dhond-Manmudand Berar State Railways).		
4	—	—	—	—	67	2	18	2	20	191	0	42	11	59	115	3	21	2	26	256	6	49	11	66	454	Bombay, Baroda and Central India (including Patri Branch).		
2	—	1	—	1	20	1	8	4	13	5	—	2	2	4	37	1	14	4	19	34	—	4	0	10	104	Bhavnagar-Gondal.		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	1	—	—	—	—	—	50	Gackwar's.	
1	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—	4	—	—	—	—	—	33	Calcutta and South-Eastern.	
—	—	—	—	—	2	—	—	—	—	—	—	—	—	—	3	—	—	—	—	1	—	—	—	—	—	27	Nalhati.	
1	—	—	—	—	32	—	4	1	5	24	—	2	1	3	50	—	4	1	5	44	1	5	0	15	230	Northern Bengal (including Steam Ferry).		
—	—	—	—	—	9	—	—	3	3	18	—	1	1	2	23	1	4	4	9	25	—	2	1	3	82	Tirhoot (including Steam Ferry).		
—	—	—	—	—	6	—	1	—	1	4	—	—	—	—	14	1	2	1	4	6	—	—	—	—	—	57	Patna-Gya.	
—	—	—	—	—	1	—	—	—	—	1	—	—	—	—	2	—	—	—	—	2	—	—	—	—	—	60	Kannia-Dhurla (including Steam Ferry).	
1	—	—	—	—	1	—	1	—	1	—	—	—	—	—	1	—	1	—	1	2	—	—	—	—	—	29	Muttra-Hathras.	
—	—	—	—	—	3	—	2	—	2	1	—	1	—	1	10	—	2	—	2	7'57	—	5	—	5	—	80	Cawnpore-Parukhabad.	
—	—	—	—	—	1'53	—	—	1	1	6	—	1	1	2	0'68	1	1	2	4	13	—	1	1	2	—	45	Wardha Coal.	
5	—	—	1	1	16	—	4	4	8	36	—	7	3	10	25	1	5	5	11	57'58	—	13	7	20	97	Nagpur and Chhattisgarh.		
12	—	1	1	2	31	4	3	8	15	34	—	2	4	6	58	5	7	12	24	178	3	26	23	52	161	Rangoon and Irrawaddy Valley.		
2	—	—	—	—	15	—	3	2	5	18	—	2	1	3	23'50	—	5	2	7	54	—	2	3	5	—	121	Nizam's.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Mysore (a).
12'00	—	1	—	1	178	6	30	10	64	258	2	57	0	58	323'53	8	50	37	95	426'37	3	98	21	117	1,139	Rajputana-Malwa.		
2	—	1	—	1	92'83	2	45	6	33	10'83	—	11	5	16	102'83	2	54	18	74	07'83	1	22	12	35	403	Punjab Northern.		
7'10	2	—	—	6	97'80	—	8	5	13	16	—	1	2	3	209'30	6	24	9	39	107'20	4	19	10	33	660	Indus Valley and Kandahar.		
249'40	5	20	14	43	1,020'95	40	322	86	448	1,899'90	22	268	78	368	3,805'22	78	550	187	824	3,947'15	41	574	225	343	9,906	Total Indian Railways.		

Employment
of natives as
drivers and
shunters.

66. The following statement gives the number of Native drivers and shunters employed on the different railways during the years 1881 and 1882.

It will be seen that the number of Natives who qualify themselves for these responsible positions is steadily increasing, and the reports received show that the services of this class of employés are much appreciated by the Locomotive Superintendents of some of the principal railways.

67. On the East Indian Railway 250 Native drivers and shunters are employed in working goods and ballast trains on certain sections of the main line, as well as passenger trains on all the branch lines of the undertaking.

The men are required to be able to read and write in one of the vernaculars, and to acquire a knowledge of the time table in addition to passing a technical examination at head-quarters.

Daily instruction is given in the Native adult schools at the various running sheds after working hours, and to show that these schools are appreciated by the men, Mr. Campbell, the Locomotive Superintendent, instances the fact that they carried away Rs. 140 in prizes during the half-year ending 30th June 1882. Mr. Campbell estimates the saving effected by the employment of Native drivers, from April 1875 to December 1882, at over 25 lakhs of rupees.

68. On the Bombay, Baroda and Central India Railway the Parsee employés give satisfaction as drivers and shunters.

69. On the Oudh and Rohilkhand Railway the system has for some years been worked successfully, and the reports received from the Sind, Punjab and Delhi, Punjab Northern, and Indus Valley and Kandahar Railways show that in the Punjab the training of Natives for such employment is making satisfactory progress.

70. Bengal Provincial Railways.—The Government of Bengal considers the progress made in this direction on its provincial lines satisfactory, and says that experience has shown that, while the employment of Native drivers results in a large saving of wages, they are more wasteful of fuel than Europeans, and that they have yet to show that in positions of danger their judgment and presence of mind will stand them in good stead; it is therefore still considered premature to employ them on fast mail trains. They should, however, it is added, be employed to the fullest extent on goods trains.

ABSTRACT STATEMENT showing the NUMBER of NATIVE DRIVERS and SHUNTERS employed on the several RAILWAYS during 1881 and 1882.

Local Government or Administration.	Name of Railway.	Number of Native Drivers employed.		Number of Native Shunters employed.		Total Number of Native Drivers and Shunters employed.	
		1881.	1882.	1881.	1882.	1881.	1882.
Consulting Engineer, Calcutta -	East Indian - - -	117	125	118	125	235	250
	GUARANTEED.						
Madras - - - - {	Madras - - - - -	Nil.	1	2	3	6	4
	South Indian - - -	9	12	17	19	23	31
Bombay - - - - {	Great Indian Peninsula - -	53	60	Nil.	Nil.	53	60
	Bombay, Baroda, & Central India -	23	33	Nil.	Nil.	23	33
Consulting Engineer, Calcutta -	Eastern Bengal - - -	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
" " Lahore -	Sind, Punjab, and Delhi - -	3	10	37	36	40	46
" " Lucknow	Oudh and Rohilkhand - - -	28	29	38	40	66	69
	IMPERIAL STATE.						
Director General of Railways - {	Punjab Northern - - - - -	7	11	2	5	9	16
	Indus Valley and Kandahar - -	7	8	9	12	16	20
Central Provinces - - - -	Rajputana-Malwa - - - - -	6	13	27	31	33	44
	Wardha Coal - - - - -	Nil.	Nil.	2	2	2	2

ABSTRACT Statement showing the NUMBER of NATIVE DRIVERS and SHUNTERS employed on the several RAILWAYS during 1881 and 1882—*continued.*

Local Government or Administration.	Name of Railway.	Number of Native Drivers employed.		Number of Native Shunters employed.		Total Number of Native Drivers and Shunters employed.	
		1881.	1882.	1881.	1882.	1881.	1882.
PROVINCIAL STATE.							
Bengal	Calcutta and South-Eastern	8	7	—	—	8	7
	Nalhati	—	—	—	—	—	—
	Northern Bengal	3	5	8	8	11	13
	Tirhoot	—	—	—	—	—	—
North-Western Provinces and Oudh	Patna-Gya	Nil.	2	4	4	4	6
	Muttra-Hathras	4	4	Nil.	Nil.	4	4
Central Provinces	Cawnpore-Farukhabad	7	9	Nil.	Nil.	7	9
British Burma	Nagpur and Chhattisgarh	Nil.	2	1	2	1	4
	Rangoon and Irrawaddy Valley	Nil.	Nil.	4	4	4	4
NATIVE STATES.							
Bombay	Bhopal	Worked by the G. I. P. R. Co.					
	Bhavnagar-Gondal	Nil.	Nil.	Nil.	2	—	2
	Gaekwar of Baroda's	Worked by the B. B. & C. I. R. Co.					
Hyderabad	Nizam's	3	4	Nil.	2	3	6
Mysore	Mysore	—	—	—	—	—	—

71. It has been suggested by Mr. Rendel, Consulting Engineer at the India Office, that locomotives may be made capable of performing an increased amount of work by attaching two or more drivers to one engine.

System of attaching two or more drivers to one engine.

Under the ordinary system of attaching one driver to each engine, the working capacity of the engine is limited to that of its driver, or to about eight hours per diem, whereas with good water it might, with advantage, be kept in steam and at work continuously for two or three days at a time, and this could be effected by working with relays of drivers.

72. The system has been tried on several lines, and on some, notably the Oudh and Rohilkhand, appears to have been successful. But the majority of the locomotive superintendents seem at present disinclined to adopt the proposal.

The principal objections urged against it are—

- (1.) That the quality of the water on many lines will not admit of the engines being kept continuously under steam for long periods.
- (2.) That different sections of some lines require different engines owing to the varying gradients and descriptions of fuel used.
- (3.) That damage is anticipated to the engine owing to the division of responsibility for the care of it.
- (4.) On some lines the paucity of trains and irregularity of the traffic is urged as rendering the proposal unsuitable.

73. It is, however, believed that the system has been successful in some cases in America, and the results of further experiments, now being made on some of the Indian railways, will be awaited with interest.

74. The recommendations made by the commission appointed to investigate and report upon the systems of police in force on the East Indian Railway are now under the consideration of the Government of India. Railway police.

The commission recommend generally that all arrangements for watch and ward should be left to the Railway Administration, and that work connected with the maintenance of law and order and the detection and prosecution of crime should be carried out by a specially organised Government Railway Police, distinct from the ordinary district police of the country.

75. The attached statement shows the strength and cost of police on all the open lines of railway in India, and the amount of the payments made in compensation for theft in 1882.

STATEMENT showing the STRENGTH and COST of POLICE on all the open lines of Railway in India, and the Amount of Compensation Payments due to theft, for the year 1882.

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.
			Rs.	Rs.							
East Indian (includes State lines worked by the Company).	134	900	1,31,021			93,704	2,14,725	134.53	511	0.32	1,590
GUARANTEED.											
Madras	8	230	4,320	4,254		27,302	35,876	41.07	1,128	1.31	861
South Indian	—	—	Worked by the Government Police.								
Great Indian Peninsula (includes Dhond-Mannad and Berar State Railways), Bombay, Baroda, and Central India	16	803	17,366	(a) 9,441		1,38,672	(b) 1,65,479	113.52	5,909	4.05	1,457½
	51	337	20,215	7,431		53,791	86,437	106.22	1,357	3.57	520
Eastern Bengal	20	254	5,253	2,278		20,723	28,259	140.41	—	—	(c) 192½
Punjab and Delhi	33	223	8,400	(d) 6,001		40,371	55,432	100.06	1,927	2.01	554
Sind	12	91	—	59		16,118	16,177	143.41			
Oudh and Rohilkhand	4	306	—	2,128		25,429	27,557	50.38	—	—	547
IMPERIAL STATE.											
Punjab Northern	50	360	—	(e) 5,911		40,440	52,351	122.89	5,381	13.76	426
Indus Valley and Kandahar	43	332	7,033	4,631		42,194	53,913	32.53	6,697	10.23	653
Rajputana-Malwa	86	403	15,000	(f) 15,516	(g) 63,609	94,125	82.60	2,330	2.03	1,139½	
Wardha Coal	1	11	—	42		969	1,011	22.46	—	—	45
PROVINCIAL STATE.											
Calcutta and South-Eastern	—	11	—	—		1,365	1,865	43.37	—	—	43
Nalhati	—	1	—	4		84	83	3.23	—	—	27½
Northern Bengal	1	74	—	—		8,137	8,137	35.38	185	0.80	230
Kaunia-Dhurla	—	12	—	—		984	984	30.75	13	0.41	(h) 32
Tirhoot	—	47	—	—		3,522	3,222	44.58	—	—	79
Patna Gya	—	20	—	—		1,808	1,808	31.72	—	—	57
Muttra-Hathras	1	12	40	93		926	1,059	36.52	6	0.21	29
Cawnpore-Parukhabad	4	28	—	—		2,616	2,616	30.24	—	—	86½
Nagpur and Chhattisgarh	11	71	2,796	380		5,913	9,069	60.87	—	—	149
Rangoon and Irrawaddy Valley	7	27	3,000	1,276	(i) 7,123	11,404	69.96	—	—	—	163
NATIVE STATES.											
Bhavnagar-Gondal	17	62	4,019	775		5,403	10,202	52.59	—	—	194
Nizam's	2	92	—	—		13,416	13,416	110.88	11	0.09	121
Mysore (j)	—	24	—	—		—	—	—	—	—	85½

- (a) Includes Rs. 8,984 on account of clothing. (b) Includes the portion of cost of Police Force charged to Government.
(c) Includes the Damoodia Branch and the Ranaghat Section of the Bengal Central Railway.
(d) Includes Rs. 3,277 on account of contingencies and clothing, and Rs. 600 on account of Railway Company's contribution towards pension.
(e) Includes annual contingencies, clothing, &c. (f) Includes the cost of clothing.
(g) Includes the cost of Police chargeable to Bombay, Baroda, and Central India Railway on account of Sabarnati transshipping goods yard.
(h) Exclusive of steamer service. (i) Includes Rs. 483 on account of clothing. (j) The cost of the Police is borne by the Civil Department.

East Indian
Railway
volunteers.

76. The reports of the Railway Volunteer Corps are most satisfactory, and if proof were wanted that they are ready for any emergency, it would be found in the fact that, in July 1882, the Agent of the East Indian Railway, through the Consulting Engineer at Calcutta, offered to supply a contingent of fully-equipped Railway Volunteers to take charge of railway operations in Egypt. To show the feasibility of his proposals, the Agent stated that it was then the slack season for traffic, and that, if the navigation of the Suez Canal were stopped, railway traffic would fall off materially, and a large number of hands could be spared.

For this spirited offer, the Agent received the thanks of the Government of India; and was told that, although there was no present prospect of the services of a special technical body of railway experts being required with any expeditionary force that might be despatched to Egypt, the offer made would be borne in mind, in the event of any unforeseen contingency arising in which their services could be advantageously utilised.

77. The following abstract statement gives the enrolled strength and the number of efficient in each of the Railway Volunteer Corps :—

EXTRACT from the DISTRIBUTION of the ARMY in BENGAL, dated 1st April 1883.

Corps	Enrolled strength.	Efficients.				Non-efficient.	Sergeant Instructors, 1st and 2nd Class.	Drill Instructors.	Head Quarters.	Remarks.
		Officers.	Non-commissioned Officers.	Volunteers.	Total.					
3rd or Sind, Punjab, and Indus Valley Railway Volunteer Rifle Corps.	750	27	75	612	714	36	5 (1st class), 4 (2nd class).	—	Lahore.	
Eastern Bengal Railway Volunteer Rifle Corps.	155	8	28	117	153	2	2 (1st class)	—	Calcutta.	
East Indian Railway Volunteer Rifle Corps.	1,090	54	136	897	1,087	3	13 (1st class)	—	Jamalpur.	1 Armourer Sergeant attached to the Corps.
Tirhoot State Railway Volunteer Rifle Corps.	21	2	7	12	21	—	1 (1st class)	—	Somastipur.	
Northern Bengal Railway Volunteer Rifle Corps.	296	12	30	214	256	40	4 (1st class)	—	Darjeeling.	
Rangoon and Irrawaddy State Railway Volunteer Rifle Corps.	178	6	17	133	156	22	2 (1st class)	1	Rangoon.	
Great Indian Peninsula Railway Volunteer Rifle Corps.	932	33	88	621	741	191	9 (1st class)	—	Bombay.	
Bombay, Baroda, and Central India Railway Volunteer Rifle Corps.	209	7	15	98	120	89	2 (1st class)	—	Do.	
Rajputana-Malwa Railway Volunteer Rifle Corps.	582	19	—	563	582	—	—	—	Ajmere.	

78. The experience of the last three years has shown that certain amendments of the Indian Railway Act of 1879 are desirable.

Act IV. of 1883.

These have been embodied in Act IV. of 1883, which received the assent of the Governor General on the 16th February 1883, and is printed as an appendix to this report.

But, as noticed in the report for 1881-2, owing to the contemplated extensions of railways in India by private enterprise, a complete recast of the Indian Railway Act will probably have to be made at no distant date.

RAILWAY SCHOOLS.

79. The general question of European education in India has received much attention during the past year.

In October 1881, a Committee was appointed by the Government of India to draft a code for regulating the conduct of European education in the Bengal Presidency, so far as this is dependent upon Government support. The draft code prepared by the Committee has now been published and accepted by the Government of India. It lays down the principles and conditions upon which Government grants will be administered by the Education Department of each Local Government or Administration.

The object of these grants is to aid local exertion in maintaining efficient schools for European children, and training teachers for such schools.

The term European is used to signify any person of European descent, pure or mixed, who retains European habits and modes of life, and Government aid will be given in the shape of monthly and annual grants, conditional upon the attendance and proficiency of the scholars, the qualification of the teachers, and the state of the schools.

It is understood that railway schools, fulfilling the required conditions, will be eligible for these grants, and the system now to be introduced should do much to promote the education of European children.

80. Proposals have been received, and are now under consideration, for the establishment of a joint railway school on Mount Abu for the use of the children of the European employes of the Rajputana-Malwa, and Bombay, Baroda, and Central India Railways.

Rajputana-Malwa Railway.

A railway school has been opened at Bandikui on the Rajputana line, and the manager proposes to establish one at Ajmere in lieu of the existing diocesan school at that place.

Punjab
Northern
State Rail-
way.

81. On the Punjab Northern Railway, the railway children are sent to a central school at Rawalpindi, to which the railway contributes Rs. 100 per month from revenue, in addition to the fees paid by the children's parents.

The climate at this station is very good for nine months in the year, and the manager thinks the parents prefer this arrangement to sending their children to a hill school at Muree.

Sind,
Punjab and
Delhi Rail-
way.

82. The Sind, Punjab, and Delhi Railway School at Mussoorie was opened in August 1877, and, owing to additions made two years ago, 45 children can now be accommodated in place of 27 as was previously the case.

The Government Inspector reports favourably of the school, and says that the grant-in-aid of Rs. 50 per mensem from the North-Western Provinces Government is well deserved, but he brings prominently to notice the necessity of separating boys and girls, who are at present taught together, and lodged under the same roof.

East Indian
Railway.

83. The report on the East Indian Railway aided schools for the half-year ended 31st December 1882 shows that there were in all 25 schools, European and Native, aided by the Company.

	Rs.
The monthly grants made to these schools by the railway amounted to	1,048
Those made by Government to	1,002
And the scholars' fees to	1,648

The total number of pupils on the rolls and the average daily attendance have been—

	Children.	Apprentices and Workmen.	Total.
On the rolls	1,039	1,514	2,553
Average daily attendance	841	606	1,447

84. At the native adult schools of the Locomotive Department the number of pupils on the rolls was 1,421, and the average number daily present during the half year, 546. The number of these schools was eighteen, the monthly grant paid by the Company amounted to Rs. 180, and the schooling fees averaged Rs. 59.

85. The Government of India and the Board of Directors have accorded general approval to the proposals made by the agent of the East Indian Railway Company for the establishment of a hill school at Mussoorie with accommodation for 100 children.

The funds available for the purpose are—

	Rs.
Savings Bank Reserve Fund	2,00,000
Fine Account	1,55,172
Total	Rs. 3,55,172

As it is improbable that the school will be entirely self-supporting, it is proposed to retain Rs. 2,00,000 as a reserve fund, the interest on which will be employed to defray the salaries of the school staff.

Of the balance, Rs. 1,50,000 will be appropriated for the purchase of the estate, construction of schools and connected buildings for 60 boys and 40 girls, and for the water supply.

Negotiations have been instituted by the Company for the purchase of the land.

STORES.

86. The general administration of the Railway Stores Department has during 1882-83 been immediately under the control of the Director General of Railways, as in the preceding year; the system continues to work satisfactorily. It seems probable, however, that a modification of the present procedure must before long come into force, and that, as the several systems of railways now worked by the State are steadily expanding, it will be necessary sooner or later to allow the manager of each system to indent direct on England for the stores he requires for ordinary consumption, without passing his indents, as at present, through a somewhat circuitous channel. State Rail-
way Stores
Department.

87. The question of continuing to keep up the existing Port Storekeepers' establishments at Bombay and Karachi has been under consideration. It is hoped that it will shortly be possible to considerably reduce their cost, if not to abolish them altogether, as the bulk of the Store Reserves, accumulated at these two ports three years ago, are being rapidly used up, and it may be found practicable to carry on the landing and despatch of State Railway Stores through other local authorities. Port Store-
keepers.

88. The total expenditure for State Railway Stores purchased in England during the last 12 months has been—

	£
A. Bridge work	50,207
B. Engineer's plant	1,395
C. Workshop machinery	22,013
D. Ballast and permanent way	500,895
E. Rolling stock	351,014
F. Station materials and fencing	89,374
G. Tools and stores	18,471
Total	<u>£1,033,369</u>

89. The total expenditure by the Port Storekeepers for Railway Stores purchased locally during the same period has been—

	Rs.
Calcutta	3,73,895
Bombay	12,07,420
Karachi	58,696
Total	<u>Rs. 16,40,011</u>

90. The cost of the several establishments maintained by the Port Storekeepers has been—

	Rs.
Calcutta	26,623 (a)
Bombay	29,276
Karachi	21,338 (b)
Total	<u>Rs. 77,237</u>

(a) Includes Rs. 3,600 for remuneration to East Indian Railway officials for work in connexion with State Railway Stores.

(b) Includes Rs. 1,538 for moiety of cost of stores establishment employed at Kotri under the Indus Valley Railway authorities.

91. A considerable quantity of English Stores have during the year been transferred to the Southern Mahratta Railway Company. The total debits raised against the Company for these stores have been—

	Rs.
Productive Public Works Stores	3,32,630
Frontier	9,12,906
Total	<u>Rs. 12,49,536</u>

92. The Number of ships employed in bringing out State Railway Stores between 1st January 1882 and 31st December 1882 was—

	No.	Tons of Goods shipped.
To Calcutta	53	11,201
„ Bombay	82	20,948
„ Karachi	37	9,845
„ Madras	28	4,377
„ Rangoon	31	17,333
Total	<u>231</u>	<u>63,704</u>

No vessels were lost during the year, and no charges for insurance had to be distributed over the stores imported.

93. The interesting table given in Mr. Juland Danvers' last report, which shows the shipments from the commencement of operations and the cost of the goods shipped for both Guaranteed and State Railways, cannot be supplemented for the year 1882 in this report, as the necessary information is not available for the East Indian and Guaranteed lines.

Store
Reserves.

94. Large reductions have been made during the past year in the Store Reserves at the three ports, as shown in the accompanying table :—

	Port Stores Depôt.	Balance on 1st January 1882.	Balance on 31st December 1882.	Decrease.	Increase.	Remarks.
Stores for Productive Railways	Calcutta	£ 63,710	£ 65,908	—	£ 2,198	The conversion of "Indian" into "English" cur- rency has here been made on the basis of 10 rupees being equal to 11.
	Bombay	42,118	26,045	16,073	—	
	Karachi	59,744	36,795	22,949	—	
Stores for Frontier Railways	Bombay	102,085	1,369	100,716	—	
	Karachi	368,407	89,537	278,870	—	
	Total	636,064	219,654	418,608	2,198	
			Net decrease	-	416,410	

95. The book value of the balance of the surplus stores taken over from the East Indian Railway Company in 1881 has now been reduced to Rs. 7,63,561, consisting principally of—

East Indian
Railway
surplus
stores.

- (i) Traversers, turntables, and obsolete station machinery (about Rs. 2,50,000),
- (ii) Engineering plant suitable for construction work only (Rs. 1,00,000),
- (iii) Iron roofing (Rs. 70,000),
- (iv) Iron sleepers, &c. (Rs. 30,000),
- (v) Tools (Rs. 1,00,000),
- (vi) Spare bridge ironwork (Rs. 50,000),

the balance being a miscellaneous collection of stores and apparatus. The further disposal of these stores will be dealt with by the Port Storekeeper, Calcutta, and the bulk of what is not likely to be required for State Railways within the next five years will be sold by auction. It is, however, hoped that a considerable portion of the items included in (ii), (iii), (v), and (vi), may be shortly used up in the construction of new broad gauge railways.

96. The additions to rolling stock during the year have been as follows:—

Rolling
stock.

Name of Railway.	Stock on 1st January 1882.			Additions of "New Stock" during year 1882.			Stock on 1st January 1883.			Stock under rejection on 1st January 1883.		
	Locomotives.	Coaching Vehicles.	Goods Vehicles.	Locomotives.	Coaching Vehicles.	Goods Vehicles.	Locomotives.	Coaching Vehicles.	Goods Vehicles.	Locomotives.	Coaching Vehicles.	Goods Vehicles.
Indus Valley - - -	101	365	2,598	20	109	136	140	440	2,689	—	15	19
Punjab Northern - - -	107	234	1,208	—	83	—	87	355	1,250	30	10	—
Calcutta and South-Eastern - - -	8	38	266	4	—	10	12	38	277	—	—	30
Wardah Coal - - -	5	15	154	—	—	60	6	15	214	—	9	10
Other lines - - -	13	140	142	—	—	—	13	127 + 9	138 + 11	—	8	—
Total - - -	234	792	4,368	24	192	206	258	984	4,574	30	37	53
Rajputana-Malwa - - -	278	951	4,038	28	82	920	301	1,028	4,914	15	89	370
Northern Bengal - - -	36	152	773	—	1	—	36	153	773	—	23	60
Tirhoot - - -	14	69	302	10	6	49	24	75	350	—	36	77
Nagpur and Chhattisgarh - - -	12	62	367	4	10	79	16	66	452	—	11	2
Bhavnagar-Gondal - - -	20	98	468	—	7	78	20	105	546	—	20	6
Mysore - - -	7	41	77	9	40	103	14	79	150	1	8	8
Other lines* - - -	28	162	519	—	—	—	29	164	517	—	—	13
Total - - -	395	1,535	6,544	51	146	1,229	440	1,670	7,702	16	187	536

5' 6" gauge.

Metre gauge.

97. On the next page will be found a table in which the locomotive and vehicle stock belonging to the various broad and narrow gauge lines of railway at the close of the year 1882 is compared with the number in use at the close of 1881.

* Excluding from figures for 1882, 6 engines, 7 coaching, and 75 goods vehicles sold to the Southern Mahratta Railway Company.

TABLE showing the NUMBER of LOCOMOTIVES and VEHICLES owned by the various LINES.

Railways.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brako Vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1881.	Number on 31st December 1882.	Number on 31st December 1881.	Number on 31st December 1882.	Number on 31st December 1881.	Number on 31st December 1882.	Number on 31st December 1881.	Number on 31st December 1882.	Number on 31st December 1881.	Number on 31st December 1882.	
BROAD GAUGE.											
East Indian (a) - - -	539	563	938	1,077	7,934	8,551	295	310	9,107	9,939	
GUARANTEED.											
Madras - - - - -	157	157	453	459	2,771	2,821	138	138	3,362	3,418	
Great Indian Peninsula (b)	438	440	638	638	7,815	7,815	457	453	9,210	9,211	
Bombay, Baroda, and Central India (c).	98	103	335	356	2,727	2,888	49	63	3,131	3,307	
Eastern Bengal (d) - -	48	48	175	175	953	953	51	51	1,179	1,179	
Sind, Punjab, and Delhi	159	159	497	506	3,338	3,338	100	100	3,984	4,003	
Oudh and Rohilkhand -	125	125	275	277	3,086	3,086	57	70	3,418	3,433	
IMPERIAL STATE.											
Punjab Northern - - -	109	98	135	237	1,208	1,250	98	118	1,442	1,605	*Includes 2 engines on the Construction Section.
Indus Valley and Kandahar.	101	140	292	315	2,598	2,639	73	125	2,963	3,129	
Wardha Coal - - - -	5	6	9	9	154	214	6	6	169	220	
PROVINCIAL STATE.											
Calcutta and South-Eastern.	8	12	30	30	366	277	8	8	304	315	
Patna-Gya - - - - -	1	1	49	40	20	20	5	5	74	74	
NATIVE STATES.											
Nizam's - - - - -	10	10	61	56	120	111	22	17	203	184	
Total Broad Gauge -	1,793	1,853	4,197	4,434	33,040	34,063	1,308	1,478	38,605	40,025	
METRE GAUGE.											
GUARANTEED.											
South Indian (e) - - -	120	120	457	446	1,575	1,534	69	90	2,101	2,120	
IMPERIAL STATE.											
Rajputana-Malwa (f) -	273	301	734	805	4,039	4,014	217	223	4,990	5,042	
Punjab Northern (Salt Branch).	12	12	24	24	223	223	10	10	257	257	
PROVINCIAL STATE.											
Nalhati (g) - - - - -	4	4	10	10	124	24	-	-	34	34	†One covered goods waggon used as a brake van.
Northern Bengal - - -	36	36	122	123	773	773	30	30	925	926	
Kaunia-Dhurla (h) - -	4	4	8	10	36	40	4	4	48	54	
Tirhoot - - - - -	14	24	49	55	302	350	20	20	371	425	
Muttra-Hathras - - -	5	6	28	28	75	75	4	4	107	107	
Jawnpore-Farukhabad -	11	11	88	88	319	219	10	10	317	317	
Nagpur and Chhattisgarh	12	16	44	48	367	452	18	18	420	518	
Rangoon and Irrawaddy Valley.	31	31	169	169	636	906	30	30	835	1,105	
NATIVE STATES.											
Bhavnagar-Gondal - -	20	20	76	83	468	546	22	22	566	651	
Gaekwar of Baroda's (h)	6	6	27	27	187	187	6	6	220	220	
Mysore - - - - -	7	14	36	72	77	150	5	7	118	229	
Total Metre Gauge†	541	591	1,827	1,941	8,754	10,192	435	404	11,016	12,597	‡Excludes (g) and (h).

(a) Includes Sindia, Dildarnagar-Ghazipur, and the Barh branch of the Tirhoot State Railway.

(b) Includes Dhond and Manmad, Bhopal, and Berar State lines.

(c) Includes Patri Branch.

(d) Includes Poradaha Section, Northern Bengal State Railway, and Ranaghat Section, Bengal Central Railway.

(e) Includes the Pondicherry Railway.

(f) Includes the Muttra-Achnera Railway.

(g) Four feet gauge.

(h) Two feet six inch gauge.

CAPITAL.

98. Excluding the assisted Companies for which complete accounts are not received, the total Capital expenditure on Indian Railways up to the 31st December 1882, including lines under construction, amounted to £140,936,776, which may be thus appropriated :—

	£
To Guaranteed lines - - - -	67,228,745*
To East Indian Railway - - - -	34,720,622
To State lines - - - -	35,991,676†
To Lines in Native States - - - -	2,995,733
	£140,936,776

The Indian expenditure on the Guaranteed lines is converted into sterling at the contract rates of exchange; that on the East Indian Railway and State lines at 2s. the rupee.

The expenditure on the East Indian Railway has been arrived at by taking the outlay on construction, as given in the accounts for the half year ended 31st December 1879, and adding thereto the expenditure shown in the accounts of subsequent half-years.

99. On the next page will be found a statement giving the total Capital outlay, and the outlay per mile open (exclusive of Steamboat service and Suspense accounts) for the several lines of Railway open for traffic.

It will be seen that the average cost per mile of all open line excluding Steamboat service and Suspense accounts, is Rs. 1,36,896.

100. The following allotments have been made from the Productive Public Works grant for State Railways during the year 1883-4:— Budget allotments.

	Rs.	
India :—		
Rajputana-Malwa Railway - - - -	26,92,000	
Sindia Railway - - - -	2,00,000	
Reserve - - - -	28,57,000	
Miscellaneous - - - -	23,08,000	
	80,57,000	
Central Provinces :—		
Wardha Coal - - - -	—	} 3,64,000
Nagpur and Chhattisgarh - - - -	—	
British Burmah - - - -	—	37,25,000
Bengal :—		
Northern Bengal	—	} 52,99,000
Tirhoot Railway and extensions	—	
Patna-Gya - - - -	—	
Nalhati - - - -	—	
Calcutta and South-Eastern - - - -	—	
Dacca-Mymensingh - - - -	—	
Ranaghat-Bhagwangola extension	—	
Mozufferpore-Hajipur - - - -	—	
North-Western Provinces and Oudh :—		
Cawnpore-Farukhabad - - - -	—	} 13,55,000
Ghazipur-Dildarnagar - - - -	—	
Hathras-Muttra-Achnera - - - -	—	
Bareilly-Pilibhit - - - -	—	
Punjab :		
Indus Valley Railway - - - -	24,00,000	
Punjab Northern Railway - - - -	3,70,000	
Amritsar-Pathankot - - - -	22,30,000	
	50,00,000	
Bombay :—		
Dhond and Manmad - - - -	—	1,50,000
	Total	Rs. 239,50,000

* Includes outlay on northern extension, Oudh and Rohilkhand Railway, 61,525l.

† Includes State outlay on Patri Branch, Rs. 8,08,405, and on Warora Colliery, Rs. 7,04,710.

STATEMENT showing the TOTAL COST of each RAILWAY on 31st December 1882, and the average cost per mile.

Railway.	Length of line open on 31st December 1882.	Total Capital outlay to 31st December 1882 (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay to 31st December 1882.
	Miles.	Rs.	Rs.	Rs.
✓ East Indian - - - - -	1,506·77	33,77,59,915	2,24,162	34,72,06,225
GUARANTEED.				
✓ Madras - - - - -	860·86	11,15,44,508	1,29,573	11,40,56,960
South Indian - - - - -	655·00	4,30,21,429	65,681	4,53,57,677
✓ Great Indian Peninsula - - - - -	1,288·25	25,22,49,649	1,95,808	25,75,91,252
✓ Bombay, Baroda and Central India - - - - -	460·93	*8,55,40,307	1,85,582	*8,88,24,344
✓ Eastern Bengal - - - - -	159·63	3,32,13,066	2,08,063	3,55,57,780
✓ Sind, Punjab and Delhi - - - - -	663·51	11,21,50,810	1,69,026	11,99,58,623
✓ Oudh and Rohilkhand - - - - -	546·85	5,87,01,518	1,07,345	6,42,88,929
IMPERIAL STATE.				
✓ Punjab Northern - - - - -	418·75	6,10,71,973	1,45,843	6,30,28,341
✓ Indus Valley and Kandahar - - - - -	652·60	7,80,32,391	1,19,572	8,13,75,724
Rajputana-Malwa - - - - -	1,115·55	8,74,13,893	78,359	9,21,17,606
✓ Sindh - - - - -	74·42	87,35,891	1,17,386	87,63,714
✓ Wardha Coal - - - - -	45·00	†51,62,669	1,14,726	†53,09,476
✓ Dhond-Manmad - - - - -	145·75	99,25,269	68,098	99,25,416
PROVINCIAL STATE.				
✓ Calcutta and South-Eastern - - - - -	43·00	67,20,634	1,56,294	68,06,612
Nalhati - - - - -	27·25	3,07,780	11,295	3,27,613
Northern Bengal - - - - -	243·00	2,01,06,785	82,744	2,09,26,406
Kaunia-Dhurla - - - - -	32·28	7,19,935	22,303	8,43,753
Tirhoot - - - - -	82·00	61,09,775	74,509	78,08,236
✓ Patna-Gya - - - - -	57·20	37,97,742	66,394	39,73,373
Muttra-Hathras - - - - -	29·00	10,47,748	36,129	10,82,927
Muttra Achnera - - - - -	22·75	6,26,164	27,524	6,27,781
Cawnpore-Farukhabad - - - - -	86·50	31,31,013	36,197	32,08,969
✓ Dildarnagar-Ghazipur - - - - -	12·00	6,24,104	52,009	7,22,994
Nagpur and Chhattisgarh - - - - -	149·00	87,95,174	59,028	90,64,388
Rangoon and Irrawaddy Valley - - - - -	161·00	1,26,82,765	78,775	1,33,09,835
NATIVE STATES.				
✓ Bhopal - - - - -	11·50	4,45,863	38,771	4,45,863
Bhavnagar-Gondal - - - - -	193·00	83,60,328	43,318	86,75,711
Gaekwar of Baroda - - - - -	58·85	12,47,530	21,198	12,76,040
✓ Khamgaon - - - - -	8·00	4,82,570	60,321	4,91,164
✓ Amraoti - - - - -	6·00	4,34,338	72,390	4,44,651
✓ Nizam's - - - - -	117·10	1,21,86,480	1,04,069	1,22,27,794
✓ Mysore - - - - -	85·75	37,10,516	43,271	44,59,270
ASSISTED COMPANIES.				
Darjeeling-Himalayan - - - - -	50·00	23,56,112	47,122	†23,56,112
Total	10,069·05	1,37,84,16,644	1,36,896	1,43,24,41,559

* Includes Rs. 8,08,405 State outlay on Patri Branch.

† Excluding colliery.

‡ Return does not show whether these figures include Suspense accounts.

N.B.—This statement does not include mileage of, nor Capital outlay on, the Bengal Central, Assam, Pondicherry, Deoghur and Jodhpur Railways, for which accounts are not received.

The total available for expenditure under this head is made up as follows :—

	Rs.
Portion of Productive Public Works grant allotted to Railways	1,80,00,000
Add—Amount brought forward from 1882-83	59,50,000
Total	<u>Rs. 2,39,50,000</u>

101. In addition to the above the following expenditure has been sanctioned on works in connexion with Railways not classed as Productive :—

	Rs.
Imperial :—	
Establishment, Reserve and Miscellaneous	6,22,500
Railway Surveys in Assam	68,000
" " Bengal	1,34,500
" " Bombay	50,000
Total Imperial	<u>Rs. 8,75,000</u>
Provincial :—	
Bengal :—	
	Rs.
Railway Construction	7,82,600
" Surveys	1,02,000
Establishment and Reserve	89,200
	<u>9,73,800</u>
North-Western Provinces and Oudh :—	
Railway Construction	32,20,500
" Surveys	35,000
	<u>32,55,500</u>
Total Provincial	<u>Rs. 42,29,300</u>
Total Imperial and Provincial	<u>Rs. 51,04,300</u>

102. Under Protective Works the following allotments have been made for Railways :—

	Rs.
Central Provinces Surveys	50,000
North-Western Provinces and Oudh Construction	20,32,000
Punjab Construction	56,02,000
	Rs.
Madras Surveys	50,000
" Construction	25,50,000
	<u>26,00,000</u>
Bombay Surveys	47,000
Stores	—6,73,000
Reserve	4,67,000
Total	<u>Rs. 1,01,25,000</u>
And under Frontier Railways :—	
Kandahar	2,00,000
Punjab Northern, Northern Section	7,00,000
Stores	—2,25,000
Total	<u>Rs. 6,75,000</u>

103. For the East Indian Railway, Rs. 42,40,000 have been allotted for expenditure in 1883-84.

Capital
raised by
Companies.

104. The total amount of capital raised by the various Guaranteed and Assisted Railway Companies amounted, on the 31st December 1882, to 70,230,035*l.*,* of which—

£	56,653,255	consists of share capital raised at 5	per cent.
	1,199,178	”	”
	500,000	”	”
	540,000	”	”
	1,726,500†	”	”
	4,051,450	”	debentures
	1,497,800	”	”
	425,000	”	debenture stock
	3,497,458	”	”
	a 139,394	Capital not bearing interest.	

a Made up thus—

			£
Premium on share capital and debentures, &c.	-	-	441,851
Discount on debenture stock—		£	
Stock represented as shown above	-	3,922,458	
Cash received - - -	-	3,629,580	
		<u>292,580</u>	
Discount on debentures—			
Amount as shown above	-	5,549,250	
Cash received - - -	-	5,539,373	
		<u>9,877</u>	
			<u>302,457</u>
			<u>139,394</u>

105. In his last report on Indian Railways, Mr. Juland Danvers alludes to the small amount of railway capital held by Native investors, and he notices, as an instance of the indifference of the Indian community in regard to railway investments, that, although 500,000*l.*, out of the Southern Mahratta Railway capital of 3,000,000*l.*, were reserved for distribution in India, only 395 shares, representing 7,900*l.*, were applied for.

It is to be regretted that so little Indian capital is invested in railways, but it should be mentioned that, in this particular instance complaints have been made that reasonable opportunity was not given to the public in India to subscribe, inasmuch as the time allowed was too short, and the prospectus was not made sufficiently public, by advertisement or otherwise. Several short branch lines have been promoted and put in hand by purely local enterprise during the past year, and it is hoped that the remunerative nature of railway enterprise in this country is now becoming more generally known, and that the amount of Indian capital invested in such undertakings will soon show a marked increase.

106. The following tables contain the information, regarding the Capital transactions of State and Guaranteed Railways, which has usually been given in Mr. Juland Danvers' annual reports.

* Not including Darjeeling-Himalayan and Assam Railways, for which the above information is not available.

† Southern Mahratta Railway. Further interest at the rate of $\frac{1}{2}$ per cent. per annum is payable up to and inclusive of the 1st June 1887.

**Statement of Expenditure in England and in India on Indian
State Railways appropriated to the various Undertakings to
the 31st December 1882.**

STATEMENT of EXPENDITURE in England and in India on Indian STATE

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.
RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.								
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Kaunia and Dhurla - - -	—	8,43,753	8,43,753	910	14,431	85,428	4,73,885	16,528
Calcutta and South-Eastern - - -	45,15,170	22,91,442	68,06,612	67,688	9,31,538	10,75,291	15,34,906	7,89,546
Nalhati - - -	—51,021	3,78,634	3,27,613	—	—	21,690	1,90,420	25,600
Rajputana-Malwa - - -	2,08,83,118	5,85,39,718	7,94,22,831	18,80,568	6,73,717	2,03,37,651	2,35,66,815	91,59,339
Rewari-Ferozepore - - -	—	24,46,380	24,46,380	81,320	6,193	1,51,743	15,52,663	1,26,405
Holkar - - -	34,14,678	92,80,097	1,26,94,775	2,16,987	59,620	58,98,013	23,67,525	13,61,297
Wardha Coal - - -	8,18,079	51,96,107	60,14,186	91,642	4,726	15,73,996	29,49,835	3,55,948
Punjab Northern, Lahore to Rawalpindi	71,92,575	3,80,13,839	4,52,06,414	8,74,642	5,07,847	1,95,70,958	97,40,507	25,72,092
Indus Valley - - -	1,57,77,035	5,23,85,639	6,81,62,668	11,26,612	3,26,535	2,22,70,559	1,85,49,491	52,18,722
Northern Bengal - - -	53,73,313	1,55,53,093	2,09,26,406	1,26,480	8,33,256	58,13,023	55,08,373	25,17,745
Parbatipur-Dinagepore Extension - - -	—	4,17,310	4,17,310	7,426	64,110	2,51,059	57,275	10,885
Calcutta and South-Eastern Extension - - -	—	17,93,490	17,93,490	19,396	74,524	2,21,569	6,87,701	1,68,276
Rangoon and Irrawaddy Valley - - -	26,09,170	1,07,00,665	1,33,09,835	56,589	1,96,121	30,32,944	42,84,838	18,66,848
Sindhia - - -	14,62,381	73,01,333	87,63,714	2,64,859	20,527	49,94,578	21,74,901	6,35,699
Tirhoot - - -	19,73,700	41,35,890	61,09,590	11,644	1,92,878	10,26,022	24,29,500	8,94,007
” Extension - - -	7,86,472	38,96,813	46,83,285	36,869	1,30,984	7,43,121	17,15,865	1,56,577
Nagpur and Chhatisgarh - - -	18,46,899	72,17,489	90,64,388	2,15,982	38,206	32,49,636	25,19,923	9,75,202
Dhond and Manmad - - -	42,11,221	57,14,195	99,25,416	1,28,698	39,133	30,36,893	50,26,826	7,31,572
Patna and Gya - - -	8,59,348	31,14,025	39,73,373	6,909	1,30,788	6,92,712	20,40,384	3,99,383
Cawnpore and Faruckhabad - - -	7,90,316	24,18,396	32,08,712	29,904	62,233	4,44,684	14,16,338	3,27,738
Ghaziपुर and Dildarnagar - - -	—	7,22,994	7,22,994	2,218	8,636	96,029	3,50,553	1,01,333
Muttra and Achnera - - -	9,958	6,18,093	6,28,051	1,643	12,341	94,912	3,81,894	77,960
Muttra and Hathras - - -	1,974	10,82,184	10,84,158	926	16,086	35,455	5,31,388	1,27,310
Cawnpur Faruckabad Extension - - -	—	78,100	78,100	40,326	2,301	9,201	206	—
Bareilly-Pilibhit - - -	—	74,707	74,707	55,021	5,900	2,669	856	1,667
Muttra-Jumna Bridge - - -	—	1,15,407	1,15,407	—	—	21,381	3,514	2,996
Patna-Baraiteh* - - -	—	2,80,253	2,80,253	1,47,870	4,249	76,910	—	17,348
Frontier Rail-ways. { Punjab Northern (Northern Section). Kandahar - - -	63,17,248	2,09,90,188	2,73,07,436	2,15,237	2,59,824	99,13,837	72,84,245	28,78,156
Rangoon and Sittang Valley - - -	13,31,246	1,18,81,810	1,32,13,056	1,94,877	23,260	18,02,481	76,08,905	8,91,217
Southern Mahratta* - - -	14,40,384	30,89,002	45,29,386	2,30,796	38,339	12,05,431	13,48,259	3,37,579
Amritsar-Pathankote - - -	—	56,98,445	56,98,445	1,76,049	3,452	15,21,869	17,56,779	2,17,186
Dacca and Mymensing - - -	—	11,04,904	11,04,904	42,396	1,67,811	2,16,891	6,17,221	26,777
	—	1,70,704	1,70,704	1,37,343	7,903	—	—	8
Total - - -	8,15,63,259	27,75,45,093	35,91,08,352	64,89,827	48,57,064	10,95,38,636	10,77,71,788	3,29,88,946
SURVEYS AND RAILWAYS IN ABEYANCE.								
Sindia Extension—Gwalior-Jhansi Section.	—	22,330	22,330	22,330	—	—	—	—
Bhopal Railway Extension - - -	—	17,921	17,921	17,973	—	—	—	—
Railway Surveys in Bengal - - -	—	3,29,950	3,29,950	2,99,861	14,103	—	—	—
Umballa-Kalka - - -	—	42,017	42,017	42,046	—	—	—	—
Rawalpindi Railway Survey - - -	—	24,104	24,104	24,003	—	—	—	—
Railway Surveys in North-Western Provinces and Oudh.	—	54,273	54,273	51,224	—	—	—	—
Railway Surveys in Bombay, including W. Deccan.	—	1,38,621	1,38,621	1,34,683	—	—	—	—
Railway Surveys in Central Provinces - - -	—	62,832	62,832	62,849	—	—	—	—
” ” in Madras - - -	—	32,576	32,576	28,245	—	—	—	—
Total - - -	—	7,24,624	7,24,624	6,83,214	14,103	—	—	—
Grand total - - -	8,15,63,259	27,82,69,717	35,98,32,976	71,73,041	48,71,167	10,95,38,636	10,77,71,788	3,29,88,946
NATIVE STATES.								
Nizam's - - -	—	1,22,27,794	1,22,27,794	1,45,445	—	40,67,531	47,73,847	12,97,108
Khamgaon - - -	—	4,91,164	4,91,164	369	1,116	1,10,457	2,78,600	46,380
Amraoti - - -	—	4,44,651	4,44,651	11,799	2,450	95,282	2,41,243	43,298
Bangalore Tumkur - - -	—	1,35,788	1,35,788	25,532	—	97,094	3,544	1,233
Bangalore-Mysore { Broad gauge	—	62,863	62,863	328	10,258	40,407	7,344	—
{ Metre gauge	—	44,59,270	44,59,270	93,939	60,185	9,91,360	15,14,298	3,75,060
Bhavnagar-Gondal - - -	—	86,75,711	86,75,711	51,337	—	29,93,835	27,65,063	5,59,168
Bhopal† - - -	—	34,60,091	34,60,091	7,826	19,12,026	3,57,341	90,407	6,790
Total - - -	—	2,99,57,332	2,99,57,332	3,36,575	19,86,035	87,53,307	96,74,036	23,29,037

* Expenditure by Imperial Government to be refunded by the Company.

† A section of this line is being constructed from State Funds.

Railways appropriated to the various Undertakings to 31st December 1882.

Classification of Expenditure.							State Railways.
Steam Ferries.	Collieries.	Plant.	Rolling Stock.	Establishment.	Suspense Account.	Receipts on Capital Account deducted.	
							RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1,21,235	—	6,668	1,13,794	8,291	2,583	—	Kaunia and Dhurla.
—	—	77,883	11,79,298	10,64,485	85,977	—	Calcutta and South-Eastern.
—	—	7,500	36,000	30,000	19,833	3,430	Nalhati.
—	—	15,38,965	1,23,20,223	54,49,074	45,54,857	57,978	Rajputana-Malwa.
—	—	39,310	—	1,92,244	3,57,431	929	Rewari-Ferozapore.
—	—	3,37,131	11,47,145	13,48,007	—	40,950	Holkar.
—	3,40,031	3,93,249	4,58,136	6,08,688	1,46,807	8,872	Wardha Coal.
—	—	17,48,553	44,17,074	48,24,154	10,67,323	1,16,736	Punjab Northern, Lahore to Rawalpindi.
4,23,723	—	19,95,955	91,42,232	68,92,178	23,14,837	98,176	Indus Valley.
4,10,395	—	8,02,619	22,92,641	22,56,492	4,09,227	43,845	Northern Bengal.
—	—	—3,889	—	22,432	8,166	154	Parbatipur-Dinapore Extension.
—	—	15,624	32,899	58,215	5,17,866	2,580	Calcutta and South-Eastern Extension.
—	—	4,10,054	17,25,027	10,66,584	6,27,070	6,240	Rangoon and Irrawaddy Valley.
—	—	25,145	57,402	5,88,352	27,823	25,572	Sindhia.
2,44,357	—	2,27,655	5,85,346	5,92,665	—90,932	3,552	Tirhoot.
93,367	—	24,040	1,53,484	1,78,469	14,51,672	1,163	„ Extension.
—	—	2,80,447	8,10,607	7,10,836	2,69,214	5,665	Nagpur and Chhattisgarh.
—	—	1,87,768	17,297	7,72,801	147	15,719	Dhond and Manmad.
—	—	53,034	2,34,777	2,41,131	1,75,631	1,371	Patna and Gya.
718	—	49,030	5,98,151	2,01,222	78,987	288	Cawnpore and Faruckhabad.
—	—	7,102	—	58,353	98,890	117	Ghazipur and Dildarnagar.
—	—	6,133	—	51,584	1,617	33	Muttra and Achnera.
—	—	7,685	2,55,440	73,430	36,647	209	Muttra and Hathras.
—	—	1,047	13,856	9,044	2,162	43	Cawnpur-Faruckabad Extension.
—	—	1,918	—	5,998	678	—	Bareilly-Pilibhit.
—	—	11,079	—	9,359	67,086	8	Muttra-Jumna Bridge.
—	—	9,738	—	16,597	7,704	163	Patna-Baraitch.
—	—	13,07,009	35,30,482	10,38,486	8,89,046	8,886	Punjab Northern } Frontier Railways
—	—	3,18,709	15,43,119	3,27,759	6,04,773	2,044	(Northern Section). } Kandahar.
—	—	1,72,373	3,330	3,32,008	8,62,322	1,051	Rangoon and Sittang Valley.
—	—	2,53,598	1,74,224	3,88,626	12,07,001	339	Southern Mahratta.*
—	—	3,870	—	29,969	206	237	Amritsar-Pathankote.
—	—	3,122	—	17,695	4,920	287	Dacca and Mymensing.
12,93,790	3,40,031	1,02,20,124	4,08,41,984	2,94,05,228	1,58,07,571	4,46,637	Total.
							SURVEYS AND RAILWAYS IN ADEYANCE.
—	—	—	—	—	—	—	Sindia Extension—Gwalior-Jhansi Section.
—	—	—	—	—	—	52	Bhopal Railway Extension.
—	—	1,359	—	11	14,616	—	Railway Surveys in Bengal.
—	—	—	—	—	—	29	Umballa-Kalka.
—	—	—	—	—	101	—	Rawalpindi Railway Survey.
—	—	—	—	—	3,053	4	Railway Surveys in North-Western Provinces and Oudh.
—	—	—	—	—	3,947	9	Railway Surveys in Bombay, including W. Deccan.
—	—	—	—	—	—	17	Railway Surveys in Central Provinces.
—	—	—	—	—	4,331	—	„ „ in Madras.
—	—	1,359	—	11	26,048	111	Total.
12,93,790	3,40,031	1,02,21,483	4,08,41,984	2,94,05,239	1,58,33,619	4,46,748	Grand Total.
							NATIVE STATES.
—	—	2,90,246	6,91,291	10,93,800	41,314	82,788	Nizam's.
—	—	3,503	11,669	30,720	8,594	244	Khamgaon.
—	—	3,015	8,642	28,609	10,313	—	Amraoti.
—	—	163	—	7,849	538	165	Bangalore-Tumkur.
—	—	500	—	4,026	—	—	Broad-gauge. } Bangalore-Mysore.
—	—	73,211	2,49,566	3,61,423	7,48,754	8,526	Metre „ }
—	—	3,62,015	11,46,634	4,89,905	3,15,382	7,628	Bhavanaagar-Gondal.
—	—	—	—	1,93,718	8,94,510	2,527	Bhopal.
—	—	6,42,653	21,07,802	22,10,050	20,19,405	1,01,878	Total.

A. J. FILGATE, Lieut.-Col., R.E.,
Accountant General.

GUARANTEED AND ASSISTED RAILWAYS.

STATEMENT showing the AMOUNT of CAPITAL authorized to be raised for each Undertaking as now sanctioned, the Amount raised, and the Amount withdrawn, to 31st December 1882.

Railway.	Amount authorized to be raised on 31st December 1882. .					Amount raised in England to 31st December 1882.						Amount raised in India.		Total Amount raised to 31st December 1882.	Total Amount withdrawn to 31st December 1882.	
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Debentures.		Debenture Stock.		Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.			
							Amount of Debentures.	Cash received.	Stock represented.	Cash received.						
GUARANTEED.																
Bombay, Baroda and Central India	£ 7,550,300	£ 575,000	£ —	£ 85,449	£ 8,160,749	£ 7,528,628	£ 475,000	£ 471,250	£ —	£ —	£ 85,449	£ 21,672	£ —	£ 8,056,999	£ 8,029,000	
Eastern Bengal - - -	2,255,520	612,350	411,308	2,288	3,281,466	2,238,996	612,350	612,350	411,308	874,730	2,288	16,486	—	3,244,850	3,252,914	
Great Indian Peninsula - -	20,000,000	928,800	8,065,300	803,789	24,297,889	19,503,103	928,800	927,673	2,701,450	2,475,559	228,860	496,897	74,929	23,707,021	23,612,463	
Madras - - -	10,267,850	400,000	—	10,548	10,678,398	10,260,001	297,800	297,800	—	—	10,548	—	—	10,568,349	10,447,214	
Oudh and Rohilkhand - -	4,000,000	2,615,300	384,700	19,619	7,019,619	3,575,581	2,615,300	2,615,300	384,700	854,589	19,619	424,419	—	6,989,508	6,527,984	
Sind, Punjab and Delhi - -	11,418,900	—	—	4,363	11,423,263	10,988,984	—	—	—	—	4,366	86,306	27	11,079,653	10,995,453	
South Indian - - -	3,211,360	620,000	425,000	65,795	4,322,155	3,210,139	620,000	615,000	425,000	425,000	65,740	1,221	55	4,317,155	4,347,889	
Total - - -	58,703,930	5,751,450	4,286,308	441,851	69,183,539	57,305,432	5,549,250	5,539,373	3,922,458	3,629,878	366,840	1,047,001	75,011	67,963,535	67,212,917	
ASSISTED.																
Bengal Central - - -	1,000,000	—	—	—	1,000,000	500,000	—	—	—	—	—	—	—	500,000	401,635	
Rohilkhand-Kumaon - - -	200,000	—	—	—	200,000	40,000	—	—	—	—	—	—	—	40,000	19,000	
Southern Mahratta - - -	3,000,000	—	—	—	3,000,000	1,724,525	—	—	—	—	—	1,975	—	1,726,500	*105,054	
Total - - -	4,200,000	—	—	—	4,200,000	2,264,525	—	—	—	—	—	1,975	—	2,266,500	525,689	
Grand Total - - -	62,903,930	5,751,450	4,286,308	441,851	73,883,539	59,569,957	5,549,250	5,539,373	3,922,458	3,629,878	366,840	1,048,976	75,011	70,230,035	67,738,606	

* Exclusive of the outlay incurred by Government prior to the formation of the Company.

GUARANTEED AND ASSISTED RAILWAYS.

STATEMENT showing the AMOUNT received from and withdrawn by each Company during the Year ended 31st December 1882.

Railway.	Sums standing to the Credit of the Companies on the 31st December 1881.	Sums advanced to the Companies on the 31st December 1881.	Amount received						Amount withdrawn			Total received during the Year ended 31st December 1882.	Total withdrawn during the Year ended 31st December 1882.	
			In England, between 1st January and 31st December 1882.				In India, between 1st January and 31st December 1882.		In England.		In India.			
			Share Capital.	Debentures.	Deben- ture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of Stores, Establishment Charges, &c.	For Discharge of Debentures.	Amount.			
GUARANTEED.														
Bombay, Baroda, and Central India	£ 14,438	£ —	£ —	£ 100,000	£ —	£ 62	£ —	£ —	£ 201,894	£ —	£ 115,394*	£ 100,062	£ 86,500	
Eastern Bengal	—	12,867	—	—	—	—	—	—	37,098	—	41,901*	—	4,808	
Great Indian Peninsula	94,962	—	—	—	—	—	—	—	350,749	—	350,345*	—	404	
Madras	219,832	—	—	41,400	—	—	—	—	80,255	143,600	83,757†	41,400	140,098	
Oudh and Robilkhand	236,350	—	—	500,000	—	64	—	—	158,200	—	116,690	500,064	274,890	
Sind, Punjab and Delhi	47,646	—	—	—	—	—	—	—	89,762	—	126,315*	—	36,353	
South Indian	—	16,689	—	—	—	—	—	—	58,111	—	44,067*	—	14,044	
Total Guaranteed	613,228	29,556	—	641,400	—	126	—	—	976,069	143,600	645,089	641,526	474,580	
ASSISTED.														
Bengal Central	170,000	—	330,000	—	—	—	—	—	321,635	—	—	330,000	321,635	
Robilkhand-Kumaon	—	—	40,000	—	—	—	—	—	19,000	—	—	40,000	19,000	
Southern Mahratta	—	—	1,724,525	—	—	—	1,975	—	13,980	—	91,074	1,726,500	†105,074	
Total	170,000	—	2,094,525	—	—	—	1,975	—	354,615	—	91,074	2,096,500	445,680	
Grand Total	783,228	29,556	2,094,525	641,400	—	126	1,975	—	1,320,684	148,600	554,015	2,738,026	920,260	

* Transfers of Expenditure to Revenue Account, Sale proceeds of Stores, Refunds, &c., exceed by these sums the amounts withdrawn in India on Capital Account during the year.

† Exclusive of the outlay incurred by Government prior to the formation of the Company.

STATEMENT of WITHDRAWALS out of CAPITAL for EXPENDITURE; showing the Amount withdrawn in England and in India by all the Guaranteed and Assisted Indian Railway Companies during each Financial Year from the commencement to 31st March 1883.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	345,750*	477,245
1873-74	1,028,032	334,979*	693,053
1874-75	1,174,893	86,982*	1,087,911
1875-76	1,151,585	200,779*	950,806
1876-77	1,222,846	507,387*	715,459
1877-78	1,793,662	469,678*	1,323,984
1878-79	1,786,234	773,671*	1,012,623
1879-80	1,256,417	906,857*	349,560
1880-81	941,782	506,992*	434,790
1881-82	1,211,022	351,462*	859,540
Total expenditure to end of 1881-82	49,070,981	49,017,575	98,088,556
Deduct withdrawals by East Indian Railway Company	12,276,504	18,620,297	30,896,801
Total expenditure to end of 1881-82	36,794,477	30,397,278	67,191,755
1882-83 (partly estimated)	1,498,260	93,467	1,591,727
Total	38,292,737	30,490,745	68,783,482

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

STATE of DEBENTURE LOANS on the 31st March 1883.

Railway.	Amount.	Rate of Interest.	Date at which Loan expires.
	£	£	
Bombay, Baroda and Central India	375,000	4	1st August 1884.
" " "	100,000	3½	*
Eastern Bengal	150,000	4	19th May 1884.
" " "	52,650	4	1st November 1884.
" " "	409,700	4	12th July 1886.
Great Indian Peninsula	320,500	4	1st January 1884.
" " "	568,800	4	1st July 1885.
" " "	39,500	4	1st January 1886.
Madras	56,400	4	*
" " "	200,000	4	31st December 1883.
" " "	143,600	3½	*
Oudh and Rehkband	60,000	3½	1st August 1884.
" " "	200,000	4	16th August 1884.
" " "	300,000	4	1st May 1885.
" " "	615,000	4	4th June 1887.
" " "	200,000	4	1st October 1887.
" " "	740,000	3½	1st August 1883.
" " "	500,000	3½	*
South Indian	620,000	4	1st July 1884.
	620,000		
	£5,651,450		

* Not known.

REVENUE.

107. The net revenue derived from Railways during the year 1882 amounted to Rs. 7,68,42,201 as compared with Rs. 7,26,39,879 in 1881.

108. The total Capital cost, of lines open to traffic, on the 31st December 1882 was Rs. 1,43,17,18,565* and the percentage of the net earnings on this outlay amounted to 5·37, as compared with a similar percentage of 5·16 in 1881 on a Capital outlay of Rs. 1,40,80,79,740.

109. If the steamboat service and capital expenditure on suspense account are excluded, the general results of railway working compare as follows for the last three years :—

	1880.	1881.	1882.
Miles open at end of year	8,996·38	9,858·25	*10,069
Capital outlay at end of year - - - - Rs.	1,28,56,91,292	1,34,73,90,895	*1,37,84,16,644
Cost per mile open - - - - "	1,42,912	1,36,827	*1,36,896
Gross earnings during the year - - - - "	12,86,55,103	14,32,30,801	†15,23,12,619
Working expenses during the year - - - - "	6,48,00,345	7,07,12,465	†7,58,05,494
Net profits of year - - - - "	6,38,54,758	7,25,18,336	†7,65,07,125
Per-centage of net profits on capital cost - - - - "	4·97	5·38	†5·55
Gross earnings per mile per week (calculated on mean mileage worked) - - - - Rs.	282	285	294

110. On the next page will be found a statement comparing the net earnings, and their percentages on Capital expenditure, for the principal Railways during the last five years.

111. The net revenue earned by all State lines during the past year amounted to Rs. 1,08,16,057, being a return of 3·03 per cent. on a total capital expenditure of Rs. 35,65,20,663.† Excluding the Punjab Northern, Indus Valley and Kandahar Frontier Railways, the net earnings of the State lines were at the rate of 4·12 per cent. on the Capital expended.

112. The net revenue of the East Indian Railway amounted to Rs. 2,97,12,511, being at the rate of 8·56 per cent. on a total Capital expenditure of Rs. 34,72,06,225. The surplus profits on this line during the past year, after payment of annuity and interest charges, were Rs. 89,09,630, of which sum $\frac{4}{5}$ ths, or Rs. 71,27,704, accrued to Government.

113. The following statements, relating to Guaranteed Railway transactions, are similar to those given in previous reports by Mr. Juland Danvers. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

114. It will be seen that the Guaranteed lines returned a net revenue of 3,319,439*l.*, being at the rate of 4·94 per cent. on a total Capital expenditure of 67,167,220*l.*

The guaranteed interest for the year amounted to 3,279,407*l.*

So that the net earnings exceeded the guaranteed interest by 40,032*l.*

115. From the commencement of operations up to the 31st December 1882, a gross sum of 57,774,406*l.* has been advanced as interest by the State to the Guaranteed

* See statement on page 36.

† Excluding Dildarnagar-Ghazipur and Jodhpur Railways.

Railway Companies, and up to the 30th June 1882 the total net earnings of these railways, exclusive of half of any surplus profits realised, amounted to 32,430,809 $\frac{1}{2}$., leaving a net amount of 25,343,597 $\frac{1}{2}$., which has been paid by the State.

116. The surplus profits realised on Guaranteed Railways during the year 1882 amounted to 917,312 $\frac{1}{2}$., as compared with 652,195 $\frac{1}{2}$. in 1881, and 204,645 $\frac{1}{2}$. in 1880.

117. On page 49 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858. The first year in which there was a gain was in 1877-78. The next two years show a loss, but the last four years exhibit a constant gain, and it may be confidently expected that this gain will steadily increase in future years.

But these figures only show the results obtained from a purely financial point of view. The enormous advantages indirectly conferred upon the country by the extension of the railway system in India cannot be gauged by such figures, and can best be appreciated by a consideration of the large increase in trading operations and in the general prosperity of the country which has everywhere attended the opening of new lines of railway.

STATEMENT showing the NET EARNINGS and their PERCENTAGE on the CAPITAL EXPENDITURE finally charged off (excluding Suspense Accounts) for the principal Railways during the last Five Years, 1878-1882.

Railway.	1882.		1881.		1880.		1879.		1878.	
	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.
BROAD GAUGE.										
	Rs.		Rs.		Rs.		Rs.		Rs.	
East Indian - - - - -	2,97,12,511	8'80	3,09,48,310	9'30	2,87,54,418	8'70	2,90,80,929	8'83	2,55,81,189	7'86
Guaranteed :										
Madras - - - - -	25,70,841	2'30	20,75,856	1'87	19,57,136	1'77	20,75,170	1'88	15,87,980	1'44
	(a)	(b)								
Great Indian Peninsula - - - - -	1,83,80,856	7'20	1,02,19,488	6'46	1,11,05,551	4'44	1,01,90,601	4'10	1,44,91,248	5'88
Bombay, Baroda and Central India.	50,10,872	5'91	57,45,702	6'86	47,94,953	5'77	37,92,598	4'61	36,87,126	4'62
Eastern Bengal - - - - -	36,38,438	10'52	33,69,291	9'72	27,24,310	7'88	24,33,530	7'10	26,15,072	7'78
Sind, Punjab, and Delhi - - - - -	34,10,880	2'94	30,76,660	2'65	54,70,862	4'75	45,40,520	3'99	31,70,091	2'86
Oudh and Rohilkhand - - - - -	18,01,371	3'07	10,75,698	3'28	19,04,410	3'28	18,10,936	3'24	21,15,409	3'83
Imperial State :										
Punjab Northern - - - - -	5,09,018	0'83	3,69,598	0'68	5,64,171	1'40	3,78,589	1'54	5,810	0'03
Indus Valley and Kandahar - - - - -	15,76,113	2'61	11,77,288	1'58	19,22,390	2'77	6,17,459	1'08	-1,81,441	-0'26
Provincial State :										
Patna-Gya - - - - -	2,15,705	5'68	1,79,145	5'11	2,11,256	6'56	1,01,787	3'58	-	-
Native States :										
Nizam's - - - - -	3,75,099	3'08	2,92,775	2'40	2,24,309	1'86	89,925	0'77	1,11,846	0'98
METRE GAUGE.										
Guaranteed :										
South Indian - - - - -	14,02,329	3'26	12,37,726	2'80	9,30,018	2'23	10,63,253	2'60	10,78,107	2'74
Imperial State :										
Rajputana - - - - -	51,20,252	5'87	26,67,041	5'51	12,33,305	3'63	11,79,167	3'81	11,30,471	3'99
Malwa - - - - -			6,02,299	1'90	3,53,091	1'40	2,91,828	1'40	3,01,917	1'54
Holkar and Sindia Neemuch.										
Provincial State :										
Northern Bengal - - - - -	10,93,553	5'33	8,99,316	4'41	6,43,509	3'20	1,25,120	0'66	2,41,806	1'43
Tirhoot - - - - -	2,54,047	3'01	2,36,200	3'70	2,40,272	4'49	1,07,813	2'10	1,08,808	2'17
Cawnpore-Parukhabad - - - - -	1,17,110	3'74	84,238	2'70	-	-	-	-	-	-
Nagpur and Chhattisgarh - - - - -	1,89,171	2'15	66,056	0'65	21,271	0'70	-	-	-	-
Rangoon and Irrawaddy Valley - - - - -	6,30,431	4'97	6,45,077	5'16	5,21,084	4'23	1,41,743	1'10	67,157	0'60
Native States :										
Bhavnagar-Gondal - - - - -	3,54,047	3'99	2,05,254	3'05	-	-	-	-	-	-

(a) Includes Rs. 2,40,023 on account of rent of leased lines.

(b) 7'20 deducting amount paid to Government as above.

N.B.—For railways which work other branch lines, the figures shown under "Percentage of Net Earnings per annum on Capital Expenditure" are calculated on the capital outlay, exclusive of the outlay on the branch lines.

GUARANTEED INTEREST.—INDIAN RAILWAYS.

STATEMENT of the Total Amount of INTEREST advanced to each of the under-mentioned Railway Companies to 31st December 1882.

Railway Company.	Interest advanced to 31st December 1881.	Interest advanced during 1882.			Total.
		England.	India.	Total.	
Bombay, Baroda, and Central India.	£ 7,070,737 16 6	£ 396,407 3 4	£ 298 12 3	£ 396,705 15 7	£ 7,467,443 12 1
Eastern Bengal	2,494,175 9 2	153,296 3 4	240 18 4	153,537 1 8	2,647,712 10 10
Great Indian Peninsula	20,394,372 1 2	1,141,638 5 0	3,571 15 0	1,145,210 0 0	21,539,582 1 2
Madras	9,983,089 3 8	524,000 2 6	—	524,000 2 6	10,507,089 6 2
Oudh and Rohilkhand	2,899,285 10 1	296,711 8 7	714 10 0	297,425 18 7	3,196,711 8 8
Sind, Punjab, and Delhi	9,145,365 8 0	553,079 15 0	672 4 8	553,751 19 8	9,699,117 7 8
South Indian	2,512,754 10 0	203,994 19 10	—	203,994 19 10	2,716,749 9 10
Total	54,499,779 18 7	3,269,127 17 7	5,498 0 3	3,274,625 17 10	57,774,405 16 5

STATEMENT showing approximately the Amounts advanced on account of GUARANTEED INTEREST to the under-mentioned Railway Companies to 30th June 1882.

Railway Company.	Total Amount advanced to 31st December 1882.*	Aggregate of Net Revenue Balances for the several half years to 30th June 1882, inclusive.	Net Amount advanced.
Bombay, Baroda, and Central India	£ 7,467,444	£ 4,337,004	£ 3,130,440
Eastern Bengal	2,647,713	2,396,116	251,597
Great Indian Peninsula	21,539,582	15,222,360	6,317,222
Madras	10,507,089	4,543,020	5,964,069
Oudh and Rohilkhand	3,196,711	1,433,127	1,763,584
Sind, Punjab, and Delhi	9,699,117	3,339,480	6,359,637
South Indian	2,716,750	1,159,702	1,557,048
Total	57,774,406	32,430,809	25,343,597

* The interest for the half year to 30th June 1882 not being paid until the succeeding half year.

STATEMENT showing the Amount of SURPLUS PROFITS earned by Guaranteed Railways to 31st December 1882, inclusive.

Railway Company.	To end of 1877.	Half Year to 30th June 1878.	Half Year to 31st Dec. 1878.	Half Year to 30th June 1879.	Half Year to 31st Dec. 1879.	Half Year to 30th June 1880.	Half Year to 31st Dec. 1880.	Half Year to 30th June 1881.	Half Year to 31st Dec. 1881.	Half Year to 30th June 1882.	Half Year to 31st Dec. 1882.	Total.
Bombay, Baroda, and Central India.	£ 30,929	£ —	£ —	£ —	£ —	£ —	£ —	£ 158,450	£ —	£ 147,830	£ —	£ 348,209
Eastern Bengal	174,229	20,158	64,981	317	68,267	—	99,197	4,414	149,764	15,304	164,054	761,675
East Indian	3,861,756	539,047	305,834	679,823	468,967	†	†	†	†	†	†	5,855,427
Great Indian Peninsula.	775,785	364,944	—	112,569	—	101,576	—	338,319	1,248	500,124	—	2,284,565
Sind, Punjab, and Delhi.	—	—	—	—	—	3,872	—	—	—	—	—	3,872
Total	4,848,699	980,140	370,815	792,709	532,224	105,448	99,197	501,183	161,012	753,258	164,054	9,248,748

* 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 construction of the Nerbudda Bridge.
† Surplus profits of the East Indian Railway after it had been acquired by the State are omitted in 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	4,344,113	1,497,513	—
1871 - -	87,686,857	2,686,260	4,544,764	1,858,504	—
1872 - -	90,183,585	2,869,223	4,603,853	1,734,630	—
1873 - -	90,660,830	3,185,069	4,613,573	1,428,504	—
1874 - -	91,353,883	3,956,071	4,651,088	695,017	—
1875 - -	92,441,794	3,576,514	4,641,979	1,065,465	—
1876 - -	93,892,600	4,442,430	4,658,947	216,517	—
1877 - -	94,108,059	6,117,226	4,662,635	—	1,454,591
1878 - -	95,430,863	5,002,028	4,708,134	—	293,894
1879 - -	96,444,666	5,062,188	4,748,233	—	313,955
1880* - -	65,907,288	2,662,213	3,263,179	600,966	—
1881* - -	66,349,320	3,110,824	3,272,651	161,827	—
1882* - -	67,021,755	3,319,439	3,279,407	—	40,032

* East Indian Railway excluded.

RESULTS of WORKING the GUARANTEED RAILWAYS for the YEAR ended 31st December 1882.

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 to 30th June 1882.	Rate per Cent. for Half Year to 31st Dec. 1882.
	£	£	£	£	£ s. d.	£ s. d.
GUARANTEED.						
Bombay, Baroda, and Central India	459,330	394,457	64,873	—	0 17 6	—
Eastern Bengal - - -	333,523	153,720	179,803	—	0 2 0	3 2 9
Great Indian Peninsula - -	1,663,735	1,145,210	518,525	—	1 6 6	—
Madras - - - - -	235,660	521,493	—	285,833	—	—
Oudh and Rohilkhand { Main Line -	180,137	296,005	—	115,868	—	—
{ Northern Extension -	—	10,762	—	10,762	—	—
Sind, Punjab, and Delhi - -	312,664	553,765	—	241,101	—	—
South Indian - - - - -	134,390	203,995	—	69,605	—	—
Total - - - - -	£ 3,319,439	3,279,407	763,201	723,169	0 0 0	0 0 0

STATEMENT showing the direct ANNUAL GAIN OR LOSS to the STATE from RAILWAY OUTLAY since 1858.

Year.	GUARANTEED RAILWAYS					STATE RAILWAYS.				EAST INDIAN RAILWAY.				Total Loss or Gain to State.
	Capital raised to end of each Year.	Capital withdrawn for Expenditure to end of each Year.	Net Traffic Receipts, less Moieties of Surplus Profits paid to Companies.	Guaranteed Interest.	Loss or Gain to State.	Capital expended.	Net Traffic Receipts.	Interest at 4½ per Cent. up to end of 1880-81, afterwards† at 4 per Cent.	Loss or Gain to State.	Capital expended.	Net Traffic Receipts, less Surplus paid to Shareholders.	Interest and Annuity.	Loss or Gain to State.	
	£	£	£	£	£	£	£	£	£	£	£	£	£	
1858-59	22,998,405	19,151,531	232,365	838,411	606,046	—	—	—	—	—	—	—	—	606,046
1859-60	28,573,287	26,322,995	403,057	1,199,929	796,872	—	—	—	—	—	—	—	—	796,872
1860-61	34,397,817	33,901,710	389,413	1,485,745	1,096,332	—	—	—	—	—	—	—	—	1,096,332
1861-62	42,979,539	40,503,922	391,162	1,788,153	1,396,991	—	—	—	—	—	—	—	—	1,396,991
1862-63	48,218,541	40,367,266	625,615	2,166,755	1,541,140	—	—	—	—	—	—	—	—	1,541,140
1863-64	54,332,994	51,122,919	821,548	2,456,182	1,634,634	—	—	—	—	—	—	—	—	1,634,634
1864-65	57,541,917	55,245,159	1,129,851	2,688,787	1,553,936	—	—	—	—	—	—	—	—	1,553,936
1865-66	60,860,247	60,882,025	2,865,574	2,889,241	23,667	—	—	—	—	—	—	—	—	23,667
1866-67	67,258,917	68,179,728	2,347,085	3,031,087	684,002	—	—	—	—	—	—	—	—	684,002
1867-68	76,571,751	75,299,809	1,989,112	3,480,677	1,491,565	594	—	14	—	—	—	—	—	1,491,579
1868-69	82,417,905	79,167,736	2,229,509	3,881,013	1,651,504	552,992	-1,379	12,445	13,834	—	—	—	—	1,665,338
1869-70	86,773,325	83,910,587	2,627,941	4,126,025	1,498,084	734,862	-790	29,180	29,970	—	—	—	—	1,528,054
1870-71	91,426,816	87,686,857	2,556,707	4,341,609	1,784,902	1,193,234	68	43,585	43,517	—	—	—	—	1,828,419
1871-72	93,550,303	90,183,585	2,877,153	4,542,183	1,665,030	1,837,854	-4,063	68,199	72,262	—	—	—	—	1,737,292
1872-73	93,736,915	90,660,830	2,554,485	4,608,418	2,053,933	3,251,503	5,362	114,510	109,148	—	—	—	—	2,163,081
1873-74	94,725,814	91,353,883	3,241,189	4,617,923	1,376,734	5,606,128	-6,474	199,297	205,771	—	—	—	—	1,582,505
1874-75	95,119,118	92,441,794	3,454,848	4,643,901	1,189,053	8,620,308	44,982	320,095	275,113	—	—	—	—	1,464,166
1875-76	95,072,441	93,392,600	3,729,034	4,637,891	908,857	11,785,492	96,027	459,131	363,104	—	—	—	—	1,271,961
1876-77	94,833,129	94,188,059	4,433,151	4,658,681	225,530	14,651,353	88,621	587,525	498,904	—	—	—	—	724,434
1877-78	96,313,173	95,420,309	5,396,790	4,655,285	+ 741,505	18,636,321	127,774	737,479	609,705	—	—	—	—	+ 131,800
1878-79	97,174,046	96,444,666	4,023,589	4,705,191	681,602	21,964,209	231,629	899,874	668,245	—	—	—	—	1,349,847
1879-80	97,959,284	96,829,969	3,974,645	4,716,340	741,695	24,644,702	333,497	1,058,160	724,663	*37,354,248	949,154	34,397	+ 914,757	551,601
1880-81	67,282,930	66,348,478	2,555,069	3,261,951	706,882	28,047,033	*661,606	1,204,660	543,054	418,435	2,647,479	1,390,542	+ 1,256,937	+ 7,001
1881-82	67,465,609	67,021,531	3,282,294	3,271,771	+ 10,523	29,703,708	*870,149	1,160,449	290,296	3,063,547	1,673,688	+ 1,389,659	+ 1,110,086	+ 1,110,086
1882-83	Budget 68,291,923	67,995,251	3,023,000	3,283,760	260,760	31,851,633	1,085,500	1,241,711	206,211	485,000	2,445,000	1,716,727	+ 728,273	+ 261,302
	Revised 69,135,650	68,843,978	3,043,900	3,275,280	231,380	31,378,108	1,050,450	1,226,636	176,186	263,200	2,598,050	1,706,900	+ 891,150	+ 483,584
1883-84	Budget 69,735,650	70,076,878	3,054,500	3,301,180	246,680	33,773,108	1,157,700	1,308,024	150,324	424,000	2,718,800	1,710,100	+ 1,008,700	+ 611,696
			64,229,586	89,264,609	25,035,023	—	4,655,159	9,429,269	4,774,110	38,915,145	11,977,030	6,515,627	+ 5,461,403	24,347,730

* The decrease in the transactions of the Guaranteed Railways in 1880-81 compared with the year immediately preceding is due to the removal of the East Indian Railway from the category of Guaranteed Railways.

† This sum is thus arrived at:-

(a) Capital of East Indian Railway at time of purchase	£ 26,200,000	(a) Of these amounts, 27,623,386† will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and Annuity."
(a) 25 per cent. premium thereon	6,550,000	
Debt and Debenture Stock	4,450,000	
Outlay subsequent to purchase	154,248	
Total	£ 37,354,248	

† Except on 1,000,000† lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State. The figures in this statement agree with the Finance and Revenue Accounts. The whole of the Indian Capital transactions of Guaranteed Railways down to the present time, and those of the Revenue and Interest transactions of the Guaranteed Railways down to the year 1873-70, the net traffic receipts of the Guaranteed Railways, and the portion of the guaranteed interest paid in India, have been converted into sterling at the contract rates of exchange. All other transactions are converted into sterling on the assumption that 1. = Rs. 10.

TRAFFIC AND WORKING.

118. The tables at pages 62 to 73 of this report contain detailed information connected with the passenger and goods traffic on all open lines for the year 1882, and on pages 52 and 53 will be found a summary giving the general results of working the principal railways. The main results* are summarised below for all railways, and compared with the similar figures for 1881 and 1880 :—

	1882.	1881.	1880.
Mean mileage open for traffic - - -	9,985·30	9,637·60	8,760·41
Number of passengers carried - - -	†58,875,918	54,763,683	49,155,380
Number of tons of goods moved - - -	†14,833,243	13,214,074	10,394,154
Number of tons of general merchandise - - -	†9,275,065	8,503,861	7,798,779
Number of passenger miles - - -	‡2,898,239,587	2,620,363,895	2,388,221,774
Ton mileage of goods - - -	‡2,465,049,623	2,309,177,012	1,812,228,689
Number of train miles - - -	§36,751,857	34,793,517	30,247,802
Gross receipts - - - - - Rs.	15,23,12,619	14,32,30,801	12,86,55,103
Working expenses - - - - -	7,58,05,494	7,07,12,465	6,48,00,345
Net receipts - - - - -	7,65,07,125	7,25,18,336	6,38,54,758

In round numbers, the average length open during the year 1882 was 9,985 miles, upon which the traffic work performed was equivalent to 2,898 millions of passengers and 2,465 millions of tons of goods, carried one mile.

Passenger
traffic.

119. The total number of passengers carried shows an increase of 7·5 per cent. over the number carried in 1881. The passenger mileage has increased 10·6 per cent., and the receipts from passenger traffic 8·3 per cent. The number of passengers per open mile was 5,992 in 1882, as compared with 5,682 in 1881 and 5,611 in 1880. Of the total number carried in 1882, the lower class passengers constituted 97·41 per cent., the second class 2·11, and the first class passengers only 0·48 per cent.

120. The distances travelled by each class of passenger were, on an average, first class 91 miles, second class 80 miles, and lower classes 48 miles; and for these journeys the first class passenger paid Rs. 6-7-4, the second class passenger Rs. 2-2-3, and the third class passenger Rs. 0-10-1.

121. The average receipts per coaching train mile were Rs. 3·40, the highest being Rs. 5·99 on the Sindia line, and, among the principal railways, the lowest Rs. 2·29 on the Rajputana-Malwa Railway.

122. The largest average number of passengers carried in a passenger train was 300·17 on the Oudh and Rohilkhand Railway, the smallest 101 on the Wardha Coal line.

123. The lowest average cost of hauling one passenger unit one mile was 0·83 pie on the East Indian, on which line the average sum received for this work was 2·88 pies.

124. Details of the passenger traffic are given in the table at pages 62, 63, and 70.

Goods traffic.

125. The total tonnage of goods lifted during the year shows an increase of 12·25 as compared with that in 1881; but the total ton mileage shows an increase of only 6·75 per cent. over that of the previous year, while the receipts from goods traffic were larger in 1882 than in 1881 by 6·2 per cent. The number of tons of goods carried per mile open was 1,516 in 1882, as compared with 1,371 in 1881 and 1,186 in 1880.

126. The average receipts per goods train mile were Rs. 4·41, the highest being Rs. 8·31 on the Eastern Bengal Railway, and, among the principal railways, the lowest Rs. 1·82 on the South Indian line.

127. The lowest average cost of hauling one ton of goods one mile was 2·42 pies on the East Indian Railway, and the average sum received on that line for doing this work was 6·26 pies.

128. Details of the goods traffic are given in the table at pages 64, 65, and 71.

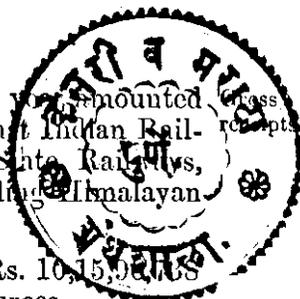
* Excluding Assam, Jodhpur, and Pondicherry Railways.

† Excluding Sindia, Dildarnagar-Ghazipur, Muttra-Achnera, and Darjeeling Railways.

‡ Excluding Sindia, Dildarnagar-Ghazipur, Muttra-Achnera, Kaunia-Dhurla, Bhopal, and Darjeeling Railways.

§ Excluding Muttra-Achnera and Darjeeling Railways.

|| Excluding Dildarnagar-Ghazipur Railway, and steamboat service on all lines.



129. Including the steam boat service, the gross receipts during the year amounted to Rs. 15,35,23,201, of which Rs. 4,71,17,594 were obtained on the East Indian Railway, Rs. 7,76,37,568 on the Guaranteed lines, Rs. 2,62,18,523 on State Railways, Rs. 21,83,042 on lines in Native States, and Rs. 3,66,474 on the Darjeeling Himalayan Railway.

130. Of the total earnings, Rs. 4,64,40,855 were due to passengers, Rs. 10,15,92,685 to goods, and Rs. 51,19,134 to steam boat service and miscellaneous sources.

131. Compared with the previous year's returns, the traffic receipts (coaching and goods) show an increase of 6.88 per cent. The total receipts* per mile open were Rs. 15,275 in 1882, Rs. 14,862 in 1881, and Rs. 14,686 in 1880.

132. The receipts* per train mile in 1882 were Rs. 4.14, as compared with Rs. 4.12 in 1881, and Rs. 4.25 in 1880.

133. Excluding steamboat expenditure, the total working expenses during 1882 amounted to Rs. 7,58,05,494, the percentage on gross receipts being 49.77 as compared with a similar percentage of 49.37 in 1881, and of 50.37 in 1880. Working expenses.

134. The lowest percentages in 1882 were 36.94 on the East Indian Railway, 40.60 on the Eastern Bengal, 48.00 on the Great Indian Peninsula, 50.76 on the Bombay, Baroda, and Central India, 49.04 on the Northern Bengal State, and 53.07 on the Rajputana-Malwa State Railway.

135. The expenses per train mile for all lines average Rs. 2.08, and were lowest on the Rajputana-Malwa Railway Rs. 1.55, and on the Nizam's Railway Rs. 1.62. On the East Indian the expenses per train mile were Rs. 1.92, and the Guaranteed lines they varied from Rs. 1.65 on the South Indian to Rs. 3.13 on the Eastern Bengal Railway.

136. The details of expenditure on maintenance and working will be found in the tables at pages 68 and 69.

137. The aggregate traffic receipts and the receipts per mile open were considerably larger in 1882 than during the previous year. The most marked increases were on the Great Indian Peninsula, the Bhavnagar-Gondal, the Rajputana-Malwa, and the Bengal Provincial Railways. There has been a large increase of traffic on the Indus Valley Railway, and the earnings on the Madras lines are considerably larger than in the previous year. On the other hand, the net receipts on the Bombay, Baroda, and Central Indian Railway are less than in 1881. General.

138. The tables at pages 74 to 81 contain particulars of the tonnage and receipts of the principal commodities carried on the various railways, as compared with the similar figures for 1881. Except on the Punjab lines, the tonnage of food grains was considerably less in 1882 than in 1881; but there is a large increase under coal on the East Indian, and generally in the tonnage of cotton, metals, salt, seeds, and sugar, carried on the several lines.

139. The statement at pages 54 and 55 shows the system of working adopted on the different railways. System of working.

140. At the Conference of railway officers, representing the several Companies and State Railways at Simla in September 1882, a revised set of rules were framed for the interchange of rolling stock. Railway Conference of 1882.

These rules, which came into force on the 1st January 1883, are binding, on all broad gauge railways represented, for two years from September 1882, and, subsequently, one year's notice of withdrawal will be necessary.

141. Among other subjects dealt with at the Conference, it was decided that the simplification of railway goods tariffs was desirable, and it was suggested that the matter should be referred to a committee of traffic officers. The Government of India and the Home Boards of the several Railway Companies having concurred in the suggestion, arrangements are being made for the meeting of such a committee.

142. Reduced rates for the carriage and through booking of parcels were agreed to, and the arrangements already in force and those considered desirable for the comfort and convenience of lower class passengers were discussed at considerable length.

* Excluding steamboat service.

GENERAL RESULTS of WORKING of the PRINCIPAL INDIAN RAILWAYS

Progressive Number.	HEADINGS.	BROAD GAUGE.									
		East Indian.	Mindras.	Great Indian Peninsula (b).	Bombay, Baroda and Central India (c).	Eastern Bengal (d).	Sind, Punjab, and Delhi.	Oudh and Rohil.	Punjab, Northern.	Indus Valley and Kandahar.	Wardha Coal (e).
1	Miles open on 31st December 1882.	1,500·78	860·86	1,446·75	455·50	193·10	676·00	546·85	418·75	652·00	48·00
2	Total Capital Outlay Rs.	34,72,06,225	11,40,50,960	25,75,91,252	8,88,24,344	3,55,57,780	11,90,08,023	6,42,83,920	0,30,28,341	8,15,75,724	53,09,470
3	" per mile open (a).	2,24,162	1,23,573	1,85,808	1,85,582	2,08,063	1,69,026	107,345	1,45,843	1,10,672	1,14,726
4	Coaching receipts - "	1,31,92,309	29,00,205	73,13,304	33,14,842	15,48,439	36,01,111	21,82,247	13,96,492	11,18,467	35,023
5	Goods receipts - "	3,27,07,476	38,41,103	2,75,78,253	66,53,310	39,71,794	57,78,038	27,15,428	16,34,178	34,00,326	1,60,479
6	Gross earnings - "	4,71,17,535	60,13,571	3,53,63,201	1,01,70,180	61,25,724	1,00,32,324	52,62,344	31,30,512	51,12,500	2,51,023
7	Working expenses - "	1,74,03,084	43,47,730	1,09,73,345	51,65,317	24,87,258	68,21,444	34,61,473	26,21,491	35,36,447	1,93,480
8	Ditto per cent. of gross receipts.	36·94	62·84	48·00	50·76	40·60	66·00	65·77	83·74	69·17	70·80
9	Net earnings - - Rs.	2,97,12,511	35,70,841	1,83,89,856	50,10,872	36,38,438	34,10,880	18,01,871	5,09,018	15,76,118	58,448
10	Ditto per cent. on capital outlay.	8·56	2·25	7·29	5·09	10·23	2·84	2·80	0·81	1·94	1·10
11	Ditto ditto on paid up capital.	—	2·23	7·11	5·72	10·28	2·82	2·77	—	—	—
12	Passenger train miles No.	3,003,576	889,159	2,546,738	840,123	316,346	1,149,933	400,356	528,947	443,480	28,415
13	Goods train miles - "	6,047,787	1,074,121	5,563,481	918,190	477,950	1,535,000	879,839	468,206	1,465,393	49,272
14	Total train miles - "	9,051,363	1,963,280	8,110,219	1,758,313	794,296	2,685,023	1,379,195	997,243	1,908,873	77,687
15	Coaching receipts per Rs. passenger train mile.	4·30	3·28	2·97	3·05	4·89	3·13	4·37	2·64	2·52	1·23
16	Goods receipts per goods train mile.	5·42	3·53	4·95	7·25	8·31	3·76	3·08	3·48	2·39	3·26
17	Gross earnings per train mile.	5·20	3·52	4·36	5·79	7·71	3·74	3·82	3·14	2·08	3·24
18	Working expenses per train mile.	1·92	2·21	2·09	2·94	3·13	2·40	2·51	2·03	1·85	2·40
19	Net earnings per train mile.	3·28	1·31	2·27	2·85	4·58	1·27	1·31	0·51	0·83	0·75
20	Average number of passenger in a passenger train.	259·35	232·37	145·54	249·39	250·93	204·02	300·17	178·00	172·37	101·00
21	Average number of tons in a goods train.	165·91	77·28	97·06	147·48	132·72	90·01	106·45	60·74	63·47	90·30
22	Average number of vehicles (excluding brake-vans)— In each passenger train	16·88	11·37	12·00	15·23	16·00	14·51	9·06	11·75	15·01	—
23	In each goods train -	29·35	20·30	24·00	35·05	29·15	24·13	25·13	18·58	22·15	4·53
24	In each mixed train { Passenger carriages. Goods vehicles	13·28 0·01	5·65 16·34	10·00 7·00	9·44 15·00	10·92 11·08	11·13 10·74	21·44	11·83 5·17	7·90 11·80	10·62 14·00
25	Number of passengers carried one mile.	778,988,659	206,613,284	370,659,387	209,686,200	82,228,317	234,611,721	149,890,560	94,061,688	76,440,713	2,556,974
26	Number of tons of goods carried one mile.	1,003,429,077	83,010,177	545,028,710	135,414,841	63,433,011	139,099,917	93,637,947	23,446,042	122,319,800	4,449,307
27	Average cost of hauling for one mile— One passenger unit. Pies	0·83	1·23	1·41	1·41	1·29	1·65	1·25	2·29	1·46	2·09
28	One ton of goods -	2·42	6·30	4·64	4·73	4·75	6·52	4·46	9·17	3·95	5·79
29	Average sum received for carrying one mile— One passenger unit Pies	2·88	2·70	3·07	2·72	3·23	2·58	2·59	2·51	2·32	2·12
30	One ton of goods - "	6·26	8·86	9·70	9·43	11·98	7·95	5·55	10·71	5·47	6·92

(a) Excluding Steamer-service and suspense accounts.

(b) Includes Dhoni and Mamud and Berar State Railways except in Nos. 2, 3, 10, and 11.

(c) Includes the Patri branch, except in Nos. 10 and 11.

during the Year ending 31st December 1882.

			NARROW GAUGE.										Progressive Number.
Calcutta and South Eastern.	Patna-Gya.	Nizam's.	South Indian (A)	Rajputana-Mulwa.	Northern Bengal.	Tirhoot.	Muttra-Hathras.	Cannore-Farakhabad.	Magour and Chhattisgarh.	Bancoon and Iravaddy Valley.	Bhavnagar-Gondal.	Mysore.	
43'00	57'20	117'10	663'00	1,115'55	230'00	78'00	29'00	86'50	149'00	161'00	183'00	85'75	1
68,06,612	39,73,373	1,22,27,704	4,63,57,677	9,21,17,606	2,09,26,406	78,08,236	10,32,027	32,08,069	90,64,388	1,33,00,835	86,75,711	44,59,270	2
1,56,294	66,394	1,04,069	65,681	78,359	(g) 82,744	74,500	36,120	30,197	59,028	78,775	43,318	43,271	3
98,878	3,64,762	3,44,201	21,14,967	37,60,376	5,70,693	2,60,608	91,557	1,85,386	1,38,902	8,16,030	4,03,576	1,02,555	4
50,043	1,75,540	4,95,234	15,04,462	70,24,383	12,39,366	2,07,688	32,816	1,08,630	4,59,106	7,36,315	3,99,035	92,818	5
2,10,080	5,46,164	8,59,418	37,58,715	1,09,29,630	21,45,910	6,60,022	1,26,370	3,58,812	6,04,386	15,75,691	8,76,836	2,68,300	6
2,04,051	3,30,429	4,84,319	23,50,386	59,00,377	10,52,357	4,05,975	97,270	2,41,702	4,15,215	9,45,260	5,22,189	1,84,805	7
97'42	00'51	56'35	02'60	53'07	49'04	01'51	76'37	67'36	08'70	59'30	59'55	64'11	8
5,129	2,15,705	3,75,000	14,02,320	51,29,252	10,03,553	2,54,947	29,100	1,17,110	1,89,171	6,30,341	3,54,617	1,03,405	9
0'08	5'43	3'07	3'00	5'57	5'23	3'25	2'69	3'65	2'09	4'74	4'00	2'32	10
—	—	—	3'16	—	—	—	—	—	—	—	—	—	11
29,814	81,931	144,702	553,034	1,597,391	225,513	94,110	28,165	78,138	56,675	232,484	136,950	62,061	12
10,834	76,448	154,404	872,748	2,146,593	389,577	150,331	15,922	60,032	129,386	255,254	155,476	48,818	13
49,748	158,379	299,100	1,425,782	3,744,254	615,090	244,441	44,087	138,167	186,011	487,738	292,426	101,479	14
3'32	4'45	2'38	3'32	2'29	2'53	2'77	3'23	2'37	2'45	3'51	3'39	3'06	15
2'56	2'30	3'21	1'32	3'27	3'18	1'08	2'06	2'31	3'55	2'38	2'57	1'90	16
4'22	3'45	2'37	2'03	2'32	3'49	2'70	2'37	2'60	3'25	3'23	2'30	2'34	17
4'11	2'09	1'02	1'05	1'55	1'71	1'66	2'21	1'75	2'23	1'94	1'70	1'62	18
0'11	1'36	1'25	0'08	1'37	1'78	1'04	0'68	0'85	1'03	1'29	1'20	1'02	19
239'61	293'00	163'00	280'37	168'95	142'39	175'00	291'50	207'00	200'00	215'04	232'00	269'68	20
55'60	48'50	55'60	45'10	60'33	54'17	45'50	29'75	57'38	50'52	58'47	47'25	25'90	21
13'60	23'00	10'32	10'76	13'50	13'56	19'00	—	—	0'14	17'11	16'30	10'33	22
17'05	14'00	17'11	15'78	21'32	20'38	24'00	11'33	29'01	16'18	21'69	23'30	11'03	23
10'00	13'00	10'33	7'31	12'32	7'54	7'00	10'37	14'79	17'00	11'69	13'60	13'45	24
11'34	4'00	4'20	9'60	8'34	11'43	6'00	5'06	9'77	6'61	11'63	3'70	8'41	
7,143,835	24,038,300	23,615,434	149,246,344	301,826,920	32,111,069	16,501,747	8,211,123	16,174,371	11,316,576	49,394,556	31,763,240	11,042,000	25
1,108,232	3,707,550	8,585,125	39,436,969	130,807,716	21,104,914	6,839,935	473,735	3,444,364	6,534,452	14,923,488	7,345,971	1,269,023	26
2'02	1'31	1'43	1'02	1'19	1'28	1'13	1'40	1'43	1'33	1'42	1'21	1'58	27
16'15	7'34	5'73	6'39	5'32	5'78	5'36	13'34	5'92	9'08	6'61	7'57	12'00	28
2'67	2'31	2'38	2'50	2'16	2'08	2'71	2'05	2'03	2'14	3'02	2'58	3'05	29
8'17	9'07	11'02	7'75	10'29	11'25	8'14	13'09	9'36	13'31	9'39	10'40	13'37	30

(d) Includes the Poradaha Section, Northern Bengal State Railway, and the Ranaghat Section, Bengal Central Railway, except in Nos. 2, 3, 10 and 11.

Items 4 to 6 include only the earnings of the Eastern Bengal Railway and its share of the earnings of the Branch lines worked by it.

(e) Excludes Colliery, except in No. 2.

(g) Calculated upon 243 miles, including Poradaha Section.

(h) Includes the Pondicherry Railway, except in Nos. 2, 3, 10, and 11.

STATEMENT showing the SYSTEM OF SYSTEMS ON

Railway.	Length of Line open to Passenger Traffic.			SYSTEM.								
				Worked by Telegraph.			Absolute Block.			Line Clear and Caution Message.		
	Miles.			Miles.			Miles.			Miles.		
	Single.	Double.	Total.	Single.	Double.	Total.	Single.	Double.	Total.	Single.	Double.	Total.
East Indian	(a) 1,023'50	469'00	(a) 1,492'50	(a) 1,023'50	469'00	(a) 1,492'50	45'00	133'75	178'75	951'50	—	951'50
GUARANTEED												
Madras	818'75	42'50	859'25	—	—	—	186'00	—	186'00	—	—	—
South Indian	(c) 663'00	—	(c) 663'00	(c) 663'00	—	(c) 663'00	—	—	—	(c) 658'75	—	(c) 658'75
Great Indian Peninsula	1,133'75	324'25	(d) 1,458'00	1,121'75	324'25	(d) 1,446'00	1,121'75	324'25	(d) 1,446'00	—	—	—
Bombay, Baroda and Central India.	439'00	22'00	(e) 461'00	439'00	22'00	(e) 461'00	439'00	18'50	457'50	—	—	—
Eastern Bengal	(f) 172'00	—	(f) 172'00	(g) 173'75	—	(g) 173'75	—	—	—	(g) 173'75	—	(g) 173'75
Sind, Punjab and Delhi	723'00	4'50	727'50	723'00	4'50	727'50	—	—	—	709'00	4'50	713'50
Oudh and Rohilkhand	546'85	—	546'85	546'85	—	546'85	—	—	—	546'85	—	546'85
IMPERIAL STATE.												
Punjab Northern	419'50	—	419'50	419'50	—	419'50	419'50	—	419'50	—	—	—
Indus Valley and Kandahar	652'00	—	652'00	650'00	—	650'00	—	—	—	(h) 650'00	—	(h) 650'00
Rajputana-Malwa	(k) 1,137'16	1'14	1,138'30	—	—	—	1,137'16	1'14	1,138'30	—	—	—
Sindia	77'50	—	77'50	77'50	—	77'50	11'75	—	11'75	65'75	—	65'75
Wardha Coal	45'00	—	45'00	45'00	—	45'00	—	—	—	45'00	—	45'00
PROVINCIAL STATE.												
Calcutta and South-Eastern	43'00	—	43'00	43'00	—	43'00	—	—	—	43'00	—	43'00
Nalhati	27'25	—	27'25	27'25	—	27'25	—	—	—	27'25	—	27'25
Northern Bengal	230'00	—	230'00	230'00	—	230'00	—	—	—	230'00	—	230'00
Kaunia-Dhuria	35'00	—	35'00	21'00	—	21'00	—	—	—	21'00	—	21'00
Tirhoot (i)	158'75	—	158'75	158'75	—	158'75	—	—	—	158'75	—	158'75
Patna-Gya	57'00	—	57'00	57'00	—	57'00	—	—	—	57'00	—	57'00
Muttra-Hathras	29'00	—	29'00	29'00	—	29'00	29'00	—	29'00	—	—	—
Cawnpore-Farukhabad	86'00	—	86'00	86'00	—	86'00	86'00	—	86'00	—	—	—
Dildarnagar-Ghazipur	11'75	—	11'75	11'75	—	11'75	—	—	—	—	—	—
Nagpur and Chhattisgarh	(m) 149'00	—	(m) 149'00	(n) 149'00	—	(n) 149'00	(n) —	—	(n) —	149'00	—	149'00
Rangoon and Irrawaddy Valley	161'00	—	161'00	161'00	—	161'00	—	—	—	161'00	—	161'00
NATIVE STATES.												
Bhavnagar-Gondal	(o) 191'50	—	(o) 191'50	191'50	—	191'50	—	—	—	191'50	—	191'50
Gaekwar of Baroda's	59'25	—	59'25	—	—	—	—	—	—	—	—	—
Nizam's	120'44	—	120'44	117'10	—	117'10	117'10	—	117'10	—	—	—
Mysore	—	—	—	—	—	—	—	—	—	—	—	—
ASSISTED COMPANIES.												
Bengal Central	35'50	—	35'50	35'50	—	35'50	—	—	—	35'50	—	35'50
Darjeeling-Himalayan	50'00	—	50'00	50'00	—	50'00	—	—	—	50'00	—	50'00

(a) Includes Barh Branch of the Tirhoot State Railway.

(b) Short mineral branches.

(c) Including the Pondicherry Branch.

(d) Includes the State lines worked by the Great Indian Peninsula Railway Company.

(f) Includes the Damukdia Branch of the Northern Bengal State Railway.

(e) Includes Patri Branch.

(g) Including Chittpore Branch.

which the several RAILWAYS are worked.

SYSTEM.															Railway.
Train following.			Train Staff and Ticket.			Train despatching.			Pilot Guard.			One Engine only.*			
Miles.			Miles.			Miles.			Miles.			Miles.			
Single.	Double.	Total.	Single.	Double.	Total.	Single.	Double.	Total.	Single.	Double.	Total.	Single.	Double.	Total.	
—	335·25	335·25	(a) 27·00	—	(a) 27·00	—	—	—	—	—	—	(b) 17·00	—	(b) 17·00	East Indian.
—	—	—	—	—	—	680·75	42·50	723·25	—	—	—	—	—	—	GUARANTEED. Madras.
—	—	—	4·25	—	4·25	—	—	—	—	—	—	—	—	—	South Indian.
—	—	—	—	—	—	—	—	—	—	—	—	12·00	—	12·00	Great Indian Peninsula.
—	3·50	3·50	—	—	—	—	—	—	—	—	—	—	—	—	Bombay, Baroda and Central India.
—	—	—	—	—	—	—	—	—	—	—	—	14·00	—	14·00	Eastern Bengal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sind, Punjab and Delhi.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Oudh and Rohilkhand.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	IMPERIAL STATE. Punjab Northern.
—	—	—	(i) 2·00	—	(i) 2·00	—	—	—	—	—	—	—	—	—	Indus Valley and Kandahar.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Rajputana-Malwa.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Sindia.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Wardha Coal.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	PROVINCIAL STATE. Calcutta and South-Eastern.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Nalhati.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Northern Bengal.
—	—	—	14·00	—	14·00	—	—	—	—	—	—	—	—	—	Kaunia-Dhurla.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Tirhoot.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Patna-Gya.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Muttra-Hathras.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Cawnpore-Farukhabad.
—	—	—	11·75	—	11·75	—	—	—	—	—	—	—	—	—	Dildarnagar-Ghaziipur.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Nagpur and Chhattisgarh.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Rangoon and Irrawaddy Valley.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	NATIVE STATES. Bhavnagar-Gondal.
—	—	—	59·25	—	59·25	—	—	—	—	—	—	—	—	—	Gaekwar of Baroda's.
—	—	—	3·34	—	3·34	—	—	—	—	—	—	—	—	—	Nizam's.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Mysore.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	ASSISTED COMPANIES. Bengal Central.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Darjeeling.

(h) Caution message being adopted only when electric telegraph communication is completely interrupted, or under special orders. With these exceptions absolute block is maintained by the use of "line clear" only.

(i) Between Sukkur Main and Sukkur Bunder.

(j) 73·75 miles opened since 1st January 1883.

(n) The system in force is practically absolute block, as two trains are not allowed on the same district without express permission of the Traffic Officer.

(o) Exclusive of the distance from Bhavnagar city to Bunder.

(k) Includes 22·75 miles, Muttra-Achnera Railway.

(m) Includes 3 miles of branch line from Dowhali to Tumsar.

RATES AND FARES.

Third class passenger fares, East Indian Railway.

143. On the 1st January 1882 the third or lowest class fare on the East Indian Railway was reduced, from three to two and a half pies, on the Jubbulpore branch and on the main line north-west of Allahabad. On the 1st July 1882 this reduced fare was made general over the whole line.

144. The numbers travelling and the receipts from the lowest class of passenger traffic on this railway are given below for the last six half-years.

	Numbers.	Receipts. Rs.
First half of 1880	3,802,743	42,51,966
Second half of 1880	3,497,621	43,40,205
First half of 1881	3,905,665	45,86,759
Second half of 1881	3,672,028	43,50,680
First half of 1882	*4,645,468	55,76,367
Second half of 1882	4,407,108	43,61,734

145. It will be seen that a great stimulus has been given to the third class passenger traffic by the reduction of fare.

The number of third class passengers, who travelled on the East Indian Railway during 1882, exceeded the similar number in 1881 by 19½ per cent., and that in 1880 by 24 per cent., and it may be confidently expected that the reduction made in the lowest class fare will, by placing the means of travelling within the reach of a larger number of the poorer population, prove remunerative to the railway.

146. A table is attached (pages 60 and 61) which shows the ordinary passenger fares and goods rates, which were in force on the several railways on the 1st January 1883.

Wheat trade and grain rates.

147. The great importance of developing the export of Indian wheat has lately been occupying the attention of the Government of India, and the subject is dealt with at some length in Section VII. of the Financial Statement for the current year, where the Honourable Major Baring draws attention to the fact that in the matter of railway rates American wheat is at a great advantage as compared with that exported from India.

148. The question of railway rates for the carriage of grain from Northern India to the seaboard has of late received very full consideration at the hands of the Chambers of Commerce at Calcutta and Bombay, and of the Agents and Managers of the railways concerned, owing to the through opening of the Rajputana-Malwa Railway, which shortened the route from Delhi to Bombay to 888 miles, as compared with 954 miles the distance from Delhi to Howrah. The Bombay merchants were naturally anxious to obtain the advantages due to the shorter route, and urged that the rates *via* Rajputana should be so fixed as to allow of the traffic finding its natural outlet by this route. It has been arranged that from the 1st May the through rate for wheat from Delhi to Bombay should be reduced from 13½ annas to 11 annas per maund, or 18½ per cent.

149. The Agent of the East Indian Railway has also given notice of a reduction, in the rate for carriage of wheat from Delhi to Howrah, from annas 11·20 to annas 10·4 per maund to come into force on the 1st May 1883, and of a further reduction to annas 9·60, from the 1st June 1883, and lower rates have also been quoted on the Sind; Punjab, and Delhi and Indus Valley Railways to Karachi.

150. The rates for the carriage of grain have thus been considerably reduced on the East Indian, Rajputana, and Punjab routes, but in the absence of competition, the Great Indian Peninsula Railway Company have not thought it necessary to make similar reductions. The Bombay Chamber of Commerce is now urging a reduction of rates on the Agent of this Company, and a lower cost of carriage would doubtless, by stimulating the export of wheat from the Central Provinces, ultimately prove remunerative to the railway, as well as beneficial to the districts concerned.

* Part of this increase is due to the Kumbh mela, or fair, at Allahabad in February 1882.

151. In the Punjab much has been done to encourage the wheat trade by improving and cheapening the means of communication with the seaboard. First, and most important, the construction of a railway bridge over the Indus at Sukkur has been sanctioned, and will be put in hand at once. From a commercial as well as a military point of view the completion of this link in the through communication between Karachi and the Punjab is of the greatest importance, and, in the meanwhile, measures are being taken to increase the effective power of the ferry. During the month between the 15th February and 15th March 1883 an average of 300 waggons were crossed daily at Sukkur, and the maximum crossed on any one day was 352. The successful working of this traffic threw a considerable strain on the existing ferry arrangements, but steps are now being taken to considerably increase the siding accommodation at Sukkur, additional ferry barges have lately been purchased from the Sind, Punjab, and Delhi Railway Company, and new winding engines have been indented for from England; and it is hoped that these and other measures, with an addition of 20 locomotive engines recently ordered from the Punjab Northern to the Indus Valley State Railway, will render the latter line able to cope with the large increase of traffic which may be anticipated during the current year from the promising state of the crops in the Punjab.

152. The inadequacy of the existing conveniences at Karachi has been for some time under consideration, and in November last it was agreed that the Harbour Board should reclaim and make over to the Sind, Punjab and Delhi Railway Company an equivalent of sea frontage to that surrendered by the railway for the Merewether pier. The reclamation of the foreshore by the Harbour Board is now well advanced, and the Railway Company intend to build a wharf-wall for boats along the face of the reclaimed land, and to construct shelter-sheds, upon the ground so rendered available, for the accommodation of the wheat trade. The export trade is at present heavily handicapped by the want of return traffic from Karachi, and efforts are being made to remedy this by offering special advantages to, and reducing the rates for, the the up-country traffic.

153. It is confidently expected that the opening of the branch from Raiwind, on the Sind, Punjab, and Delhi Railway to the right bank of the Sutlej, opposite Ferozepur, will do much to stimulate trade.

154. The following figures will serve to show the increase in the wheat traffic on the Indus Valley State Railway during the past year.

Indus Valley State Railway.		Number of Tons of Wheat Carried.	Earnings from Wheat Carried.
1881	- - - - -	82,635	Rs. 7,95,323
1882	- - - - -	126,770	12,65,162

155. The statements given below, which are taken from the accounts relating to the trade and navigation of British India for the month of March 1883, are interesting as showing the quantity and value of Indian wheat exported to the several countries, and the share of each Indian province in the total quantity of wheat exported.

Principal Countries to which Wheat was Exported.	During the Twelve Months from 1st April to 31st March.					
	Quantity.			Value.		
	1880-81.	1881-82.	1882-83.	1880-81.	1881-82.	1882-83.
To the United Kingdom	Cwt. 4,802,233	Cwt. 9,379,236	Cwt. 6,576,133	Rs. 2,04,57,723	Rs. 3,96,56,431	Rs. 2,74,29,366
„ Belgium	226,156	2,625,227	1,415,049	10,98,708	1,17,64,323	64,58,797
„ France	1,346,750	5,308,073	3,567,712	64,15,603	2,38,88,858	1,58,82,288
„ Holland	365,354	712,390	578,246	14,02,242	26,84,211	24,25,664
„ Italy	136,526	359,318	176,063	6,88,315	16,77,135	7,27,800
„ Egypt	Nil	919,036	845,450	Nil	38,57,878	87,37,424
„ Other Countries	567,366	560,240	993,112	27,16,825	25,11,979	40,51,831
Total	7,444,375	19,863,520	14,151,765	3,27,79,416	8,60,40,815	6,07,13,170

Share of each Province and Port in the total quantity of Wheat Exported.	During the Twelve Months from 1st April to 31st March.					
	Quantity.			Value.		
	1880-81.	1881-82.	1882-83.	1880-81.	1881-82.	1882-83.
	Cwt.	Cwt.	Cwt.	Rs.	Rs.	Rs.
Bengal (Calcutta) - - -	3,957,871	6,668,047	4,439,405	1,51,38,212	2,52,07,566	1,79,35,557
Bombay - - - - -	3,315,070	11,328,585	6,957,752	1,67,63,478	5,13,03,583	2,98,95,916
Sindh (Karachi) - - -	169,465	1,852,334	2,739,633	8,67,569	94,82,433	1,28,36,208
Madras - - - - -	1,969	10,996	6,599	10,157	36,178	22,232
British Burmah - - -	Nil	3,558	8,376	Nil	11,055	23,257
Total - - - - -	7,444,375	19,863,520	14,151,765	3,27,79,416	8,60,40,815	6,07,13,170

156. It will be seen that the export during the year 1882-83, though considerably below the exceptionally large export of 1881-82 is 90 per cent. in excess of that for 1880-81.

157. It is interesting to notice that, while the exports from Calcutta have decreased in quantity by $33\frac{1}{2}$ per cent. and those from Bombay by $38\frac{1}{2}$ per cent. the export of wheat from Karachi shows an increase of 48 per cent. in 1882-83 as compared with 1881-82.

158. The foreign export of rice shows a steady increase. That during the twelve months from the 1st April to the 31st March compares as follows for the last three years.

	Quantity in Cwts.		
	1880-81.	1881-82.	1882-83.
From Bengal - - - - -	6,731,454	7,684,878	7,855,151
„ Bombay - - - - -	927,019	615,639	554,103
„ Sindh - - - - -	31,848	48,764	71,473
„ Madras - - - - -	2,755,443	1,776,684	1,448,540
„ British Burmah - - -	16,820,276	18,762,456	21,330,587
Total - - - - -	27,266,040	28,888,421	31,259,854

159. Of the total amount exported in 1882-83, in round numbers, 12,400,000 cwt. were sent to the United Kingdom, and 11,290,000 cwt. to Malta, Mauritius, the West Indies, Ceylon and the Straits Settlements.

International exhibition to be held in Calcutta.

160. It has been decided to hold an International Exhibition at Calcutta, during the next cold season, under the patronage of His Excellency the Viceroy. It is hoped that such an exhibition will have an important effect in promoting the commercial prosperity of India, and that it will, by attracting the attention of foreign countries to the great natural wealth of the country, assist in developing new branches of trade.

**Table showing ordinary Passenger Fares and Goods Rates on all
Indian Railways on the 1st January 1883.**

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 per Ton per MILE (a).		1st Per Ton per Mile.
					Food Grain.	Coal.	
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
East Indian	18	9	4'50	2'50	(b) 9'07	(c) 4'54	9'07
GUARANTEED.							
Madras	18	7	—	(d) 2	(e) 8	(f) 8	10
South Indian	12	4	—	2	(g) 9	(g) 9	(h) 10
Great Indian Peninsula	18	9	4	2'50	(i) { 7'50 } 8	6	(i) { 9'50 } 9
Bombay, Baroda and Central India	12	6	—	{ Mail 3 } { Ordinary 2'5 } 3	(j) { 7'80 } { 7'08 } 7	(k) 7'80	10'80
Eastern Bengal	12	6	4'50	3	(l) 6'33	(l) 6'07	9'07
S. P. & D. { Punjab and Delhi	12	8	4	{ 2'50 } { 2'25 } 3	(m) 6'80	5'44	9'07
{ Sind	12	8	—	{ 2'50 } { 2'25 } 3	(n) 6'80	5'44	9'07
Oudh and Rohilkhand	—	(o) 9	(p) 3	(q) 2'50	(r) 5'44	5'44	6'80
IMPERIAL STATE.							
Punjab Northern	12	8	3'50	{ Mail 2'50 } { Mixed & Local 2'00 } 3	Up 6'80 Down 4'35	5'44 6'80	Same as
Indus Valley and Kandahar	12	8	—	{ Mail 2'50 } { Mixed & Local 2'00 } 3	—	—	Do.
Rajputana-Malwa	18	9	3	{ Mail (u) 2 to 3'65 } { Ordinary 2'00 } 3	(v) 9'53	(v) 9'53	9'53
Sindia	—	—	—	—	—	—	Same as on
Wardha Coal	18	9	4	2	7'08	5'99	10'00
Dhond-Manmad	—	—	—	—	—	—	Same as on
PROVINCIAL STATE.							
Calcutta and South-Eastern	18	9	3	(w) 2'40	(x) 9'07	(x) 9'07	9'07
Nalhati	18	6	—	3	(y) 12'09	(y) 12'09	(y) 12'09
Northern Bengal	18	9	4'50	2'50	(z) 9'07	9'07	9'07
Tirhoot	18	9	—	2'50	6'80	5'44	9'07
Patna-Gya	—	—	—	—	—	—	Same as on
Muttra-Hathras	15	8	—	2'00	7'62	7'62	9'00
Muttra-Achnera	—	—	—	—	—	—	Same as on
Cawnpore-Farukhabad	15	8	—	2	7'62	7'62	9'00
Dildarnagar-Ghazipur	—	—	—	—	—	—	Same as on
Nagpur and Chhattisgarh	18	8	4	2	8'17	5'99	10'00
Bangoon and Irrawaddy Valley	(aa) 14'00	(aa) 7'45	—	(aa) 2'08	(ab) 12'79	(ab) 12'79	(ac) 12'79
NATIVE STATES.							
Bhopal	—	—	—	—	—	—	Same as on
Bhavnagar-Gondal	12	6	—	2'50	7	8	10'88
Gaekwar of Baroda's	—	(o) 7	—	(q) 3'00	—	—	Same as on
Khamgaon	—	—	—	—	—	—	Same as on
Amraoti	—	—	—	—	—	—	Same as on
Nizam's	18	6	—	2	—	—	Do.
Mysore	12	6	—	3	9'00	9'00	(ad) 9'00

- (a) All special goods other than food-grains and coal are generally carried at first-class rates; but special rates are charged for large consignments carried over long distances.
- (b) Reduced rates are charged on consignments of not less than 270 maunds consigned over 100 miles, viz., 0'17 pie per maund per mile for extra distances from 101 to 450 miles, and 0'12 pie per maund per mile for extra distances above 450 miles.
- (c) This rate is only charged for coal consigned for stations not less than 300 miles distant in full truck loads.
- (d) The coolie class was introduced on the Madras Railway in the first half of 1869, and it was in existence till the end of June 1879.
- (e) Grain of all kinds in consignments of not less than 270 maunds, if consigned not less than 150 miles, is charged at 6 pies per 27 maunds per mile; and if consigned not less than 250 miles, at 5 pies per 27 maunds per mile.
- (f) When sent in waggon loads of not less than 10 tons, the rate charged is 6 pies per 27 maunds per mile.
- (g) A rate of 64 pies per 27 maunds per mile is charged on consignments of grain and seeds of not less than 216 maunds carried for distances of 300 miles and upwards, at owner's risk, in through booking with the Madras Railway; and also locally for consignments of not less than 162 maunds. Coal from Cuddalore O. T. to Nellikuppam is charged at Rs. 3 per truck.
- (h) On the South Indian Railway, all goods (not in the excepted list) are carried at 0'33 pie per maund per mile. In through booking with the Madras Railway, the rate charged for goods (not in the excepted list) named in the 2nd, 3rd, 4th, and 5th classes of the Madras Railway classification book is 0'5 per maund per mile, and for special and 1st-class goods named in the Madras Railway tariff, 0'33 pie per maund per mile. Excepted goods are carried at one pie per maund per mile, and all articles of an explosive or combustible character at 2 pies per maund per mile.
- (i) According to distance, i.e., the 1st rate is charged for goods carried up to 400 miles; 2nd, for goods carried from 400 to 600 miles; and 3rd, for goods carried above 600 miles. Other reduced rates than those shown in this statement are also charged for grain when despatched to and from certain stations.
- (j) For distances up to 150 miles at 7'89 pies and 151 to 400 miles at 7'08 pies per ton per mile, but the charge for distances above 150 miles will be the same as for 150 miles until it amounts to more calculated at 7'08 pies. When booked through between Bombay, Baroda and Rajputana-Malwa Railways, the Bombay, Baroda charge, with certain special exceptions, is 6'81 pies per ton per mile.
- (k) With certain fixed rates not calculated on this basis for certain stations.
- (l) These are the lowest rates charged when sent in consignments of not less than 200 maunds.
- (m) The number of classes was reduced from 5 to 3 in 1878. As the present 2nd and 3rd-class rates correspond exactly with those charged for 3rd and 4th class goods respectively on the East Indian Railway, they are shown under these classes in this statement.

on all INDIAN RAILWAYS on the 1st January 1883.

Rates.										Names of Railways.
Class.	2nd Class.		3rd Class.		4th Class.		5th Class.			
	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.	Per Maund per Mile.	Per Ton per Mile.		
	Pies. 0'33	Pies. 13'61	Pies. 0'50	Pies. 18'15	Pies. 0'67	Pies. 22'68	Pies. 0'83	Pies. 27'22	Pies. 1'00	East Indian.
	0'37	14'00	0'52	18'00	0'67	24'00	0'80	36'00	1'33	GUARANTEED. Madras.
	(h) 0'37	(h) 14'00	(h) 0'52	(h) 18'00	(h) 0'67	(h) 24'00	(h) 0'80	(h) 36'00	(h) 1'33	South Indian.
	(i) { 0'35 0'33 }	(i) { 14'00 13'50 }	(i) { 0'52 0'50 }	(i) { 23'80 23'00 20'00 }	(i) { 0'88 0'81 0'74 }	(i) { 34'00 28'00 25'00 }	(i) { 1'20 1'04 0'93 }	(i) { 48'00 42'00 34'00 }	(i) { 1'78 1'56 1'26 }	Great Indian Peninsula.
	0'40	16'33	0'60	21'78	0'80	27'22	1'00	32'66	1'20	Bombay, Baroda and Central India.
	0'33	—	—	(m) 18'15	(m) 0'67	—	—	(m) 27'22	(m) 1'00	Eastern Bengal.
	0'33	13'61	0'50	18'15	0'67	22'68	0'83	27'22	1'00	S. P. & D. { Punjab and Delhi. Sind.
	0'33	13'61	0'50	18'15	0'67	22'68	0'83	27'22	1'00	
	(s) 0'25	(s) 13'61	(s) 0'50	(t) 18'15	(t) 0'67	—	—	(s) 27'22	(s) 1'00	Oudh and Rohilkhand.
	on the Sind, Punjab and Delhi Railway.				—	—	—	—	—	IMPERIAL STATE. Punjab Northern.
	do.	do.	do.	—	—	—	—	—	—	Indus Valley and Kandahar.
	0'35	14'29	0'53	19'05	0'70	23'14	0'85	27'22	1'00	Rajputana-Malwa.
	the East Indian Railway.				—	—	—	—	—	Sindia.
	0'37	15'83	0'51	23'96	0'88	34'30	1'26	48'45	1'78	Wardha Coal.
	the Great Indian Peninsula Railway.				—	—	—	—	—	Dhond-Manmad.
	0'33	18'15	0'67	27'22	1'00	—	—	—	—	PROVINCIAL STATE. Calcutta and South-Eastern.
	(y) 0'44	(y) 18'15	(y) 0'67	(y) 24'19	(y) 0'89	(y) 33'29	(y) 1'38	(y) 72'58	(y) 2'37	Nalhati.
	0'33	18'15	0'67	27'22	1'00	—	—	—	—	Northern Bengal.
	0'33	13'61	0'50	18'15	0'67	22'68	0'83	27'22	1'00	Tirhoot.
	the East Indian Railway.				—	—	—	—	—	Patna-Gya.
	0'33	13'61	0'50	18'00	0'66	22'68	0'83	27'22	1'00	Muttra-Hathras.
	the Rajputana, Malwa Railway.				—	—	—	—	—	Muttra-Achnera.
	0'33	13'61	0'50	18'00	0'66	22'68	0'83	27'22	1'00	Cawnpore-Farukhabad.
	the East Indian Railway.				—	—	—	—	—	Dildarnagar-Ghaziपुर.
	0'37	14'15	0'52	23'98	0'88	34'30	1'26	48'18	1'77	Nagpur and Chhattisgarh.
	(ac) 0'47	(ac) 17'15	(ac) 0'63	(ac) 20'98	(ac) 0'77	—	—	—	—	Rangoon and Irrawaddy Valley.
	the Great Indian Peninsula Railway.				—	—	—	—	—	NATIVE STATES. Bhopal.
	0'40	18'33	0'60	21'78	0'80	27'22	1'00	32'66	1'20	Bhavnagar-Gondal.
	the Bombay, Baroda and Central India Railway.				—	—	—	—	—	Gaekwar of Baroda's.
	the Great Indian Peninsula Railway.				—	—	—	—	—	Khamgaon.
	do.	do.	do.	—	—	—	—	—	—	Amraoti.
	(ad) 0'33	(ad) 13'50	(ad) 0'50	(ad) 27'00	(ad) 1'00	—	—	—	—	Nizam's.
										Mysore.

(*) Edible grain when booked to Kurrachee and Kiamari from stations between Delhi and Mooltan are charged at 4'32 pies per ton per mile.

(o) Called Upper class.

(p) Called Lower Reserved or Intermediate class.

(q) Called Lower class.

(r) A reduced rate of 3/4th pie per maund per mile is charged for grain when carried in quantities of not less than 270 maunds, and for distances of not less than 250 miles.

(s) There are three classes only on this line—low, middle, and high. The special class rate is one-fifth of a pie per maund per mile.

(t) Applicable to loose cotton only.

(u) The fares for 3rd class passengers by mail trains vary according to distance, i.e., 2½ pies per mile for first 100 miles, 2½ pies for next 100 miles, 2½ pies for next 200 miles and 2 pies for any distance above 400 miles.

(v) When tendered in consignments of not less than 270 maunds the rates charged are for distances from 1 to 100 miles 0'35 pie per maund per mile, from 101 to 200 miles 0'25 pie from 201 to 400 miles 0'15 pie, and over 400 miles 0'10 pie.

(w) Average fare charged during the second half of 1882. There is no fixed mileage rate. This fare is only charged to gardeners.

(x) When carried in consignments of not less than 5 tons or 140 maunds the rate charged is 1/4 pie per maund per mile.

(y) Calculated from the rates charged for goods carried over the entire length, the rates appear to be as shown in this statement. The through rate for grains from Azimganj to Howrah and vice versa in consignments of not less than 220 maunds is Rs. 21-14-0 per 100 maunds. In consignments less than 220 maunds but over 50 maunds, the rate is Rs. 25 per 100 maunds. The through rate for coal from Raneegunge, Siarsol, and Nimcha to Azimganj is Rs. 24 per 100 maunds (East Indian Railway share Rs. 18 and Nalhati Railway Rs. 6).

(z) For distances over 70 miles the rate charged is 0'25 pie per maund per mile or 6'80 pies per ton per mile.

(aa) These are average mileage fares charged. The actual fares charged are from station to station, viz., annas 10, 5, and 2 for the three classes respectively.

(ab) Reduced rates are charged on consignments when sent in full waggon loads.

(ac) The rates in force are from station to station, viz., 8 annas 6 pies per ton for 1st class goods, 11 annas 6 pies for 2nd class, and 14 annas for 3rd class. The mileage rates shown in this statement are calculated on the basis of these station to station rates.

(ad) There are three classes only, called Upper, Middle, and Lower.

STATEMENT showing the PASSENGER TRAFFIC on the several

Railway.	PASSENGER					
	First Class.		Second Class,		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
East Indian (a)	45,739	Rs. 5,12,003	161,883	Rs. 6,64,437	602,130	Rs. 4,90,159
GUARANTEED						
Madras	14,520	1,85,412	61,191	2,13,594	—	—
South Indian	7,807	48,433	42,622	62,069	—	—
Great Indian Peninsula (c)	36,277	4,17,091	165,982	7,82,423	686,379	10,88,466
Bombay, Baroda, and Central India (d)	65,605	94,280	469,728	2,23,741	(c)403,684	(e)6,21,194
Eastern Bengal (g)	30,223	61,130	68,037	57,178	405,840	2,38,952
Sind, Punjab, and Delhi	24,229	1,50,382	61,293	1,82,179	13,749	24,345
Oudh and Rohilkhand	—	—	(h)25,206	(h)92,121	—	—
IMPERIAL STATE.						
Punjab Northern	7,528	45,306	22,953	58,754	1,495,958	9,87,163
Indus Valley and Kandahar.	2,949	27,369	12,496	45,915	—	—
Rajputana-Malwa	15,272	1,30,211	48,399	1,23,330	59,102	63,939
Sindia	(k)	(k)	(k)	(k)	(k)	(k)
Wardha Coal	478	997	438	498	2,214	1,302
PROVINCIAL STATE.						
Calcutta and South-Eastern	787	1,174	5,684	3,020	555,255	76,668
Nalhati	670	1,752	3,478	3,059	—	—
Northern Bengal	4,221	48,328	7,756	37,607	14,845	34,040
Kaunia-Dhurla	640	2,159	1,879	2,963	—	—
Tirhoot	3,523	13,741	4,437	8,791	—	—
Patna-Gya	1,621	7,348	3,629	6,986	—	—
Muttra-Hathras	456	1,043	1,447	1,546	—	—
Muttra-Achnera	(k)	(k)	(k)	(k)	(k)	(k)
Cawnpore Farukhabad	725	2,662	2,245	4,467	—	—
Dildarnagar-Ghazipur	(k)	(k)	(k)	(k)	(k)	(k)
Nagpur and Chhattisgarh	2,622	3,330	15,211	6,113	15,583	4,361
Rangoon and Irrawaddy Valley	3,898	12,971	16,891	21,446	—	—
NATIVE STATES.						
Bhopal	195	164	823	331	2,091	507
Bhavnagar-Gondal	1,961	5,961	11,830	14,784	—	—
Gaekwar of Baroda's	—	—	(h)3,096	(h)2,129	—	—
Nizam's	3,040	20,550	18,291	40,858	—	—
Mysore	3,853	8,850	7,644	6,670	—	—
ASSISTED COMPANIES.						
Darjeeling-Himalayan	(k)	(k)	(k)	(k)	(k)	(k)
Total of all Railways	278,839	18,02,654	1,244,569	26,66,909	4,256,830	36,31,096

(a) Includes Barh Branch of the Tirhoot State Railway.

(b) Total reduced by Rs. 3,289 on account of outstanding irrecoverable.

(c) Includes Dhond and Maunad and Berar State lines.

(d) Includes Patri Branch.

(e) Lowest class by mail trains.

RAILWAYS during the year ending 31st December 1882.

TRAFFIC.					Railway.
Fourth or Lowest.		Other Coaching Traffic.	Total.		
Number.	Receipts.		Number.	Receipts.	
9,627,597	Rs. 99,99,999	Rs. 15,29,000	10,437,349	(6)1,81,92,309	East Indian (a).
					GUARANTEED
4,277,015	20,48,914	4,52,282	4,352,726	29,00,203	Madras.
3,792,617	19,03,264	1,01,201	3,843,046	21,14,967	South Indian.
5,282,408	36,39,269	13,91,055	6,171,046	73,18,304	Great Indian Peninsula (c).
(f)7,488,886	(f)20,26,146	3,49,481	8,427,903	33,14,842	Bombay, Baroda, and Central India (d).
1,910,100	10,27,792	1,63,387	2,414,200	15,48,439	Eastern Bengal (g).
4,129,650	27,97,299	4,46,906	4,228,921	36,01,111	Sind, Punjab, and Delhi.
(i)2,751,005	(i)19,32,258	1,57,866	2,776,211	21,82,247	Oudh and Rohilkhand.
					IMPERIAL STATE.
391,248	1,37,463	1,67,806	1,917,687	13,96,492	Punjab Northern.
1,487,372	8,49,828	1,95,355	1,502,817	11,18,467	Indus Valley and Kandahar.
4,947,815	30,85,156	3,58,339	5,070,588	37,60,875	Rajputana-Malwa.
(k)	(k)	(k)	(k)	1,97,672	Sindia.
113,312	28,825	3,401	116,442	35,023	Wardha Coal.
					PROVINCIAL STATE.
161,956	14,793	3,223	723,682	98,878	Calcutta and South-Eastern.
111,925	36,689	4,512	116,073	46,012	Nalhati.
657,802	3,78,325	72,393	684,624	5,70,693	Northern Bengal.
57,963	4,131	4,993	60,482	34,246	Kaunia Dhurla.
483,701	2,10,165	27,904	491,661	2,60,608	Tirhoot.
618,989	3,38,099	12,329	624,239	3,64,762	Patna-Gya.
396,764	84,954	4,014	398,667	91,557	Muttra-Hathras.
(k)	(k)	(k)	(k)	56,939	Muttra-Achnera.
613,281	1,66,658	11,579	616,251	1,85,366	Cawnpore-Farukabad.
(k) †	(k)	(k)	(k)	(k)	Dildarnagar-Ghaziipur.
557,910	1,12,287	12,871	591,326	1,38,963	Nagpur and Chhattisgarh.
1,554,186	7,53,918	27,695	1,574,975	8,16,030	Rangoon and Irrawaddy Valley.
					NATIVE STATES.
33,958	5,526	517	37,067	7,045	Bhopal.
680,063	4,06,784	36,047	693,854	4,63,576	Bhavnagar-Gondal.
(i)280,876	(i)83,965	2,291	283,972	88,385	Gaekwar of Baroda's.
379,753	2,31,806	51,077	401,084	3,44,291	Nizam's.
307,528	1,60,232	16,803	319,025	1,92,555	Mysore.
					ASSISTED COMPANIES.
(k)	(k)	(k)	(k)	(k)	Darjeeling-Himalayah.
53,095,680	3,24,84,545	56,04,329	58,875,918	4,64,40,855	Total of all Railways.

(f) Lowest class by ordinary trains.

(g) Includes Poradaha Section of the Northern Bengal State Railway and Ranaghat Section of the Bengal Central Railway.

(h) Upper class.

(i) Lower class.

(k) Information not available.

STATEMENT showing the GOODS TRAFFIC on the several

Railway.	Goods							
	General Merchandise.		Military Stores.		Railway Materials for Construction.		Coal for the Public and Construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
East Indian (a)	2,078,320	Rs. 2,55,91,918	13,135	Rs. 5,00,125	300,129	Rs. 1,99,014	867,620	Rs. 51,18,510
GUARANTEED.								
Madras	480,637	₹6,34,610	3,271	95,433	78	414	537	4,045
South Indian	415,403	14,40,555	295	7,399	100,314	37,563	—	—
Great Indian Peninsula (c)	1,591,480	2,60,30,303	13,892	3,25,299	37,730	65,814	41,181	1,05,088
Bombay, Baroda, and Central India (d).	681,293	61,11,301	2,250	47,745	17,875	22,573	16,206	1,13,115
Eastern Bengal (e)	482,164	₹7,74,847	352	3,000	—	—	54,020	1,06,712
Sind, Punjab, and Delhi	901,545	50,93,823	8,250	1,27,531	25,604	29,301	30,734	1,82,751
Oudh and Rohilkhand	589,975	23,49,272	3,311	20,407	35,651	28,238	3,423	6,557
IMPERIAL STATE.								
Punjab Northern	189,282	12,30,435	2,406	55,926	40,648	1,86,765	—	—
Indus Valley and Kandahar	331,701	30,66,312	835	28,542	396,211	2,27,332	19	153
Rajputana-Malwa	595,476	64,68,931	5,025	52,964	167,134	1,89,126	2,136	12,414
Sindia	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Wardha Coal	34,076	57,918	2	8	1,592	1,485	61,290	90,032
PROVINCIAL STATE.								
Calcutta and South-Eastern	40,886	41,299	—	—	8,663	3,817	2,375	1,498
Nalhati	8,731	19,223	1	4	—	—	2,477	4,017
Northern Bengal	162,089	11,60,240	188	2,977	4,430	9,737	3,253	17,233
Kaunia-Dhurla	(S)	7,119	(S)	88	(S)	72	—	—
Tirhoot	101,798	2,04,889	15	92	37,852	53,236	20,693	26,937
Patna-Gya	57,047	1,44,259	1	5	11,922	19,212	4,249	10,289
Muttra-Hathras	29,224	31,008	91	221	16	18	467	835
Muttra-Achnera	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Cawnpore-Farukhabad	39,460	1,49,936	1,028	10,652	808	470	996	4,045
Dildarnagar-Ghazipur	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Nagpur and Chhattisgarh	114,811	4,17,092	538	419	30,226	25,799	559	920
Rangoon and Irrawaddy Valley	174,677	6,85,832	—	4	17,544	13,318	599	946
NATIVE STATES.								
Bhopal	(g)	7,005	—	—	—	—	—	—
Bhavnagar-Gondal	50,046	3,38,636	—	—	64,678	52,202	4,483	2,958
Gaekwar of Baroda's	28,126	52,922	—	—	20	6	38	67
Nizam's	84,356	4,60,820	1,685	20,409	3,055	2,210	194	831
Mysore	12,462	54,567	7	67	6,887	33,994	—	—
ASSISTED COMPANIES.								
Darjeeling-Himalayan	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Total of all Railways	9,275,065	8,86,25,072	56,578	12,99,317	1,308,567	12,01,716	1,117,549	58,09,953

(a) Includes Barh Branch of the Tirhoot State Railway.

(b) Total reduced by Rs. 1,640 on account of outstandings irrecoverable.

(c) Includes Dhond and Maunad and Berar State Railways.

(d) Includes Patri Branch.

RAILWAYS during the year ending 31st December 1882.

TRAFFIC.										Railway.
Coal for Revenue only.		Revenue Stores other than Coal.		Live Stock.		Miscellaneous.	Total.			
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.		
208,910	Rs. 4,82,414	915,538	Rs. 7,86,123	660	Rs. 41,815	Rs. 49,697	4,384,312	Rs. 3,27,67,476 (b)	East Indian (a).	
37	172	225,507	78,963	938	19,485	7,981	711,005	38,41,103	GUARANTEED. Madras.	
10,182	15,549	395,347	89,042	170	3,049	1,305	921,711	15,94,462	South Indian.	
134,566	4,56,054	325,640	4,68,542	9,017	92,004	35,149	2,153,506	2,75,78,253	Great Indian Peninsula (c).	
16,982	37,531	75,781	1,26,550	10,376	1,90,056	4,448	820,763	66,53,319	Bombay, Baroda, and Central India (d).	
26,306	37,600	24,447	35,280	23	225	14,130	587,312	39,71,794	Eastern Bengal (e).	
34,012	1,23,620	128,454	1,85,094	599	14,139	21,779	1,129,198	57,78,038	Sind, Panjab, and Delhi.	
43,266	2,05,143	149,204	98,327	20	449	7,035	824,850	27,15,428	Oudh and Rohilkhand.	
17,990	73,913	13,469	35,246	263	4,301	47,592	264,058	16,34,179	IMPERIAL STATE. Punjab Northern.	
9,930	61,177	77,429	78,946	1,623	22,759	14,105	817,74	34,99,326	Indus Valley and Kandahar.	
46,391	1,95,404	73,148	89,883	56	2,389	13,472	889,36	70,24,583	Rajputana-Malwa.	
(f)	(f)	(f)	(f)	(f)	(f)	(f)	(f)	1,27,345	Sindia.	
92	98	4,598	10,766	—	—	165	101,650	1,60,472	Wardha Coal.	
18	9	768	428	24	108	3,784	52,734	50,943	PROVINCIAL STATE. Calcutta and South-Eastern.	
11	16	436	339	—	—	735	11,656	24,334	Nalhati.	
13,879	31,187	6,284	16,056	—	—	1,836	190,123	12,39,266	Northern-Bengal.	
(f)	26	(f)	8	—	—	42	(f)	7,355	Kaunia-Dhurla.	
3,481	2,818	1,766	1,880	—	—	7,836	165,605	2,97,688	Tirhoot.	
8	8	926	1,398	—	—	369	74,151	1,75,540	Patna-Gya.	
156	169	44	51	—	—	514	29,998	32,816	Muttra-Hathras.	
(f)	(f)	(f)	(f)	(f)	(f)	(f)	(f)	9,538	Muttra-Achnera.	
110	277	5,664	2,590	—	—	660	48,066	1,68,630	Cawnpore-Farukhabad.	
(f)	(f)	(f)	(f)	(f)	(f)	(f)	(f)	(f)	Dildarnagar-Ghazipur.	
1,969	4,333	27,464	4,494	1	18	6,031	175,568	4,59,106	Nagpur and Chhattisgarh.	
5,214	1,528	9,613	11,150	1,371	17,360	6,277	209,018	7,36,315	Rangoon and Irrawaddy Valley.	
—	—	—	—	(g)	1	121	(g)	7,127	NATIVE STATES. Bhopal.	
1,280	1,388	1,533	2,500	10	219	1,132	122,030	3,99,035	Bhavnagar-Gondal.	
252	124	3,676	1,762	7	21	314	32,119	55,216	Gaekwar of Baroda's.	
3	11	5,045	6,123	251	2,201	2,629	94,589	4,95,234	Nizam's.	
27	82	3,199	3,150	25	459	499	22,107	92,818	Mysore.	
(f)	(f)	(f)	(f)	(f)	(f)	(f)	(f)	(f)	ASSISTED COMPANIES. Darjeeling-Himalayan.	
575,070	17,30,651	2,474,980	21,34,691	25,434	4,10,458	2,49,637	14,833,243	10,15,96,738	Total of all Railways.	

(e) Includes Poradaha Section of the Northern Bengal State Railway and Ranaghat Section of the Bengal Central Railway.

(f) Information not available.

(g) Information not available. Line worked by Great Indian Peninsula Railway Company.

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

Railway.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscel- (including Re-
	Rs.	Per Passenger Train Mile.	Rs.	Per Goods Train Mile.	Rs.	Per Train Mile.	Rs.
East Indian (a) - - - -	1,31,92,309	4.39	3,27,67,476	5.42	4,59,59,785	5.08	11,57,809
GUARANTEED.							
Madras - - - - -	29,00,202	3.26	38,41,103	3.58	67,41,305	3.43	1,77,266
South Indian - - - - -	21,14,967	3.82	15,94,462	1.82	37,09,429	2.60	49,286
Great Indian Peninsula (b) - - - -	73,18,304	2.87	2,75,78,353	4.95	3,48,96,557	4.30	4,66,644
Bombay, Baroda, and Central India (d) -	33,14,842	3.95	66,53,319	7.27	99,68,161	5.67	2,08,028
Eastern Bengal (e) - - - - -	15,48,439	4.89	39,71,794	8.31	55,20,233	6.95	6,05,491
Sind, Punjab, and Delhi - - - - -	36,01,111	3.13	57,78,038	3.76	93,79,149	3.49	6,53,175
Oudh and Rohilkhand - - - - -	21,82,247	4.37	27,15,428	3.08	49,97,675	3.55	3,65,169
IMPERIAL STATE.							
Punjab Northern - - - - -	13,96,492	2.64	16,34,178	3.48	30,30,670	3.04	99,842
Indus Valley and Kandahar - - - - -	11,18,467	2.52	34,99,326	2.39	46,17,793	2.42	4,94,767
Rajputana-Malwa - - - - -	37,60,875	2.29	70,24,583	3.27	1,07,85,458	2.88	1,44,172
Sindia - - - - -	1,97,672	5.99	1,27,345	2.36	3,25,017	3.74	4,282
Wardha Coal - - - - -	35,023	1.23	1,60,472	3.26	1,95,495	2.52	56,428
PROVINCIAL STATE.							
Calcutta and South-Eastern - - - - -	98,878	3.32	50,943	2.56	1,49,821	3.01	60,259
Nalhati - - - - -	46,012	1.88	24,334	1.57	70,346	1.73	1,328
Northern Bengal - - - - -	5,70,693	2.53	12,39,266	3.18	18,09,959	2.94	3,35,951
Kaunia-Dhurla - - - - -	34,246	2.60	7,355	0.66	41,601	1.72	56,087
Tirhoot - - - - -	2,60,608	2.77	2,97,688	1.98	5,58,296	2.28	1,01,726
Patna-Gya - - - - -	3,64,762	4.45	1,75,540	2.30	5,40,302	3.41	5,862
Muttra-Hathrus - - - - -	91,557	3.25	32,816	2.06	1,24,373	2.82	2,006
Muttra-Achnera - - - - -	56,939	(S)	9,538	(S)	66,477	(S)	1,316
Cawnpore-Farukhabad - - - - -	1,85,366	2.87	1,68,630	2.81	3,53,996	2.56	4,816
Dildaruagar-Ghazipur - - - - -	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Nagpur and Chhattisgarh - - - - -	1,38,962	2.45	4,59,106	3.55	5,98,068	3.22	6,318
Rangoon and Irrawaddy Valley - - - -	8,16,030	3.51	7,36,315	2.88	15,52,345	3.18	23,346
NATIVE STATES.							
Bhopal - - - - -	7,045	2.75	7,127	4.49	14,172	3.41	204
Bhavnagar-Gondal - - - - -	4,63,576	3.39	3,99,035	2.57	8,62,611	2.95	14,225
Gaekwar of Baroda's - - - - -	88,385	2.68	55,216	2.02	1,43,601	2.38	421
Nizam's - - - - -	3,44,291	2.38	4,95,284	3.21	8,39,525	2.81	19,893
Mysore - - - - -	1,92,555	3.66	92,818	1.90	2,85,373	2.81	3,017
ASSISTED COMPANIES.							
Darjeeling-Himalayan - - - - -	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Total of all Railways -	4,64,40,855	3.40	10,15,96,738	4.41	14,80,37,593	4.03	51,19,134

- (a) Includes Barh Branch of the Tirhoot State Railway.
(b) Includes Dhond-Maumad and Berar State lines.
(c) Includes Rs. 2,40,023 on account of rent of leased lines.
(d) Includes Patri Branch.

MILE on the several RAILWAYS during the YEAR ending 31st December 1882.

Incidental Steamboat Receipts).	Gross Receipts.		Working Expenses.		Net Receipts.		Railway.	
	Per Train Mile.	Rs.	Per Train Mile.	Rs.	Per Train Mile.	Rs.		
	0·13	4,71,17,594	5·20	1,74,05,084	1·92	2,97,12,511	3·28	East Indian (a).
								GUARANTEED.
	0·09	69,18,571	3·52	43,47,730	2·21	25,70,841	1·31	Madras.
	0·03	37,58,715	2·63	23,56,386	1·65	14,02,329	0·98	South Indian.
	0·06	3,53,63,201	4·86	1,69,73,345	2·09	(c) 1,83,89,856	2·27	Great Indian Peninsula (b).
	0·12	1,01,76,189	5·79	51,65,317	2·94	50,10,872	2·85	Bombay, Baroda, and Central India (d)
	0·76	61,25,724	7·71	24,87,286	3·13	36,38,438	4·58	Eastern Bengal (e).
	0·25	1,00,32,324	3·74	66,21,444	2·46	34,10,880	1·27	Sind, Punjab, and Delhi.
	0·27	52,62,844	3·82	34,61,473	2·51	18,01,371	1·31	Oudh and Rohilkhand.
								IMPERIAL STATE.
	0·10	31,30,512	3·14	26,21,494	2·63	5,09,018	0·51	Punjab Northern.
	0·26	51,12,560	2·68	35,36,447	1·85	15,76,113	0·83	Indus Valley and Kandahar.
	0·04	1,09,29,630	2·92	58,00,377	1·55	51,29,252	1·37	Rajputana-Malwa.
	0·05	3,29,299	3·79	2,37,068	2·73	92,231	1·06	Sindia.
	0·72	2,51,923	3·24	1,93,480	2·49	58,443	0·75	Wardha Coal.
								PROVINCIAL STATE.
	1·21	2,10,080	4·22	2,04,651	4·11	5,429	0·11	Calcutta and South-Eastern.
	0·03	71,674	1·76	52,356	1·29	19,318	0·47	Nalhati.
	0·55	21,45,910	3·49	10,52,357	1·71	10,93,553	1·78	Northern Bengal.
	2·31	97,688	4·03	92,448	3·81	5,240	0·22	Kaunia-Dhuria.
	0·43	6,60,022	2·70	4,05,975	1·66	2,54,047	1·04	Tirhoot.
	0·04	5,46,164	3·45	3,30,459	2·09	2,15,705	1·36	Patna-Gya.
	0·05	1,26,379	2·87	97,279	2·21	29,100	0·66	Muttra-Hathras.
	(f)	67,798	(f)	58,588	(f)	9,205	(f)	Muttra-Aohnera.
	0·04	3,58,812	2·60	2,41,702	1·75	1,17,110	0·85	Cawnpore-Farukhabad.
	(f)	(f)	(f)	(f)	(f)	(f)	(f)	Dildarnagar-Ghazipur.
	0·03	6,04,386	3·25	4,15,215	2·23	1,89,171	1·02	Nagpur and Chhattisgarh.
	0·05	15,75,691	3·23	9,45,260	1·94	6,30,431	1·29	Rangoon and Irrawaddy Valley.
								NATIVE STATES.
	0·05	14,376	3·46	11,672	2·81	2,704	0·65	Bhopal.
	0·04	8,76,836	2·99	5,22,189	1·79	3,54,647	1·21	Bhavnagar-Gondal.
	0·01	1,44,022	2·39	97,275	1·62	46,747	0·77	Gackwar of Baroda's.
	0·06	8,59,418	2·87	4,84,319	1·62	3,75,099	1·25	Nizam's.
	0·03	2,88,390	2·84	1,84,895	1·82	1,03,495	1·02	Mysore.
								ASSISTED COMPANIES.
	(f)	3,66,474	(f)	(g) 2,77,429	(f)	89,045	(f)	Darjeeling-Himalayan.
	0·14	15,35,23,201	4·17	7,66,81,000	2·08	7,68,42,201	2·09	Total of all Railways.

(e.) Includes working expenses, and share of earnings of the Poradaha Section of the Northern Bengal State Railway, and the Ranaghat Section of the Bengal Central Railway.

(f.) Information not available.

(g.) Including debenture interest.

TABLE showing EXPENDITURE ON REVENUE ACCOUNT on the several

Railway.	Maintenance of Way, Works and Stations.			Locomotive.			Carriage and Waggon.			Traffic.		
	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.
East Indian	Rs. 68,78,877	Rs. 0.73	13.96	Rs. 44,28,504	Rs. 0.49	9.39	Rs. 14,73,499	Rs. 0.10	3.13	Rs. 27,53,616	Rs. 0.30	5.84
GUARANTEED.												
Madras	12,70,847	0.65	18.37	13,66,942	0.69	19.09	5,16,595	0.20	7.47	6,90,463	0.35	9.98
South Indian	(a) 6,56,556	0.46	17.47	(a) 8,02,737	0.56	21.30	(a) 2,38,748	0.17	6.95	(a) 3,38,581	0.24	9.01
Great Indian Peninsula (b).	42,44,514	0.52	12.00	60,61,041	0.75	17.14	27,31,783	0.34	7.73	23,46,141	0.29	6.63
Bombay, Baroda, and Central India (c).	18,44,203	1.05	18.13	14,56,367	0.83	14.31	5,43,643	0.31	5.34	6,40,324	0.37	6.35
Eastern Bengal	(d) 4,19,730	0.53	6.85	(e) 4,83,840	0.61	7.98	(e) 1,58,654	0.20	2.59	(e) 5,92,356	0.75	9.67
Sind, Punjab, and Delhi	13,58,203	0.51	13.54	24,24,875	0.90	24.17	7,23,081	0.27	7.21	9,52,509	0.35	9.50
Oudh and Rohilkhand	9,64,641	0.70	18.33	10,59,395	0.77	20.13	3,10,161	0.23	6.06	5,27,798	0.38	10.08
IMPERIAL STATE.												
Punjab Northern	5,10,416	0.51	16.31	11,10,481	1.11	35.47	1,61,806	0.16	5.17	4,51,938	0.45	14.44
Indus Valley and Kandahar.	7,16,765	0.38	14.02	13,94,264	0.67	25.32	1,99,619	0.11	3.00	4,80,653	0.25	9.40
Rajputana-Malwa (f)	12,75,238	0.34	11.67	25,55,653	0.68	23.38	3,94,518	0.11	3.61	8,55,530	0.23	7.83
Sindia	45,263	0.52	13.75	41,906	0.48	12.74	16,663	0.19	5.06	27,401	0.32	8.32
Wardha Coal	54,334	0.70	21.57	44,590	0.67	17.70	22,855	0.29	9.07	22,468	0.29	8.02
PROVINCIAL STATE.												
Calcutta and South-Eastern.	39,819	0.78	18.48	1,22,616	2.46	58.37	2,933	0.06	1.40	18,260	0.37	8.69
Nalhati	16,907	0.42	23.59	11,283	0.28	15.74	3,265	0.08	4.56	7,907	0.19	11.63
Northern Bengal	2,24,404	0.36	10.46	3,08,456	0.50	14.37	50,639	0.08	2.36	1,57,104	0.28	7.32
Kaunia-Dhurla	12,966	0.83	13.27	11,200	0.46	11.47	2,013	0.11	2.67	5,938	0.24	6.08
Tirhoot	74,510	0.31	11.29	1,12,255	0.46	17.01	25,469	0.10	3.85	68,994	0.28	10.46
Patna-Gya	41,524	0.26	7.60	75,337	0.46	13.80	18,958	0.12	3.47	44,332	0.28	8.12
Muttra-Hathras	11,134	0.25	8.81	26,759	0.61	21.17	10,295	0.23	8.15	17,077	0.39	13.51
Muttra-Achnera	10,955	(g)	16.16	27,851	(g)	41.08	3,622	(g)	5.34	7,400	(g)	11.05
Cawnpore-Farukhabad	52,214	0.38	14.55	64,468	0.47	17.97	7,134	0.05	1.99	40,451	0.29	11.27
Dildarnagar-Ghaziipur	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)
Nagpur and Chhattisgarh.	1,12,457	0.60	18.61	1,26,487	0.68	20.93	44,226	0.24	7.32	71,073	0.39	11.01
Ranoon and Irrawaddy Valley.	2,51,896	0.52	15.90	2,64,438	0.54	16.78	47,608	0.10	3.02	2,45,896	0.50	15.60
NATIVE STATES.												
Bhopal	3,207	0.77	22.31	—	—	—	—	—	—	9,465	2.04	58.88
Bhavnagar-Gondal	1,27,383	0.44	14.53	1,44,804	0.49	16.51	30,683	0.10	3.50	1,01,733	0.34	11.00
Gaekwar of Baroda's	43,355	0.72	30.10	25,403	0.42	17.04	4,808	0.08	3.20	16,176	0.27	11.23
Nizam's	1,82,238	0.44	15.39	1,30,333	0.44	15.16	42,431	0.14	4.94	84,121	0.28	9.79
Mysore	34,856	0.34	12.09	73,986	0.73	25.05	9,501	0.09	3.29	30,131	0.30	10.45
ASSISTED COMPANIES.												
Darjeeling-Himalayan	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)
Total of all Railways	2,11,25,476	(i) 0.57	13.79	2,46,40,341	(i) 0.67	16.09	78,04,500	(i) 0.21	5.10	1,16,12,132	(i) 0.32	7.68

(a) Includes working expenses of the Pondicherry Railway.

(b) Includes expenditure incurred in working the Dhond-Manmad, Khamgaon, and Amroli State Railways.

(c) Includes Patri Branch.

(d) Includes expenditure on the Poradaha Section of the Northern Bengal State Railway.

(e) Do. do. in working the Poradaha Section of the Northern Bengal State Railway and the Ranaghat-Bongong Section of the Bengal Central Railway.

RAILWAYS during the YEAR ending 31st December 1882.

General.			Steam Boat.			Special and Miscellaneous.			Total.			Railway.
Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	Amount.	Per Train Mile.	Per cent. of Gross Receipts.	
Rs. 17,01,829	0·10	3·01	Rs. 27,921	—	0·06	Rs. 4,43,738	0·05	0·95	Rs. 1,74,05,094	1·92	36·94	East Indian.
4,37,659	0·23	0·61	—	—	—	55,324	0·03	0·80	43,47,730	2·21	62·84	GUARANTEED.
(a) 3,06,483	0·21	8·15	—	—	—	13,281	0·01	0·35	23,56,380	1·65	62·69	Madras.
11,18,538	0·14	3·16	—	—	—	4,71,378	0·05	1·34	1,69,73,346	2·09	48·00	South Indian.
5,52,720	0·31	5·43	—	—	—	1,22,065	0·07	1·20	51,65,317	2·94	50·76	Great Indian Penin- sula (b).
(c) 3,09,970	0·33	5·04	3,11,705	0·40	5·09	2,06,063	0·20	3·88	24,87,286	3·13	40·60	Bombay, Baroda, and Central India (c).
6,68,570	0·25	0·06	1,31,533	0·05	1·31	3,62,373	0·13	3·61	66,21,444	2·46	66·00	Eastern Bengal.
3,36,267	0·28	7·34	—	—	—	2,04,271	0·15	3·88	34,61,473	2·51	65·77	Sind, Punjab, and Delhi.
2,36,673	0·24	7·50	10,780	0·01	0·34	1,30,400	0·14	4·45	28,31,404	2·63	83·74	Oudh and Rohilkhand.
3,43,395	0·18	6·73	1,60,763	0·08	3·14	3,40,498	0·18	6·06	35,36,447	1·85	69·17	IMPERIAL STATE.
6,18,536	0·17	5·66	—	—	—	1,00,896	0·03	0·92	58,00,377	1·55	53·07	Punjab Northern.
19,823	0·21	5·56	—	—	—	87,452	1·01	26·56	2,37,068	2·73	71·09	Indus Valley and Kandhar.
42,500	0·55	16·87	—	—	—	6,718	0·09	2·67	1,93,480	2·49	76·80	Rajputana-Malwa (f).
18,915	0·38	9·00	—	—	—	3,108	0·06	1·48	2,04,651	4·11	97·42	Sindia.
12,674	0·31	17·63	—	—	—	320	0·01	0·45	52,356	1·29	73·05	Wardha Coal.
1,77,572	0·39	8·28	1,14,475	0·10	5·33	10,707	0·03	0·92	10,52,357	1·71	49·04	PROVINCIAL STATE.
6,214	0·20	6·36	53,506	2·21	54·78	11	—	0·01	92,448	3·81	94·6	Calcutta and South- Eastern.
57,273	0·23	5·68	04,833	0·27	0·82	2,692	0·01	0·41	4,05,075	1·06	61·61	Malhati.
44,251	0·28	8·10	—	—	—	1,00,057	0·07	19·42	3,30,450	2·08	60·51	Northern Bengal.
26,263	0·60	20·78	—	—	—	5,751	0·13	4·55	97,270	2·21	76·07	Kaunia-Dhuria.
5,526	(g)	8·15	—	—	—	3,144	(g)	4·64	58,588	(g)	86·42	Tirhoot.
76,976	0·56	21·45	—	—	—	459	—	0·13	2,41,702	1·75	67·36	Patna-Gya.
(a)	(g))	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	Muttra-Hathras.
58,820	0·31	0·73	—	—	—	1,243	0·01	0·20	4,15,215	2·28	68·70	Muttra-Achnera.
1,19,861	0·35	7·01	—	—	—	15,561	0·03	0·99	9,45,260	1·94	59·99	Cawnpore-Farukhabad.
—	—	—	—	—	—	—	—	—	11,072	2·81	81·10	Dildarnagar-Ghazipur.
1,14,638	0·59	13·07	—	—	—	2,948	0·01	0·34	5,22,180	1·70	59·55	Nagpur and Chhattis- garh.
7,453	0·13	5·17	—	—	—	280	—	0·20	97,275	1·65	67·54	Rangoon and Irra- waddy Valley.
60,889	0·20	7·08	—	—	—	34,302	0·12	3·99	4,84,310	1·62	56·35	NATIVE STATES.
33,781	0·33	11·71	—	—	—	2,640	0·03	0·62	1,84,895	1·82	64·11	Bhopal.
(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(g)	(h) 2,77,429	(g)	(h) 75·70	Bhavnagar-Gondal.
75,32,033	(i) 0·21	4·95	8,75,506	(i) 0·02	0·57	27,54,583	(i) 0·07	1·80	7,66,81,000	(i) 2·08	49·95	Gackwar of Baroda's.
												Nizan's.
												Mysore.
												ASSISTED COMPANIES.
												Darjeeling-Himalayan.
												Total of all Railways.

(f) The expenditure shown does not include the cost of working of the Muttra-Achnera Section.

(g) Information not available.

(h) Including debenture interest.

(i) In working out these results the expenses of the Muttra-Achnera Railway have been deducted from the total amounts in consequence of the train mileage run on that line not having been shown.

STATEMENT showing the UNIT MILEAGES 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.		
East Indian - - -	6,491,026	24,400,494	24,190,422	723,906,717	778,988,659	9,541,555	691,782,315
GUARANTEED.							
Madras - - -	2,484,196	6,634,165	—	197,494,923	206,613,284	2,209,627	77,387,176
South Indian - - -	538,591	2,356,393	—	146,351,860	149,246,844	—	33,070,857
Great Indian Peninsula (a) -	5,538,986	29,765,377	53,775,707 (mail)	281,579,317 (3rd ordinary)	370,659,387	5,109,139	488,869,938
Bombay, Baroda, and Central India (b).	1,775,362	9,033,575	39,747,329	159,130,034	209,686,200	2,160,764	120,182,643
Eastern Bengal (c) - - -	1,131,791	2,214,387	12,264,876	66,616,763	82,228,317	548,072	57,404,921
Sind, Punjab, and Delhi -	2,882,755	8,855,982 (upper)	1,168,574	221,704,410 (lower)	234,611,721	2,999,940	117,141,800
Oudh and Rohilkhand -	—	1,966,280	—	147,934,280	149,890,560	865,991	74,126,460
Total East Indian and Guaranteed Railways.	20,842,707	85,227,153	131,146,808	1,944,708,304	2,181,924,972	23,430,088	1,659,966,110
IMPERIAL STATE.							
Punjab Northern - - -	803,542	2,782,217	77,279,409	13,196,520	94,061,688	606,237	19,587,498
Indus Valley and Kandahar -	515,528	2,324,539	—	73,600,646	76,440,713	806,812	102,404,820
Rajputana-Malwa - - -	1,659,360	4,018,944	4,092,045	292,056,571	301,826,920	1,560,657	112,759,667
Sindia - - -	(d)	(d)	(d)	(d)	(d)	(d)	(d)
Wardha Coal - - -	13,385	13,554	62,845	2,767,190	2,856,974	10,328	1,133,330
Total Imperial State Railways	2,991,815	9,139,254	81,434,299	381,620,927	475,186,295	2,984,034	235,885,315
PROVINCIAL STATE.							
Calcutta and South-Eastern -	14,244	72,294	5,575,441	1,481,856	7,143,835	13,233	960,683
Nalhati - - -	18,703	97,899	—	2,354,769	2,471,371	11,175	209,614
Northern Bengal - - -	546,255	1,011,617	1,452,394	29,100,808	32,111,069	252,257	18,948,331
Kaunia-Dhurla - - -	11,616	32,144	—	772,205	815,965	4,623	40,155
Tirhoot - - -	149,887	193,213	—	16,158,647	16,501,747	93,033	4,220,852
Patna-Gya - - -	79,515	163,174	—	23,795,611	24,038,300	50,147	2,767,345
Muttra-Hathras - - -	13,737	41,839	—	8,155,552	8,211,128	14,032	451,515
Muttra-Achnera - - -	(d)	(d)	(d)	(d)	(d)	(d)	(d)
Cawnpore-Farukhabad - -	36,821	138,377	—	15,999,173	16,174,371	45,141	2,954,515
Dildarnagar-Ghazipur - -	(d)	(d)	(d)	(d)	(d)	(d)	(d)
Nagpur and Chhattisgarh -	43,085	232,286	222,048	10,819,157	11,316,576	40,062	5,601,764
Rangoon and Irrawaddy Valley.	172,391	637,722	—	49,184,443	49,994,556	97,169	14,105,705
Total Provincial State Railways.	1,086,254	2,620,565	7,249,888	157,822,216	168,778,918	620,872	50,260,479
NATIVE STATES.							
Bhopal - - -	2,150	9,053	23,001	373,538	407,742	—	68,197
Bhavnagar-Gondal - - -	87,503	434,619 upper	—	31,241,118 lower	31,763,240	170,723	4,444,146
Gackwar of Baroda's - - -	—	62,024	—	5,458,912	5,520,936	5,730	704,661
Nizam's - - -	284,217	1,778,480	—	21,552,787	23,615,484	207,286	8,085,854
Mysore - - -	152,387	269,958	—	10,625,655	11,042,000	47,352	753,237
Total Native State Railways.	526,257	2,548,134	23,001	69,252,010	72,349,402	431,091	14,056,095
ASSISTED COMPANIES.							
Darjeeling Himalayan (d) -	—	—	—	—	—	—	—
Total of all Railways	25,447,033	99,535,106	219,853,991	2,553,403,457	2,898,239,587	27,466,085	1,960,167,999

(a) Includes Dhond-Manmad and Berar State lines.

(b) „ Patri Branch

on the several RAILWAYS during the year ending 31st December 1882.

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.	
5,358,647	12,521,808	192,441,423	45,691,792	55,305,221	327,871	1,003,429,077	East Indian.
960,979	10,036	109,760	9,402	4,406,561	126,269	83,010,177	GUARANTEED. Madras.
75,186	1,830,823	—	726,285	3,706,757	27,061	39,436,969	South Indian.
3,390,864	2,314,553	3,768,414	20,306,025	25,185,887	1,193,029	545,028,710	Great Indian Peninsula. (a).
536,349	1,278,214	4,598,262	2,058,847	4,810,822	2,009,704	135,414,841	Bombay, Baroda, and Central India. (b).
34,626	—	2,493,868	1,804,804	1,693,450	1,342	63,433,011	Eastern Bengal. (c).
1,321,633	1,033,395	7,794,351	5,231,848	6,527,936	108,954	189,099,917	Sind, Punjab, and Delhi.
276,273	2,015,322	159,042	8,688,544	8,390,039	2,267	93,657,947	Oudh and Rohilkhand.
11,954,557	21,004,151	211,245,120	84,517,547	110,026,673	3,796,491	2,102,510,649	Total East Indian and Guaranteed Railways.
413,561	4,776,297	—	2,493,699	1,125,098	49,889	28,446,042	IMPERIAL STATE. Punjab Northern.
266,247	13,284,149	5,900	2,557,792	3,614,868	186,033	122,319,809	Indus Valley and Kandahar.
611,372	4,789,645	320,366	8,969,629	3,344,675	12,362	130,807,716	Rajputana-Malwa.
(d)	(d)	(d)	(d)	(d)	(d)	(d)	Sindia.
103	63,023	2,836,158	3,875	412,818	—	4,449,307	Wardha Coal.
1,291,283	22,913,114	3,162,424	14,024,995	8,497,459	248,284	286,022,874	Total Imperial State Railways.
—	98,093	38,398	265	10,167	626	1,108,232	PROVINCIAL STATE. Calcutta and South-Eastern.
20	—	67,504	292	9,202	—	286,632	Nalhati.
36,956	250,159	553,151	884,646	431,671	—	21,104,914	Northern Bengal.
276	1,586	—	725	247	—	42,989	Kaunia-Dhurla.
901	1,435,431	1,044,289	89,776	48,686	—	6,839,935	Tirhoot.
42	679,017	214,487	343	46,316	—	3,707,550	Patna-Gya.
2,635	461	13,582	4,487	1,055	—	473,735	Muttra-Hathras.
(d)	(d)	(d)	(d)	(d)	(d)	(d)	Muttra-Achnera.
85,739	29,674	33,662	9,242	282,032	—	3,444,864	Cawnpore-Farukhabad.
(d)	(d)	(d)	(d)	(d)	(d)	(d)	Dildarnagar-Ghasipur.
5,523	569,305	22,402	163,043	172,352	63	6,534,452	Nagpur and Chhattisgarh.
48	211,478	14,900	122,302	220,026	249,029	14,323,488	Rangoon and Irrawaddy Valley.
132,140	3,275,204	2,052,375	1,275,121	1,221,754	249,718	58,466,791	Total Provincial State Railways.
—	—	—	—	—	8	68,205	NATIVE STATES. Bhopal.
—	2,611,214	99,847	64,424	125,112	1,228	7,345,971	Bhavnagar-Gondal.
—	308	935	6,826	68,091	164	730,985	Gaekwar of Baroda's.
203,631	72,852	20,938	363	172,993	28,994	8,585,125	Nizam's.
573	417,672	—	2,302	88,932	6,307	1,269,023	Mysore.
204,204	3,101,546	121,720	73,915	455,128	36,701	18,049,309	Total Native State Railways.
—	—	—	—	—	—	—	ASSISTED COMPANIES. Darjeeling-Himalayan. (d).
13,582,184	50,294,015	216,581,639	99,891,578	120,201,014	4,331,194	2,465,049,623	Total of all Railways.

(c) Includes the Poradaha Section, Northern Bengal State Railway, and the Ranaghat Section, Bengal Central Railway.
(d) Information not available.

STATEMENT showing the Number of Engines and Vehicles used in conveying Traffic and

Railway.	Number of Engines and Vehicles used in conveying						
	Engines.	Carriages.					Total Number.
		First Class.	Second Class.	Third or Intermediate Classes.	Fourth or Lowest Class.	Composite.	
East Indian (a) - - - -	563	106	99	53	644	17	919
GUARANTEED.							
Madras - - - - -	157	38	61	(c)	253	28	380
South Indian - - - - -	120	36	33	—	333	19	421
Great Indian Peninsula (d) - - - -	440	83	150	224	229	73	759
Bombay, Baroda, and Central India (e) - - - -	103	23	35	247	—	18	322
Eastern Bengal (f) - - - - -	48	23	8	52	65	14	162
Sind, Punjab, and Delhi - - - - -	159	44	30	14	296	30	414
Oudh and Rohilkhand - - - - -	125	Upper 38	Officers 4	—	Lower 206	2	250
Total East Indian and Guaranteed Railways -	1,715	390	420	590	2,026	201	3,627
IMPERIAL STATE.							
Punjab Northern - - - - -	99	37	19	10	161	13	240
Indus Valley and Kandahar - - - - -	140	24	27	—	205	5	261
Rajputana-Malwa - - - - -	301	88	72	42	437	29	668
Wardha Coal $\frac{1}{2}$ - - - - -	6	—	—	3	4	2	9
Total Imperial State Railways - - - -	546	149	118	55	807	49	1,178
PROVINCIAL STATE.							
Calcutta and South-Eastern - - - - -	14	1	—	20	25	5	51
Nalhati - - - - -	4	2	1	6	—	—	9
Northern Bengal - - - - -	36	24	6	10	54	9	103
Kaunia Dhurla - - - - -	4	—	—	—	6	4	10
Tirhoot - - - - -	14	8	3	28	—	4	43
Patna-Gya - - - - -	7	5	4	40	—	—	49
Muttra-Hathras - - - - -	5	1	—	—	24	3	28
Muttra-Achuera (h) - - - - -	—	—	—	—	—	—	—
Cawnpore-Farukhabad - - - - -	11	6	4	—	72	4	86
Nagpur and Chhattisgarh - - - - -	16	3	4	(l) 4	(m) 24	5	40
Rangoon and Irrawaddy Valley - - - -	31	7	14	—	113	12	146
Total Provincial State Railways - - - -	142	57	36	108	318	46	565
NATIVE STATES.							
Bhopal (o) - - - - -	—	—	—	—	—	—	—
Bhavnagar-Gondal - - - - -	20	13	8	—	56	4	81
Gaekwar of Baroda's - - - - -	6	(p) 2	Upper 3	—	Lower 18	—	23
Nizam's - - - - -	10	7	5	—	26	7	45
Mysore - - - - -	14	15	(r) 4	—	47	—	66
Total Native State Railways - - - -	50	37	20	—	147	11	215
ASSISTED COMPANIES.							
Darjeeling-Himalayan - - - - -	(k)	(k)	(k)	(k)	(k)	(k)	(k)
Total for all Railways - - - - -	2,453	633	594	753	3,298	307	5,585

(a) Includes Sindia, Dildarnagar-Ghazipur and the Barrh Branch of the Tirhoot State Railway, except items marked (b).

(b) Excludes branch lines worked by the East Indian Railway, the train mileage of these lines being included only in the total.

(c) Included with 4th or lowest class.

(d) Includes Dhond-Manmad and Berar State lines.

(e) Includes Patri Branch line.

(f) Includes Poradaha Section, Northern Bengal State Railway, and Ranghat Section, Bengal Central Railway.

(g) Including proportion of light engine mileage.

(h) Worked by Stock of the Rajputana-Malwa Railway.

(i) Combined brake vans.

the NUMBER of MILES travelled by TRAINS during the Year ending 31st December 1882.

Traffic.			No. of Train Miles run.					No. of Train Miles per open Mile.	Railway.
Miscellaneous Coaching Vehicle (excluding Brakes).	Goods Vehicles of all descriptions (excluding Brakes).	Brake Vans.	Passenger.	Goods.	Mixed. (s).	Total.			
158	8,551	310	(b)3,003,576	(b)6,047,787	(b)1,703,721	9,161,717	5,740	East Indian. (a).	
79	2,821	188	889,159	1,074,121	825,468	1,963,280	2,284	GUARANTEED. Madras.	
25	1,584	90	553,034	872,748	874,946	1,425,782	2,177	South Indian.	
179	7,815	458	2,546,738	5,563,481	911,831	8,110,219	5,616	Great Indian Peninsula. (d).	
34	2,888	63	840,123	918,190	357,981	1,758,313	3,835	Bombay, Baroda, and Central India. (e).	
13	953	51	316,346	477,950	205,317	794,296	4,439	Eastern Bengal. (f).	
92	3,388	109	1,149,933	1,535,090	685,879	2,685,023	3,972	Sind, Punjab, and Delhi.	
27	3,086	70	499,356	879,839	807,127	1,379,195	2,522	Oudh and Rohilkhand.	
607	31,086	1,289	9,798,265	17,369,206	6,372,270	27,277,825	4,252	Total East Indian and Guaranteed Railways.	
21	1,475	128	528,947	468,296	(g) 621,704	997,243	2,511	IMPERIAL STATE. Punjab Northern.	
53	2,680	135	443,480	1,465,393	991,459	1,908,873	2,925	Indus Valley and Kan- dahar.	
137	4,933	223	1,597,391	2,146,863	1,234,874	3,744,254	3,357	Rajputana-Malwa.	
—	213	6	28,415	49,273	65,700	77,687	1,726	Wardha Coal.	
211	9,301	482	2,598,233	4,129,824	2,913,737	6,728,057	3,044	Total Imperial State Railways.	
4	257	8	29,814	19,934	33,941	49,748	1,595	PROVINCIAL STATE. Calcutta and South- Eastern.	
1	24	—	25,125	15,537	39,840	40,962	1,492	Nulhati.	
19	780	30	225,513	389,577	196,368	615,090	2,658	Northern Bengal.	
—	40	4	13,142	11,094	22,360	24,236	751	Kaunia Dhurla.	
12	350	20	94,110	150,331	153,640	244,441	3,012	Tirhoot.	
2	81	7	81,931	76,448	104,025	158,379	2,769	Patna-Gya.	
—	75	4	28,165	15,922	43,488	44,087	1,520	Muttra-Hathras.	
—	—	—	(k)	(k)	(k)	(k)	(k)	Muttra-Achnera. (h).	
2	221	(i) 10	78,135	60,032	129,765	138,167	1,597	Cawnpore-Farukhabad.	
(n) 8	457	18	56,675	129,336	93,750	186,011	1,826	Nagpur and Chhattis- garh.	
23	906	30	232,484	255,254	222,459	487,738	3,029	Rangoon and Irrawaddy Valley.	
71	3,191	131	865,094	1,123,465	1,039,636	1,988,559	2,371	Total Provincial State Railways.	
—	—	—	2,559	1,588	—	4,147	377	NATIVE STATES. Bhopal. (o).	
8	540	22	136,950	155,476	101,838	292,426	1,515	Bhavnagar-Gondal.	
(q) 4	187	6	32,921	27,337	44,120	60,258	1,024	Gaekwar of Baroda's.	
10	106	16	144,702	154,404	111,701	299,106	2,554	Nizam's.	
6	150	7	52,661	48,818	41,992	101,479	1,184	Mysore.	
28	983	51	369,793	387,623	299,651	767,416	1,626	Total Native State Rail- ways.	
(A)	(A)	(k)	(k)	(k)	(k)	(k)	(k)	ASSISTED COMPANIES. Darjeeling-Himalayan.	
917	44,561	1,953	13,631,385	23,010,118	10,625,294	36,751,857	3,701	Total for all Railways.	

- (A) Information not available.
(i) Includes two composite 3rd Class and Post Office carriages.
(m) Includes two composite 4th Class and brakes.
(n) Includes one reserved carriage.
(o) Worked by stock of the Great Indian Peninsula Railway.
(p) Saloon carriages.
(q) Open waggons for carrying passengers.
(r) Half 2nd Class, and half for Postal Service.
(s) Included in two previous columns.

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

Classification Number.	Articles.	GUARANTEED											
		Madras.				South Indian.				(a) Great Indian Peninsula.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.
I.	Animals - No.	21,155	20,815	18,519	19,760	2,922	3,136	2,638	3,048	—	—	—	—
II.	Borax - - -	10	3	76	42	—	—	—	—	—	—	—	—
III.	Canes and rattans -	47	56	925	592	—	—	—	—	—	—	—	—
IV.	Cautehouse - -	26	17	230	132	—	—	—	—	—	—	—	—
V.	Chinese and Japanese ware.	1	19	31	156	—	—	—	—	—	—	—	—
VI.	Coal and coke -	1,870	2,496	8,699	13,756	—	—	—	—	33,197	41,176	61,822	1,04,997
VII.	Cotton, raw - -	15,080	21,100	2,22,847	2,07,800	5,071	8,776	27,368	59,403	112,928	163,077	34,15,371	47,60,247
VIII.	Cotton, manufactured.	12,130	13,038	1,81,078	1,93,238	8,883	9,648	82,315	1,09,290	35,774	37,370	13,19,336	13,53,213
IX.	Drugs and medicines	943	856	14,284	12,038	—	—	—	—	198	211	7,204	9,626
X.	Dyeing materials -	6,595	8,373	55,726	58,340	1,597	3,593	9,503	18,731	—	7,878	—	1,27,633
XI.	Earthenware and porcelain.	627	540	4,588	5,195	91	65	566	321	—	—	—	—
XII.	Fibrous products -	4,912	5,519	42,640	50,222	—	—	—	—	16,242	19,794	3,10,383	3,69,970
XIII.	Fruits and nuts -	16,218	18,213	1,48,216	1,62,635	17,307	17,420	81,660	88,601	68,469	36,317	11,97,969	7,98,222
XIV.	Grain and pulse -	103,433	124,169	5,25,276	6,44,324	95,885	103,066	3,56,171	3,68,431	681,340	605,952	01,50,367	81,93,101
XV.	Gums and resins -	272	369	3,170	4,022	—	—	—	—	—	3,524	—	1,87,898
XVI.	Hides and skins -	10,789	15,541	1,42,659	2,10,800	4,041	4,275	25,154	27,768	10,699	12,129	3,06,225	3,61,543
XVII.	Horns - - -	150	245	1,833	2,817	—	—	—	—				
XVIII.	Lac - - -	90	183	765	1,272	—	—	—	—	—	—	—	—
XIX.	Leather - - -	3,564	4,061	48,624	58,836	—	—	—	—	—	—	—	—
XX.	Liquors - - -	4,323	4,040	50,815	46,882	1,910	2,136	11,312	11,333	3,160	2,990	85,272	84,443
XXI.	Mats - - -	1,065	1,227	5,526	6,346	418	801	2,967	3,905	—	—	—	—
XXII.	Metals - - -	18,620	17,438	2,08,171	2,27,140	9,251	7,177	54,122	46,116	43,511	66,094	3,84,432	12,85,406
XXIII.	Oils - - -	7,681	8,320	60,436	56,173	8,299	7,882	41,155	33,223	12,489	13,520	2,58,976	2,67,334
XXIV.	Opium - - -	13	8	3,452	1,686	—	—	—	—	3,230	2,860	2,14,781	1,88,032
XXV.	Paints and colours -	136	183	2,019	2,519	—	—	—	—	8,647	—	1,55,893	—
XXVI.	Provisions - -	18,666	17,050	1,19,336	1,16,488	9,387	17,581	46,026	77,862	4,403	6,815	1,51,344	1,67,428
XXVII.	Salt - - -	48,148	51,506	3,50,055	3,73,071	18,512	25,426	74,396	93,870	96,684	109,001	12,09,830	14,04,775
XXVIII.	Saltpetre - -	569	585	4,212	4,041	—	—	—	—	—	—	—	—
XXIX.	Seeds - - -	23,310	21,358	1,20,752	1,09,444	24,985	29,117	97,582	1,06,795	191,695	278,011	27,86,557	41,02,196
XXX.	Silk - - -	50	88	1,533	2,442	—	—	—	—	488	463	26,830	25,484
XXXI.	Spices - - -	3,328	4,025	26,091	31,074	130	851	731	4,417	3,353	5,761	63,211	84,102
XXXII.	Stone and marble -	3,152	4,461	16,014	21,087	163,583	94,788	1,17,128	59,940	3,479	2,060	10,107	10,498
XXXIII.	Sugar - - -	21,312	28,051	1,38,075	1,77,552	18,086	28,741	81,881	1,02,971	42,171	45,132	6,14,356	6,65,234
XXXIV.	Tea - - -	247	290	4,837	5,978	43	8	208	105	438	228	16,947	8,029
XXXV.	Tobacco - - -	3,059	3,903	49,945	53,894	3,752	3,039	16,581	15,228	5,892	6,377	92,400	98,342
XXXVI.	Wood - - -	40,265	40,004	1,69,292	1,56,906	14,664	13,254	42,324	30,685	60,340	71,895	1,61,115	2,23,505
XXXVII.	Wool - - -	565	707	7,073	8,684	—	—	—	—	185	138	5,164	3,758
XXXVIII.	All other articles of merchandise.	13,659	13,404	1,82,077	2,02,878	43,887	37,294	2,08,867	1,78,810	87,710	62,708	16,58,808	10,59,728
XXXIX.	Bark (tanning) -	8,166	9,353	94,253	1,10,347	—	—	—	—	—	—	—	—
XL.	Coffee - - -	5,874	5,578	44,018	50,045	—	—	—	—	—	—	—	—
XLI.	Government stores	2,383	3,271	66,972	95,434	—	—	—	—	—	13,037	—	3,01,692
XLII.	Manures - - -	4,796	4,437	10,013	21,024	—	—	—	—	—	—	—	—
XLIII.	Vegetables - -	12,025	13,288	90,508	1,01,101	—	—	—	—	—	21,098	—	2,10,747
XLIV.	Chunam and lime -	1,656	1,685	5,922	4,149	—	—	—	—	—	737	—	7,332
XLV.	Hay and straw, and grass, &c.	75,635	190	1,08,744	436	—	—	—	—	—	6,015	—	25,803

(a) Includes the Dhond and Manmad and the Berar State Railway.

RECEIPTS therefrom, on the several RAILWAYS for 1882, as compared with the similar results for 1881.

RAILWAYS.																Classification Number.
(b) Bombay, Baroda, and Central India.				(c) Eastern Bengal.				Sind, Punjab, and Delhi.				Oudh and Rohilkhand.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
9,073	10,377	1,45,999	1,00,056	30	133	82	221	2,623	2,555	3,921	14,034	119	70	353	449	I.
—	—	—	—	3	4	27	42	372	485	4,363	4,838	1,423	1,590	20,300	22,503	II.
—	—	—	—	103	279	532	736	811	815	5,334	4,836	9	12	65	140	III.
—	—	—	—	88	108	1,623	4,281	10	12	82	98	—	—	—	—	IV.
—	—	—	—	—	—	—	—	49	52	1,130	1,135	10	11	119	130	V.
7,896	16,179	63,986	1,13,313	68,119	64,020	1,17,635	1,03,061	42,628	30,600	2,48,711	1,81,698	1,408	3,423	2,743	6,557	VI.
60,093	74,461	9,35,385	11,46,997	1,747	1,809	15,373	25,249	7,359	13,324	97,473	1,26,000	7,293	10,758	77,476	1,02,809	VII.
14,087	20,528	3,96,600	4,45,359	18,155	15,762	2,09,064	1,69,060	21,037	21,155	1,18,498	3,31,735	6,903	7,863	62,288	77,506	VIII.
17,316	18,555	1,17,082	1,38,411	250	360	3,544	4,704	5,053	5,087	69,736	66,284	1,023	1,432	7,723	10,626	IX.
—	—	—	—	2,166	3,078	15,298	18,482	5,937	5,551	87,411	79,172	3,835	2,815	32,555	23,102	X.
—	—	—	—	—	—	—	—	277	345	6,507	6,513	65	86	800	1,088	XI.
4,688	4,895	50,563	52,647	217,204	263,093	24,24,477	23,87,015	6,762	9,687	47,283	66,816	8,089	8,890	40,303	44,310	XII.
20,059	24,037	2,15,441	2,30,323	444	481	4,407	4,492	15,179	14,364	1,90,125	1,68,001	2,634	2,919	25,859	28,932	XIII.
119,581	106,806	9,29,435	8,25,281	61,881	47,929	2,94,560	1,74,274	223,629	336,355	16,15,437	17,48,356	267,176	251,169	7,97,487	6,53,981	XIV.
—	—	—	—	193	130	2,251	1,403	508	498	6,154	5,578	130	232	1,334	2,096	XV.
1,963	2,172	35,132	36,881	4,684	5,083	56,406	68,428	5,780	4,885	52,931	46,628	3,670	4,171	20,330	24,041	XVI.
—	—	—	—	62	80	598	746	244	229	2,091	2,473	288	328	1,468	1,741	XVII.
—	—	—	—	250	250	2,453	2,240	527	341	8,286	4,665	456	405	1,690	1,548	XVIII.
—	—	—	—	372	303	4,952	4,548	1,122	1,183	20,747	20,507	162	204	4,130	3,092	XIX.
849	983	26,810	24,722	696	505	9,946	7,443	8,206	7,813	1,07,900	92,526	2,414	2,427	26,561	31,283	XX.
—	—	—	—	—	—	—	—	136	188	1,343	1,628	172	161	884	643	XXI.
11,459	15,750	1,93,371	2,69,599	9,317	6,879	69,885	43,195	21,747	22,294	2,08,664	2,18,729	8,671	8,355	64,082	66,626	XXII.
3,275	3,922	36,225	34,500	2,174	2,234	20,711	21,653	3,227	3,293	42,705	44,900	767	1,103	6,698	10,172	XXIII.
659	383	44,955	20,299	18	21	275	295	38	21	702	687	812	873	20,443	20,657	XXIV.
—	—	—	—	173	220	1,757	2,277	363	450	6,540	7,694	113	85	1,081	686	XXV.
2,005	2,976	35,512	45,885	3,192	3,373	22,275	26,714	4,678	3,797	70,393	45,864	2,168	2,775	17,448	19,643	XXVI.
69,614	70,600	2,37,989	3,62,350	35,441	39,024	1,47,833	1,31,992	37,387	46,299	1,69,072	1,92,306	51,437	55,881	1,66,210	1,75,181	XXVII.
—	—	—	—	93	33	558	254	911	1,129	7,927	10,844	373	460	1,444	1,567	XXVIII.
65,479	70,318	6,17,366	6,25,548	16,643	11,067	78,069	53,003	26,639	58,100	1,45,713	3,29,033	49,553	71,786	1,42,145	2,04,295	XXIX.
—	—	—	—	309	297	3,945	3,690	370	448	6,740	8,982	35	21	630	392	XXX.
—	—	—	—	393	587	4,027	5,847	4,169	4,246	48,337	46,007	976	1,596	8,415	10,147	XXXI.
13,790	19,570	44,964	68,907	693	241	2,910	1,769	4,566	15,568	33,170	43,060	14,556	27,509	27,482	30,431	XXXII.
33,453	28,494	4,63,272	3,18,377	9,312	10,285	34,605	37,383	70,504	79,383	6,25,031	5,88,992	92,837	87,113	4,85,737	4,10,049	XXXIII.
430	413	11,591	10,136	8,129	7,961	1,16,347	1,02,843	2,420	1,934	37,308	30,000	305	302	2,567	4,077	XXXIV.
12,284	13,764	1,16,486	1,22,359	8,012	11,654	50,940	74,677	1,663	1,761	22,660	24,435	1,301	1,189	8,647	8,817	XXXV.
35,241	48,535	1,86,511	2,78,484	2,910	2,635	12,506	8,493	34,439	37,585	1,11,496	1,05,888	18,534	19,696	60,092	56,154	XXXVI.
3,346	3,542	82,700	84,871	41	27	632	392	10,906	9,602	1,30,175	1,16,168	243	156	2,750	1,607	XXXVII.
55,505	57,725	8,27,162	8,58,192	36,524	93,320	1,68,533	2,68,562	78,814	43,659	3,09,124	4,36,000	14,320	13,642	97,166	99,578	XXXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XL.
1,336	2,318	27,193	50,360	—	—	—	—	11,833	9,553	2,08,820	1,86,502	3,775	3,311	21,397	20,407	XLI.
—	—	—	—	—	—	—	—	91	199	447	665	—	—	—	—	XLII.
—	—	—	—	—	1,320	—	5,042	3,923	4,568	26,309	28,743	2,233	1,077	7,874	6,702	XLIII.
3,459	3,545	10,166	14,786	—	862	—	2,036	19,242	25,934	34,497	52,520	—	—	—	—	XLIV.
13,372	19,757	37,738	60,717	—	—	—	—	749	710	2,327	3,092	—	—	—	—	XLV.

(b) Includes Patri Branch.
(c) Includes Poradhala section of the Northern Bengal State Railway and Ranaghat section of the Bengal Central Railway.

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

Classification Number.	Articles.	IMPERIAL STATE											
		East Indian.				Punjab Northern.				Indus Valley and Kandahar.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.
I.	Animals - - No.	7,387	7,678	24,708	41,162	3,168	1,213	9,766	4,371	8,154	9,588	6,946	8,560
II.	Borax - - -	1,653	1,855	41,181	44,201	14	8	194	122	—	—	—	—
III.	Canes and rattans -	880	753	7,690	7,378	66	2	821	36	—	—	—	—
IV.	Caoutchouc - -	631	956	8,309	10,704	—	—	—	—	—	—	—	—
V.	Chinese and Japanese ware.	27	49	1,560	1,987	57	120	1,843	2,737	—	—	—	—
VI.	Coal and coke -	794,844	910,992	49,90,669	53,54,754	—	—	—	—	—	19	—	170
VII.	Cotton, raw - -	54,815	53,604	17,53,066	16,06,546	687	211	14,376	4,456	607	3,598	10,088	77,435
VIII.	Cotton, manufactured.	09,868	72,608	24,02,888	23,62,073	4,086	4,805	87,858	06,478	7,883	9,084	1,82,312	1,70,444
IX.	Drugs and medicines	3,256	3,375	86,355	95,700	548	237	7,217	4,515	1,390	1,353	28,103	27,464
X.	Dyeing materials -	17,591	19,863	4,56,930	4,04,323	1,049	1,163	16,094	17,138	2,095	2,601	46,069	48,901
XI.	Earthenware and porcelain.	423	309	18,636	14,001	52	10	1,426	448	—	—	—	—
XII.	Fibrous products -	30,458	34,877	5,11,868	6,12,511	1,451	1,786	12,468	14,437	2,308	2,587	23,227	24,047
XIII.	Fruits and nuts -	9,918	14,171	3,36,130	3,75,240	3,750	3,911	33,532	63,469	2,916	6,870	1,04,128	1,00,703
XIV.	Grain and pulse -	759,712	635,815	71,18,499	57,33,973	69,903	52,592	6,27,949	3,34,022	1,10,127	1,74,631	0,68,170	14,49,682
XV.	Gums and resins -	2,101	2,148	44,985	49,960	17	59	272	632	—	—	—	—
XVI.	Hides and skins -	25,290	26,840	4,99,525	4,53,639	1,306	1,012	17,107	13,223	1,238	1,027	15,808	* 14,583
XVII.	Horns - - -	494	617	9,263	10,049	138	28	794	207	—	—	—	—
XVIII.	Lac - - -	13,417	14,773	2,25,671	2,77,729	23	44	307	649	—	—	—	—
XIX.	Leather - - -	2,462	2,476	91,504	92,133	407	431	5,151	6,735	—	—	—	—
XX.	Liquors - - -	5,935	6,001	2,32,940	1,94,471	2,291	2,800	30,767	30,048	2,159	1,380	79,332	52,031
XXI.	Mats - - -	166	204	2,827	3,289	47	106	475	1,131	—	—	—	—
XXII.	Metals - - -	66,597	85,102	18,17,283	18,88,686	3,697	6,178	38,243	41,363	3,003	9,505	78,649	1,40,616
XXIII.	Oils - - -	4,237	6,215	1,12,376	1,82,691	1,363	1,455	19,117	22,860	780	1,302	13,446	26,115
XXIV.	Opium - - -	9,599	7,635	2,36,384	1,95,571	1	—	8	—	—	—	—	—
XXV.	Paints and colours -	1,728	2,121	38,262	37,978	83	44	1,415	754	196	116	5,570	2,406
XXVI.	Provisions - - -	13,494	13,572	4,55,833	4,15,758	843	519	13,970	7,928	2,335	1,489	51,735	33,997
XXVII.	Salt - - -	216,632	223,357	16,66,591	17,42,018	32,937	48,899	1,67,151	2,02,956	2,944	3,383	17,835	20,572
XXVIII.	Saltpetre - - -	35,331	37,035	4,04,743	4,34,838	125	221	986	1,486	—	—	—	—
XXIX.	Seeds - - -	306,686	394,325	30,54,721	41,64,412	2,917	1,763	16,210	10,418	5,341	33,965	27,923	3,15,064
XXX.	Silk - - -	1,279	1,238	40,142	40,726	109	123	2,101	2,956	34	32	1,055	1,108
XXXI.	Spices - - -	6,457	7,371	1,38,569	1,38,294	547	619	6,711	5,043	1,373	999	25,707	18,515
XXXII.	Stone and marble -	23,422	30,303	1,37,008	1,61,601	1,420	3,047	5,007	6,811	—	—	—	—
XXXIII.	Sugar - - -	132,618	151,274	12,31,224	14,29,378	13,347	13,183	1,24,508	68,729	15,602	10,020	1,68,177	1,04,319
XXXIV.	Tea - - -	1,256	1,388	47,667	62,964	1,210	779	20,820	17,327	—	—	—	—
XXXV.	Tobacco - - -	31,531	20,382	3,05,820	2,84,124	264	166	2,124	2,718	780	760	11,160	10,525
XXXVI.	Wood - - -	29,610	31,435	1,84,883	1,73,649	18,184	31,842	81,184	1,09,549	1,767	1,580	20,327	0,820
XXXVII.	Wool - - -	1,834	1,796	71,335	55,207	496	635	5,394	9,508	7,143	6,869	1,79,095	1,72,631
XXXVIII.	All other articles of merchandise.	71,385	80,007	12,45,121	11,98,349	24,301	15,327	2,27,290	1,06,436	29,887	30,322	2,43,409	1,48,507
XXXIX.	Bark (tanning) -	—	—	—	—	—	—	—	—	—	—	—	—
XL.	Coffee - - -	—	—	—	—	—	—	—	—	—	—	—	—
XLI.	Government stores -	12,967	13,136	4,96,483	5,00,125	2,487	2,406	37,260	53,926	23,968	835	2,19,710	28,886
XLII.	Manures - - -	6,751	6,418	39,792	36,969	—	—	—	—	—	—	—	—
XLIII.	Vegetables - - -	9,202	9,993	77,170	95,710	—	—	—	—	—	—	—	—
XLIV.	Chunam and lime -	18,414	20,234	1,32,891	1,70,781	—	—	—	—	1,745	3,235	18,308	17,063
XLV.	Hay and straw and grass, &c.	—	—	—	—	—	—	—	—	—	—	—	—
XLVI.	Railway materials -	—	—	—	—	—	40,648	—	1,80,765	—	—	—	—
XLVII.	Revenue stores -	—	—	—	—	—	25,645	—	99,204	—	—	—	—

therefrom, on the several RAILWAYS for 1882, as compared with the similar results for 1881—cont.

RAILWAYS.								PROVINCIAL STATE RAILWAYS.								Classification Number.	
(d) Rajputana-Malwa.				Wardha Coal.				Calcutta and South-Eastern.				Nalhati.					
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
842	302	2,467	2,389	—	—	—	—	23	24	111	103	—	—	—	—	I.	
40	88	835	2,906	—	—	—	—	—	—	—	—	—	—	—	—	II.	
466	900	3,723	11,161	60	20	98	53	—	—	—	—	—	—	—	—	III.	
—	2	—	15	—	—	—	—	—	—	—	—	—	—	—	—	IV.	
22	55	1,006	1,384	—	—	—	—	—	—	—	—	—	—	—	—	V.	
2,223	2,136	17,919	12,415	49,923	61,382	73,763	90,130	—	—	—	—	1,740	2,468	2,589	4,032	VI.	
21,791	26,826	4,64,398	5,69,725	1,788	1,561	5,533	4,955	—	—	—	—	234	256	862	945	VII.	
13,389	19,730	2,71,519	5,47,710	276	567	1,487	2,623	—	—	—	—	913	860	2,581	3,133	VIII.	
1,571	701	18,849	15,762	76	72	272	250	—	—	—	—	19	13	80	102	IX.	
3,657	5,076	52,708	91,649	40	63	193	211	—	—	—	—	13	18	40	71	X.	
68	110	1,060	2,020	2	1	9	3	—	—	—	—	—	—	—	—	XI.	
5,703	5,844	50,034	54,933	233	380	676	1,143	—	—	—	—	130	98	243	304	XII.	
11,863	12,144	1,77,355	1,74,981	294	349	1,030	1,331	—	—	—	—	107	71	280	233	XIII.	
156,693	112,839	10,40,431	8,37,386	11,420	8,908	10,975	9,233	7,252	11,327	6,956	10,746	2,443	2,693	3,050	2,368	XIV.	
465	793	7,047	12,378	31	36	97	116	—	—	—	—	—	—	—	—	XV.	
1,837	4,095	34,545	85,776	53	111	218	460	—	—	—	—	71	76	174	255	XVI.	
100	103	1,667	1,730	6	18	24	74	—	—	—	—	—	—	—	—	XVII.	
129	233	1,620	3,499	2	2	10	7	—	—	—	—	6	6	10	20	XVIII.	
412	509	5,236	7,631	1	14	3	53	—	—	—	—	—	—	—	—	XIX.	
1,023	705	26,045	21,837	12	17	55	74	—	—	—	—	38	33	156	223	XX.	
29	21	268	353	1	27	4	78	—	—	—	—	—	—	—	—	XXI.	
11,637	15,644	1,73,804	3,20,403	351	463	917	1,368	—	—	—	—	183	224	554	792	XXII.	
1,332	1,554	20,247	23,100	79	7	313	344	—	—	—	—	43	55	119	205	XXIII.	
4,133	4,031	73,131	73,007	—	1	—	8	—	—	—	—	4	—	18	—	XXIV.	
276	244	4,504	6,763	5	19	16	65	—	—	—	—	5	19	12	66	XXV.	
3,579	6,990	45,310	1,34,582	80	60	267	277	—	—	—	—	17	9	47	31	XXVI.	
163,503	1,01,646	14,01,344	13,59,676	4,347	4,511	10,347	10,623	—	—	—	—	230	974	333	1,066	XXVII.	
714	510	6,500	7,369	—	—	—	—	—	—	—	—	—	—	—	—	XXVIII.	
59,742	67,645	2,90,310	4,59,283	7,836	12,539	9,694	15,025	—	—	—	—	1,344	1,117	2,157	1,772	XXIX.	
44	161	1,132	3,500	4	10	27	76	—	—	—	—	364	352	1,468	2,166	XXX.	
1,881	1,176	31,677	25,467	5	63	17	279	—	—	—	—	126	141	290	431	XXXI.	
4,378	5,730	23,735	33,997	393	7	547	26	—	—	—	—	93	73	207	163	XXXII.	
63,073	83,344	7,43,344	10,39,177	169	147	431	453	—	—	—	—	352	275	606	600	XXXIII.	
439	462	19,367	17,209	—	—	—	—	—	—	—	—	—	—	—	—	XXXIV.	
6,609	7,533	92,607	1,20,610	4	10	17	45	—	—	—	—	77	127	162	290	XXXV.	
20,634	14,061	93,100	93,475	826	1,355	2,032	3,357	18,246	22,460	16,015	18,965	65	83	99	159	XXXVI.	
2,351	3,397	70,296	99,616	1	12	4	52	—	—	—	—	—	—	—	—	XXXVII.	
14,213	30,426	1,96,744	2,51,413	3,005	2,443	6,934	5,190	9,475	14,291	5,399	8,390	1,400	1,179	2,437	3,031	XXXVIII.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XL.	
—	—	—	—	4	3	13	8	—	—	—	—	—	1	—	4	—	XLI.
—	—	—	—	—	—	—	—	—	—	—	—	—	8	—	8	—	XLII.
—	—	—	—	—	—	—	—	—	—	—	—	255	374	430	739	—	XLIII.
—	—	—	—	—	—	—	—	—	—	—	—	—	27	—	25	—	XLIV.
—	—	—	—	—	—	—	—	4,249	4,632	8,605	8,960	—	—	—	—	—	XLV.
119,634	167,134	3,47,693	1,39,126	2,503	6,199	2,017	12,251	—	—	—	—	—	—	—	—	—	XLVI.
76,073	119,539	2,63,832	2,85,233	—	—	—	—	—	—	—	—	—	—	—	—	—	XLVII.

(d) Includes Muttra-Achnera line.

therefrom, on the several RAILWAYS for 1882, as compared with the similar results for 1881—*cont.*

RAILWAYS—*continued.*

Patna-Gya.				Muttra-Hathras.				Cawnpore-Farakabad.				Nagpur-Chhattisgarh.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	1881.	1882.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	P.s.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	I.
—	—	—	—	18	41	18	44	8	10	18	51	1	1	2	2	II.
—	—	—	—	—	—	—	—	—	—	—	—	10	5	22	20	III.
—	—	—	—	—	—	—	—	—	2	—	10	—	—	—	—	IV.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	V.
3,515	4,255	8,336	10,298	—	467	—	835	2,109	996	8,209	4,044	7,648	2,529	12,204	5,254	VI.
575	579	3,235	3,336	409	246	396	266	1,362	1,760	8,179	10,073	166	208	1,209	2,056	VII.
1,180	1,300	5,055	5,223	723	656	1,769	1,102	1,900	1,682	9,020	10,535	691	1,070	2,671	6,237	VIII.
16	17	74	93	72	68	81	72	20	23	143	213	232	100	436	355	IX.
347	334	1,361	1,290	1,086	1,116	971	1,218	750	569	3,763	3,796	81	486	205	2,043	X.
—	—	—	—	96	160	192	142	199	23	1,294	112	5	3	17	15	XI.
392	459	1,138	1,246	536	397	606	358	221	291	946	1,324	593	1,228	1,870	5,619	XII.
74	142	323	626	244	105	328	116	134	180	733	1,206	851	720	2,363	2,396	XIII.
10,160	10,489	18,879	17,839	13,454	10,678	19,001	9,063	7,662	15,193	25,373	51,725	38,125	76,559	73,904	2,67,579	XIV.
—	—	—	—	441	453	368	369	147	57	546	277	49	59	136	230	XV.
536	604	1,636	1,925	148	163	331	283	151	171	827	1,004	697	656	1,933	2,680	XVI.
—	—	—	—	8	—	19	—	4	8	21	45	37	107	101	495	XVII.
1,204	1,767	3,861	5,840	18	19	22	32	30	57	162	225	35	87	171	433	XVIII.
—	—	—	—	8	50	20	124	10	37	49	200	130	121	261	364	XIX.
30	36	163	196	73	175	253	373	37	41	246	310	75	75	227	302	XX.
—	—	—	—	—	—	—	—	1	—	4	—	2	16	14	72	XXI.
1,171	1,113	3,944	4,063	489	728	715	989	1,136	2,341	5,628	11,752	568	761	1,315	2,550	XXII.
72	94	282	403	80	117	190	149	29	59	211	376	32	81	86	261	XXIII.
601	529	4,245	3,787	8	4	17	3	173	210	1,512	1,898	—	1	—	10	XXIV.
70	52	311	194	92	43	104	42	18	104	93	427	30	212	58	337	XXV.
163	72	630	299	282	761	504	15,19	559	677	2,141	2,044	492	230	743	755	XXVI.
6,322	6,587	10,074	16,251	349	205	220	225	502	734	1,541	2,138	4,385	8,761	9,115	23,980	XXVII.
177	293	313	494	78	108	114	133	2,405	4,823	9,601	15,635	—	2	—	4	XXVIII.
9,177	6,785	23,519	17,352	1,315	1,016	1,215	1,168	3,006	5,132	9,744	15,615	6,533	20,317	13,516	81,750	XXIX.
—	—	—	—	—	—	—	—	1	1	11	5	22	42	156	311	XXX.
830	652	2,345	2,140	785	667	719	729	214	182	796	980	27	86	81	278	XXXI.
582	5,218	1,384	9,406	200	236	123	343	118	636	458	15	4	19	15	103	XXXII.
8,750	14,384	20,869	33,974	5,698	7,180	7,066	7,863	348	460	1,176	1,502	366	369	792	1,109	XXXIII.
—	—	—	—	3	—	15	—	—	—	—	—	—	6	—	13	XXXIV.
1,551	1,554	6,063	5,971	76	104	67	138	127	126	675	674	113	130	355	535	XXXV.
455	693	1,060	1,088	1,018	1,186	1,976	1,511	803	1,233	3,815	4,944	1,149	1,244	4,627	6,525	XXXVI.
—	—	—	—	51	58	122	160	12	14	91	89	10	21	35	71	XXXVII.
18,094	15,666	32,185	29,927	1,367	1,496	3,033	2,207	1,407	2,309	7,654	7,210	2,071	1,011	8,385	5,637	XXXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XL.
—	105	—	466	31	91	96	222	932	1,028	9,284	10,652	321	538	303	418	XLI.
93	84	252	237	—	—	—	—	—	—	—	—	—	—	—	—	XLII.
453	309	1,199	951	—	31	—	44	—	280	—	1,039	—	—	—	—	XLIII.
184	84	183	117	—	48	—	60	—	16	—	63	—	—	—	—	XLIV.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	XLV.
—	—	—	—	4	16	4	18	6,581	808	5,501	470	107,509	57,639	48,497	30,235	XLVI.
—	—	—	—	342	200	371	220	2,862	5,774	2,075	2,867	—	—	—	—	XLVII.

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

Classification Number.	Articles.	PROVINCIAL STATE RAILWAYS <i>—cont.</i>								NATIVE			
		Rangoon and Irrawaddy Valley.				Bhopal.				Bhavnagr-Gondal.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.
I.	Animals - - -	5,841	6,978	15,116	17,261	—	—	—	—	—	—	—	—
II.	Borax - - -	—	—	—	—	—	—	—	—	—	—	—	—
III.	Canes and rattans -	23	20	171	168	—	—	—	—	—	—	—	—
IV.	Caoutchouc - -	—	—	—	—	—	—	—	—	—	—	—	—
V.	Chinese and Japanese ware.	151	142	1,115	1,699	—	—	—	—	13	2	221	24
VI.	Coal and coke -	445	5,613	700	2,473	—	90	—	97	3,773	5,763	4,834	4,317
VII.	Cotton, raw - -	15	10	224	144	—	—	—	—	13,051	17,905	1,22,174	1,66,060
VIII.	Cotton, manufactured.	649	638	8,792	8,340	—	171	—	360	510	770	6,263	8,830
IX.	Drugs and medicines	61	59	891	853	—	—	—	—	8	37	105	511
X.	Dyeing materials -	6,184	3,798	38,961	21,274	—	—	—	—	115	235	1,068	2,064
XI.	Earthenware and porcelain.	564	348	2,377	2,217	—	—	—	—	6	2	32	14
XII.	Fibrous products -	1,307	1,488	11,005	10,088	—	6	—	13	697	807	4,620	5,354
XIII.	Fruits and nuts -	3,023	4,045	20,353	38,363	—	218	—	436	746	1,119	4,622	6,737
XIV.	Grain and pulso -	84,936	97,775	4,10,538	4,16,741	—	1,084	—	1,121	5,896	12,935	20,266	48,119
XV.	Gums and resins -	28	19	264	171	—	—	—	—	10	25	205	239
XVI.	Hides and skins -	109	194	1,227	2,228	—	58	—	98	129	243	1,037	2,008
XVII.	Horns - - -	9	14	107	184	—	—	—	—	3	10	27	84
XVIII.	Lac - - -	8	17	34	184	—	—	—	—	7	8	68	80
XIX.	Leather - - -	26	30	360	385	—	—	—	—	—	—	—	—
XX.	Liquors - - -	564	365	7,058	4,684	—	9	—	26	17	23	234	256
XXI.	Mats - - -	73	71	654	634	—	—	—	—	—	—	—	—
XXII.	Metals - - -	1,159	3,104	8,503	10,252	—	190	—	333	508	7,051	5,273	8,882
XXIII.	Oils - - -	1,210	1,246	12,423	13,491	—	39	—	79	278	413	2,611	3,870
XXIV.	Opium - - -	4	4	62	60	—	109	—	340	4	7	50	108
XXV.	Paints and colours -	17	64	152	173	—	—	—	—	34	30	362	343
XXVI.	Provisions - - -	2,207	2,053	21,654	19,658	—	41	—	80	104	111	957	977
XXVII.	Salt - - -	656	724	4,112	3,823	—	164	—	312	416	537	1,576	918
XXVIII.	Saltpetre - - -	—	—	—	—	—	—	—	—	16	4	118	32
XXIX.	Seeds - - -	1,439	121	13,094	921	—	8	—	21	2,614	4,711	13,380	22,162
XXX.	Silk - - -	50	42	740	629	—	—	—	—	2	1	17	33
XXXI.	Spices - - -	616	358	5,071	3,196	—	3	—	23	25	72	223	627
XXXII.	Stono and marble -	30,510	28,940	43,874	46,630	—	30	—	62	76	366	392	1,442
XXXIII.	Sugnr - - -	988	1,196	7,049	7,540	—	323	—	650	654	1,282	3,889	6,822
XXXIV.	Tea - - -	36	48	312	488	—	—	—	—	1	2	5	25
XXXV.	Tobacco - - -	553	674	5,080	6,463	—	99	—	215	205	394	1,429	2,050
XXXVI.	Wood - - -	5,605	17,106	15,060	35,091	—	131	—	209	3,263	6,978	24,236	32,878
XXXVII.	Wool - - -	32	30	449	368	—	—	—	—	64	118	734	1,106
XXXVIII.	All other articles of merchandise.	4,657	8,978	22,796	24,614	—	10	—	36	723	1,019	8,911	11,000
XXXIX.	Bark (tanning) -	—	—	—	—	—	—	—	—	—	—	—	—
XL.	Coffee - - -	—	—	—	—	—	—	—	—	—	—	—	—
XLI.	Government stores -	6	1	77	4	—	11	—	21	—	—	—	—
XLII.	Manures - - -	—	—	—	—	—	—	—	—	—	—	—	—
XLIII.	Vegetables - - -	203	134	1,840	1,245	—	—	—	—	—	—	—	—
XLIV.	Chunam and lime -	208	530	942	1,734	—	—	—	—	—	—	—	—
XLV.	Hay and straw and grass, &c.	—	—	—	—	—	—	—	—	—	—	—	—
XLVI.	Railway materials -	20,249	27,168	19,178	24,468	—	2,404	—	1,960	—	—	—	—
XLVII.	Revenue stores -	—	—	—	—	—	—	—	—	—	—	—	—
XLVIII.	Miscellaneous -	—	—	—	—	—	324	—	498	—	—	—	—

N.B.—Information for the Sindia, Dildarnagar-Ghazipur, Jodhpur, Assam and Darjeeling-Himaylayan Railways has not been received.

therefrom on the several Railways for 1882, as compared with the similar results for 1881.

STATES.												Classification Number.
Gaekwar of Baroda's.				Nizam's.				Mysore.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	1881. Tons.	1882. Tons.	1881. Rs.	1882. Rs.	
—	—	—	—	—	—	3,364	2,201	19	137	44	459	I.
—	—	—	—	—	—	—	—	—	1	—	3	II.
—	—	—	—	—	—	—	—	—	—	—	—	III.
—	—	—	—	—	—	—	—	—	—	—	—	IV.
—	—	—	—	—	—	—	—	—	—	—	—	V.
88	38	93	67	140	194	487	831	—	38	—	141	VI.
—	—	—	—	185	503	1,136	4,038	—	60	—	381	VII.
1,960	1,809	2,995	2,870	2,340	2,365	34,629	35,774	123	574	517	3,032	VIII.
—	—	—	—	370	339	4,017	3,843	15	17	30	124	IX.
—	—	—	—	225	234	1,293	1,487	11	19	29	88	X.
—	—	—	—	186	338	3,007	5,058	—	1	—	2	XI.
169	181	319	371	656	957	4,438	8,607	18	12	63	80	XII.
606	429	968	1,097	1,954	1,998	18,545	18,302	9	214	27	962	XIII.
4,730	5,637	6,935	9,131	22,823	25,208	1,10,412	1,27,164	176	4,466	570	10,420	XIV.
—	—	—	—	90	69	810	537	—	1	1	7	XV.
21	37	53	109	920	640	7,681	4,690	42	283	101	1,136	XVI.
—	—	—	—	—	—	—	—	—	8	—	10	XVII.
—	—	—	—	—	15	—	167	—	—	—	—	XVIII.
—	—	—	—	—	703	—	7,029	—	28	—	98	XIX.
15	19	36	49	473	413	5,781	5,777	8	91	39	565	XX.
—	—	—	—	—	—	—	—	—	21	—	99	XXI.
206	290	400	832	1,709	1,585	13,568	13,615	36	354	132	1,771	XXII.
23	18	60	60	—	747	—	7,209	—	82	2	417	XXIII.
—	—	—	—	—	38	—	638	—	—	—	—	XXIV.
—	—	—	—	—	30	—	778	—	2	—	16	XXV.
463	359	743	616	1,161	719	12,017	7,152	12	10	46	53	XXVI.
1,808	1,920	2,463	2,947	16,631	17,252	63,287	69,569	75	1,189	106	4,306	XXVII.
—	—	—	—	—	—	—	—	—	3	—	18	XXVIII.
2,003	1,341	2,940	2,254	10,362	11,883	46,763	45,152	20	663	55	3,679	XXIX.
—	—	—	—	—	36	—	878	3	2	11	19	XXX.
—	—	—	—	1,036	1,582	5,923	9,336	19	132	90	763	XXXI.
3,164	2,614	5,770	4,788	1,138	2,332	5,785	11,446	—	210	—	496	XXXII.
218	211	374	363	1,302	1,137	9,432	8,588	6	172	26	801	XXXIII.
—	—	—	—	—	33	—	472	—	—	—	—	XXXIV.
11	10	29	51	304	330	3,043	3,044	11	106	40	418	XXXV.
3,218	2,736	6,413	6,507	6,464	8,435	21,211	24,300	258	1,130	225	2,773	XXXVI.
3	7	8	16	105	102	1,120	1,114	15	16	75	44	XXXVII.
13,643	9,997	21,051	19,312	2,649	2,103	27,319	26,036	475	805	2,170	4,331	XXXVIII.
—	—	—	—	—	—	—	—	—	—	—	—	XXXIX.
—	—	—	—	—	—	—	—	43	1,136	217	4,070	XL.
—	—	—	—	1,541	1,635	17,602	20,409	8	7	44	66	XLI.
—	—	—	—	—	—	—	—	—	51	—	276	XLII.
77	103	189	258	—	645	—	4,736	—	—	—	—	XLIII.
200	189	325	271	—	—	—	—	—	—	—	—	XLIV.
36	203	66	453	—	1,017	—	3,456	—	—	—	—	XLV.
26	22	31	29	10,530	8,103	12,872	8,344	10,923	6,387	27,749	35,094	XLVI.
—	—	—	—	—	—	—	—	335	3,132	429	2,541	XLVII.
—	—	—	—	—	—	—	—	130	234	326	1,606	XLVIII.

APPENDIX.

ACT NO. IV. OF 1883.

PASSED BY THE GOVERNOR GENERAL OF INDIA IN COUNCIL

(Received the assent of the Governor General on the 16th February 1883.)

An Act to amend the Indian Railway Act, 1879.

- Preamble. Whereas it is expedient to amend the Indian Railway Act, 1879, in manner herein-after appearing; It is hereby enacted as follows:—
- Short title. 1. This Act may be called the Indian Railway Act, 1883;
- Commencement. and it shall come into force at once.
- New sections substituted for section 5 of Act IV. of 1879. 2. For section five of the said Act the following sections shall be substituted, namely:—
- “5. A Railway, or portion or extension of, or addition to, a Railway, shall not be opened for the public conveyance of passengers until the Railway Administration has given to the Governor General in Council notice in writing of the intention of opening the same, and until the Governor General in Council has by order sanctioned the opening of the same.
- Railway when to be opened. “5 A. The Governor General in Council may from time to time appoint, by name or by virtue of their office, officers to be Inspecting-officers under this Act.
- Inspecting-officers. “5 B. (1.) The sanction referred to in section five shall not be given until an officer appointed under section 5 A has, after inspection of the Railway, portion, extension or addition, as the case may be, reported to the Governor General in Council that in his opinion the opening of the same would not be attended with danger to the public using it.
- Sanction not to be given until after report by Inspecting-officer. “(2.) Notwithstanding anything herein-before contained, the Governor General in Council may, in any particular case or in any particular class of cases, by special order, confer on any officer appointed under section 5 A power to sanction the opening of a Railway, portion, extension or addition, if in the officer's opinion the opening of the same will not be attended with danger to the public using it.
- “ (3.) In such cases it shall not be necessary to make the report required by sub-section (1); but the Governor General in Council may by order cancel the sanction given under sub-section (2), or direct that the sanction shall be subject to such conditions as he thinks fit.
- “ (4.) The sanction given under this section may be either absolute or subject to such conditions as the Governor General in Council, or the officer appointed under section 5 A, as the case may be, thinks necessary for the safety of the public.
- “ (5.) When sanction for the opening of any railway, or portion or extension of, or addition to, any railway, is given subject to conditions, and the Railway Administration fails or neglects to fulfil, or comply with, those conditions, the sanction shall on the failure or neglect forthwith be deemed to be void, and the railway, or portion, or extension, or addition, as the case may be, shall not be used unless and until sanction is again obtained under this section for the opening thereof.
- “5 C. If, after a railway has been opened as herein-before provided, any portion of it is so altered by the Railway Administration as to cause danger to, or affect the safety of, passengers carried thereon, the portion so altered shall not be used for the public conveyance of passengers, unless and until sanction is obtained, in accordance with the provisions of section 5 B, for the opening of it.
- When alterations affecting safety of passengers are made in Railway, sanction to be again obtained for opening. “5 D. (1.) Every officer appointed under section 5 A shall for the purpose of the inspection, be deemed to be a public servant within the meaning of the Indian Penal Code, and shall, subject to the control of the Governor General in Council, have the following powers, namely:—
- “ (a.) he may enter on and inspect any railway or portion thereof which has been opened for the public conveyance of passengers, or any rolling-stock used thereon;
- “ (b.) he may, by an order in writing under his hand, require the attendance of any railway servant whom he thinks fit to call before him and examine for the said purpose, and may require any such servant to answer, or furnish returns regarding, such inquiries for the said purpose as he thinks fit to make;
- “ (c.) he may require and enforce the production of all books, papers and documents belonging to or in the possession of any Railway Administration which in his opinion are necessary for the said purpose.
- “ Powers of Inspector of Railways.

"(2.) Every Railway Administration whose railway or rolling-stock is being inspected under this Act shall afford all reasonable facilities for making the inspection to the officer making it."

"5 E. When, after inspecting any railway or portion of a railway, or any rolling-stock used thereon, any officer appointed under section 5 A reports to the Governor General in Council that in his opinion the use of the railway or portion or of any specified rolling-stock will be attended with danger to the public using it, the Governor General in Council may, by order, direct that the railway or portion be closed for the public conveyance of passengers, or that the rolling-stock so specified shall no longer be used, as the case may be,

"5 F. (1). When a railway or portion of a railway has been closed under section 5 E, it shall not be re-opened for the public conveyance of passengers unless and until it has been inspected, and its opening sanctioned, in accordance with the provisions of section 5 B.

"(2.) When the Governor General in Council has directed under section 5 E that any rolling-stock shall not be used, the rolling-stock shall not be used unless and until an officer appointed under section 5 A reports that it is fit for use, and the Governor General in Council sanctions its use."

3. In section eight of the said Act, in clause (d), the word "and" shall be omitted, and after clause (d) the following clause shall be, and be deemed to have always been, inserted:—

"(dd) for regulating the conduct of the railway-servants, and."

Amendment of, and addition to, section 8.
New section to be substituted for section 21 of Act IV of 1879.

4. For section twenty-one of the said Act the following section shall be substituted:—

"21. Any Railway Administration opening or using, in contravention of section five, section 5 B, or section 5 C, any railway, or any portion or extension of, or addition to a railway, or keeping, in contravention of an order of the Governor General in Council under section 5 E, any railway or portion thereof open, or re-opening, in contravention of section 5 F, sub-section (1), any railway or portion thereof or using, in contravention of section 5 F, sub-section (2), any rolling-stock, shall forfeit to the Government the sum of one thousand rupees for every day during which the railway, portion, extension or addition remains open or is used in contravention of any of those sections or of the order of the Governor General in Council, as the case may be, or during which the rolling-stock is so used."

Penalty for opening or re-opening Railway in contravention of sections 5 and 5 F, and keeping open after order under section 5 E.

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