

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

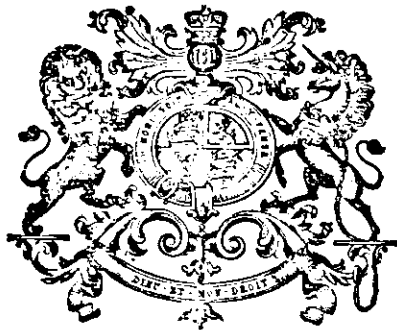
1895-96.

BY

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PART I.



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CORRIGENDUM.

Chapter VIII, page 114, Statement No. 26.—In the column "LII.—Assam-Bengal" against item 36.—Average cost of hauling for one mile—One passenger unit: *for* "pies 1-16" *read* pies 1-78.

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INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1895.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895.

GENERAL RESULTS.

Serial Number.	RAILWAY.	1895.	Capital expended. (a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			R	Miles.	Miles.	R	R	R
I	East Indian	1st half	36,96,20,722	(b) 1,707½	5,566,171	2,85,92,110	85,29,733	2,00,62,377
		2nd half	37,19,25,636	(b) 1,734½	5,320,175	2,55,44,216	79,11,137	1,76,33,079
		Total and average	37,19,25,636	(b) 1,721½	10,886,346	5,41,36,326	1,64,40,870	3,76,95,456
II	Bengal-Nágpur	1st half	9,56,02,527	(c) 862½	874,149	44,67,673	17,54,189	27,13,484
		2nd half	9,59,72,969	(c) 862½	694,628	24,07,067	15,79,108	8,27,959
		Total and average	9,59,72,969	(c) 862½	1,568,777	68,74,740	33,33,297	35,41,443
III	Indian Midland	1st half	8,63,20,908	(d) 696½	640,068	24,44,449	15,36,327	9,08,122
		2nd half	8,64,56,943	(d) 698½	584,079	20,47,258	13,07,019	7,40,235
		Total and average	8,64,56,943	(d) 697½	1,224,147	44,91,707	28,43,346	16,48,361
IV	Bhopal-Itárai (British section)	1st half	22,37,270	13	25,949	72,444	48,617	23,827
		2nd half	22,47,963	13	25,782	70,214	47,927	22,287
		Total and average	22,47,963	13	51,731	1,42,658	96,544	46,114
V	Godhra-Butlam-Nagda	1st half	1,52,56,165	115	149,678	7,11,583	3,11,654	3,99,929
		2nd half	1,54,64,805	115½	114,326	3,90,810	3,16,806	74,004
		Total and average	1,54,64,805	115½	264,004	11,02,393	6,28,460	4,73,933
VI	Wardha Coal	1st half	49,87,689	45	55,500	(e) 51,124	(f) 743	50,38
		2nd half	49,90,794	45	52,458	(e) 26,724	(f) 743	25,98
		Total and average	49,90,794	45	107,958	(e) 77,848	(f) 1,486	76,36
VII	Dhond-Manmád	1st half	1,12,31,188	145½	270,128	(e) 2,35,002	(f) 6,491	2,28,51
		2nd half	1,12,57,170	145½	254,761	(e) 1,86,205	(f) 6,482	1,79,72
		Total and average	1,12,57,170	145½	524,889	(e) 4,21,207	(f) 12,973	4,08,23
VIII	East Coast (state) (Bezawada extension).	1st half	14,29,940	(g) 21½	17,478	89,667	40,654	49,01
		2nd half	14,31,642	(g) 21½	18,522	1,06,100	59,994	46,10
		Total and average	14,31,642	(g) 21½	36,000	1,95,767	1,00,648	95,11
XII	North Western (state)	1st half	41,36,37,140	(h) 2,436½	4,978,208	1,95,07,346	(i) 97,27,317	97,80,02
		2nd half	41,52,16,391	(h) 2,471	4,318,854	1,57,11,035	(i) 90,44,067	66,66,96
		Total and average	41,52,16,391	(h) 2,453½	9,297,062	3,52,18,381	(i) 1,87,71,384	1,64,46,99
XIII	Hyderabad-Shadipalli	1st half	17,53,658	59	30,004	93,123	63,928	29,19
		2nd half	17,67,822	59	24,422	75,016	57,603	17,41
		Total and average	17,67,822	59	54,426	1,68,139	1,21,531	46,60
XIV	Oudh and Rohilkhand (state)	1st half	10,14,17,250	797½	1,701,383	60,79,255	27,04,507	33,74,74
		2nd half	10,21,25,180	797½	1,280,366	42,15,624	23,34,426	18,81,19
		Total and average	10,21,25,180	797½	2,981,749	1,02,94,879	50,38,933	52,55,94
XV	Eastern Bengal (state)	1st half	5,80,85,298	248½	778,491	35,60,759	16,57,931	19,02,82
		2nd half	5,88,60,111	248½	954,792	50,32,278	14,33,203	35,99,07
		Total and average	5,88,60,111	248½	1,733,283	85,93,037	30,91,134	55,01,90
	TOTAL STANDARD GAUGE carried over.	1st half	1,16,15,79,755	7,147½	15,087,207	6,59,04,535	2,63,82,091	3,95,22,44
		2nd half	1,16,77,17,426	7,211½	13,643,165	5,58,12,547	2,40,98,515	3,17,14,03
		Total and average	1,16,77,17,426	7,180½	28,730,372	12,17,17,082	5,04,80,606	7,12,36,47

(a) Capital expended on open mileage charged to final heads, including steam-boat and rolling-stock, but excluding suspense items.

(b) Including 33.75 miles in the first-half and 34.50 miles in the second-half of the Eastern Bengal (state) railway and 1 mile of the Rajputana-Malwa railway, worked over.

(c) Including 0.80 mile of the East Indian railway and 0.65 mile of the Great Indian Peninsula railway, worked over.

(d) Including 15.30 miles of the East Indian, 0.13 mile of the Great Indian Peninsula, 2.80 miles of the Rajputana-Malwa, and 1 mile of the Oudh and Rohilkhand, (state) railway, worked over.

(e) Represents the amount received as rent for the lease of this line.

(f) Expenditure incurred direct by the State.

(g) Including 0.89 mile of the East Coast (state) railway, worked over.

(h) Including 13 miles, Ghaziabad to Delhi, worked over.

(i) Including Rs. 270 in the first-half and Rs. 993 in the second-half, on account of rent of leased line.

A—continued.

STATISTICS OF INDIAN RAILWAYS (PART I)—continued.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—continued.

GENERAL RESULTS—continued.

Serial Number.	RAILWAY.	1895.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			₹	Miles.	Miles.	₹	₹	₹
	STANDARD GAUGE—contd.							
	Brought forward STANDARD GAUGE.	1st half 2nd half Total and average	1,16,15,79,755 1,16,77,17,426 1,16,77,17,426	7,147½ 7,211½ 7,180½	15,087,207 13,643,165 28,730,372	6,59,04,535 5,58,12,547 12,17,17,082	2,63,82,091 2,40,98,515 5,04,80,606	3,95,22,444 3,17,14,032 7,12,36,476
XVI	Bengal Central	1st half 2nd half Total and average	1,00,81,277 1,00,96,720 1,00,96,720	125 125 125	151,489 172,821 324,310	4,30,912 5,16,479 9,47,391	2,51,754 2,96,828 5,48,582	1,79,158 2,19,651 3,98,809
XVII	Calcutta Port Commissioners'	1st half 2nd half Total and average	65,14,893 65,14,893 65,14,893	8½ 8½ 8½	(a) (a) (a)	1,95,806 1,91,754 3,87,560	1,11,279 99,142 2,10,421	84,527 92,612 1,77,139
XVIII	East Coast (state)	1st half 2nd half Total and average	3,89,59,257 4,44,94,250 4,44,94,250	374½ 396½ 395½	331,477 390,039 721,516	10,06,735 8,97,515 19,04,250	7,67,648 8,07,418 15,75,066	2,39,087 90,097 3,29,184
XXIV	Great Indian Peninsula	1st half 2nd half Total and average	27,42,04,506 27,46,65,307 27,46,65,307	1,287 1,287 1,287	4,489,282 3,589,475 8,078,757	1,96,41,195 1,41,48,998 3,37,90,193	(b)97,06,943 (b)92,47,247 (b)1,89,54,190	99,34,252 49,01,751 1,48,36,003
XXV	Bombay, Baroda and Central India	1st half 2nd half Total and average	(c)9,68,55,276 (c)9,81,81,805 (c)9,81,81,805	461 461 461	1,461,536 1,149,357 2,610,893	1,08,24,103 67,28,964 1,75,53,067	34,35,328 30,70,201 65,05,529	73,88,775 36,58,763 1,10,47,538
XXVI	Madras	1st half 2nd half Total and average	11,78,65,250 11,81,25,872 11,81,25,872	839½ 839½ 839½	1,258,565 1,278,459 2,537,024	57,07,936 55,01,371 1,12,08,407	26,82,135 26,47,543 53,29,678	30,24,901 28,53,828 58,78,729
XXVII	Delhi-Umballa-Kalka	1st half 2nd half Total and average	(d)1,54,50,382 (d)1,54,63,593 (d)1,54,63,593	161½ 161½ 161½	274,680 273,767 548,447	7,81,530 6,78,988 14,60,518	3,75,135 3,25,914 7,01,049	4,06,395 3,53,074 7,59,469
XXVIII	Tarkessur	1st half 2nd half Total and average	17,51,908 17,53,340 17,53,340	22½ 22½ 22½	31,501 31,151 62,652	1,75,767 1,32,389 3,08,156	(e)83,351 (e)65,714 (e)1,49,065	92,416 66,675 1,59,091
XXXI	Khámgaon	1st half 2nd half Total and average	5,17,710 5,20,465 5,20,465	7½ 7½ 7½	9,742 7,150 16,892	(f)17,552 (f)8,478 (f)26,030	... ... ...	17,552 8,478 26,030
XXXII	Amráoti	1st half 2nd half Total and average	4,42,514 4,43,425 4,43,425	5½ 5½ 5½	12,192 11,378 23,570	(f)25,228 (f)13,909 (f)39,137	(g)442 (g)443 (g)885	24,786 13,466 38,252
XXXIII	Bina-Gooná	1st half 2nd half Total and average	(h)49,60,885 (h)49,60,885 (h)49,60,885	24½ 72½ 48½	1,318 17,287 18,605	5,209 43,492 48,701	2,637 23,866 26,503	2,572 19,626 22,198
XXXIV	Bhopal-Ujjain(i)	1st half 2nd half Total and average	... (h)66,03,541 66,03,541	... 32 15½	... 2,020 2,020	... 1,958 1,958	... 979 979	... 979 979
XXXV	Bhopal-Itárai (Native state section)	1st half 2nd half Total and average	50,00,000 50,00,000 50,00,000	44 44 44	57,993 57,346 115,339	1,61,902 1,56,172 3,18,074	1,08,652 1,06,601 2,15,253	53,250 49,571 1,02,821
XXXVI	The Nizam's Guaranteed State	1st half 2nd half Total and average	3,96,93,612 3,97,74,481 3,97,74,481	(i)333½ (i)333½ (i)333½	372,846 350,746 723,592	17,54,645 14,60,896 32,15,541	8,35,400 8,02,992 16,38,392	9,19,245 6,57,904 15,77,149
	TOTAL STANDARD GAUGE carried over.	1st half 2nd half Total and average	1,76,89,16,340 1,79,43,16,003 1,79,43,16,003	10,841½ 11,006½ 10,935	23,539,828 20,974,161 44,513,989	10,66,32,155 8,62,93,910 19,29,26,065	4,47,42,795 4,15,93,403 8,63,36,198	6,18,89,360 4,47,00,507 10,65,89,867

(a) Information not furnished.
 (b) Including ₹3,28,900 in the first half and ₹2,35,315 in the second half on account of rent of leased lines.
 (c) Including the Patna branch, the State outlay (₹8,08,405) on which was met from the Civil Works grant.
 (d) Including ₹5,76,918 on account of interest on capital during construction.

* See footnote (a) on page 11.

(e) Including contribution to the East Indian railway Provident Institution, one-fifth share of net earnings payable to the East Indian railway for working, and 5 per cent. for the use of East Indian railway rolling-stock in both halves, less a special credit in respect of refund of overcharges by Government Telegraph Department, in the first-half of 1895.

(f) Represents the amount received as rent for the lease of this line.

(g) Expenditure incurred direct by the State.

(h) Figures taken from Part I of the Administration Report for 1895-96.

(i) Opened for traffic on the 11th November 1895.

(j) Including 8½ miles worked over twice by each train.

STATISTICS OF INDIAN RAILWAYS (PART I)—continued.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—continued.

GENERAL RESULTS—continued.

Serial Number.	RAILWAY.	1895.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			R	Miles.	Miles.	R	R	R
	STANDARD GAUGE—concl'd. Brought forward STANDARD GAUGE.	1st half	1,76,89,16,340	10,841½	23,539,828	10,66,32,155	4,47,42,795	6,18,89,360
		2nd half	1,79,43,16,003	11,006½	20,974,161	8,62,93,910	4,15,93,403	4,47,00,507
		Total and average	1,79,43,16,003	10,935	44,513,989	19,29,26,065	8,63,36,198	10,65,89,867
XXXVII	The Gaekwar's Petlad	1st half	7,11,712	13½	9,633	42,071	13,352	28,719
		2nd half	7,13,331	13½	9,911	31,820	13,953	17,867
		Total and average	7,13,331	13½	19,544	73,891	27,305	46,586
XXXVIII	Kolar Gold-fields	1st half	6,52,863	10	16,270	69,641	38,595	31,046
		2nd half	6,58,544	10	16,204	83,312	47,979	35,333
		Total and average	6,58,544	10	32,474	1,52,953	86,574	66,379
XL	Rajpura-Bhatinda	1st half	66,80,303	108	172,949	8,04,633	4,42,548	3,62,085
		2nd half	66,82,915	108	126,290	5,14,269	2,82,848	2,31,421
		Total and average	66,82,915	108	2,99,239	13,18,902	7,25,396	5,93,506
XLI	Jammu and Kashmir (Native state section).	1st half	9,60,011	16	12,473	(a)9,270	...	9,270
		2nd half	9,60,011	16	12,774	(a)8,993	...	8,993
		Total and average	9,60,011	16	25,247	(a)18,263	...	18,263
XLIII	TOTAL STANDARD GAUGE METRE GAUGE. Bengal and North-Western— Tirhoot section	1st half	1,77,79,21,229	10,988½	23,751,153	10,75,57,776	4,52,37,290	6,23,20,480
		2nd half	1,80,33,30,804	11,154	21,139,340	8,69,32,304	4,19,38,183	4,49,94,121
		Total and average	1,80,33,30,805	11,082½	44,890,493	19,44,90,074	8,71,75,473	10,73,14,601
XLIV	Company's section	1st half	(c)2,81,55,707	414½	897,048	15,19,136	3,97,294	11,21,842
		2nd half	(c)2,86,22,717	414½	839,987	10,51,900	4,10,509	6,41,391
		Total and average	(c)2,86,22,717	414½	1,737,035	25,71,036	8,07,803	17,63,233
XLV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	(d)84,48,502	226½	208,124	5,00,580	2,86,553	2,14,027
		2nd half	(d)84,86,124	231½	169,089	3,25,354	2,24,690	1,00,662
		Total and average	(d)84,86,124	216	377,213	8,25,934	5,11,243	3,14,69
XLVI	Rajputana-Malwa	1st half	12,75,39,516	1,674	3,699,254	1,38,55,978	50,32,407	88,23,57
		2nd half	12,77,45,037	1,674	2,580,646	95,84,603	44,12,912	51,71,691
		Total and average	12,77,45,037	1,674	6,279,900	2,34,40,581	94,45,319	1,39,95,262
XLVII	Palanpur-Deesa	1st half	3,96,766	17½	6,250	23,091	8,386	14,705
		2nd half	4,00,374	17½	6,324	15,091	6,951	8,140
		Total and average	4,00,374	17½	12,574	38,182	15,337	22,845
XLVIII	Southern Mahratta	1st half	9,39,32,201	1,045	1,185,788	34,48,358	20,30,643	14,17,715
		2nd half	9,41,68,496	1,045	1,222,441	30,19,653	18,27,258	11,92,395
		Total and average	9,41,68,496	1,045	2,408,229	64,68,011	38,57,901	26,10,110
XLIX	Guntakal-Mysore frontier	1st half	58,71,295	119½	97,746	2,21,325	1,27,441	93,882
		2nd half	58,71,739	119½	112,671	2,18,003	1,30,230	87,772
		Total and average	58,71,739	119½	210,417	4,39,328	2,57,671	1,81,654
XLIX	Southern Mahratta (Mysore section).	1st half	1,43,99,937	296	280,974	7,53,968	4,42,346	3,11,622
		2nd half	1,45,25,023	296	290,685	8,24,313	5,00,193	3,24,120
		Total and average	1,45,25,023	296	571,659	15,78,281	9,42,539	6,35,742
XLIX	TOTAL METRE GAUGE carried over.	1st half	30,38,51,345	4,134½	6,375,184	2,20,68,754	91,34,501	1,29,34,25
		2nd half	30,51,40,857	4,139½	5,221,843	1,63,82,243	82,98,364	80,83,87
		Total and average	30,51,40,857	4,124½	11,597,027	3,84,50,997	1,74,32,865	2,10,18,13

(a) Represents the amount received as rent for the lease of this line.

(b) Included with the Bengal and North-Western railway (Company's section).

* See footnote (a) on page ii.

(c) Including R10,90,014 on account of interest on capital during construction.

(d) Including R41,029 on account of interest on capital during construction.

STATISTICS OF INDIAN RAILWAYS (PART I)—continued.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—continued.

GENERAL RESULTS—continued.

Serial Number.	RAILWAY.	1895.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	METRE GAUGE—contd.		₹	Miles.	Miles.	₹	₹	₹
	Brought forward METRE GAUGE	1st half	30,38,51,345	4,134½	6,375,184	2,20,68,754	91,34,501	1,29,34,253
		2nd half	30,51,40,857	4,139½	5,221,843	1,63,82,243	82,98,304	80,83,879
		Total and average	30,51,40,857	4,124½	11,597,027	3,84,50,997	1,74,32,865	2,10,18,132
L	South Indian	1st half	7,38,50,154	1,041½	1,620,825	44,30,858	23,82,127	20,48,731
		2nd half	7,39,64,242	1,041½	1,704,879	44,84,089	26,21,525	18,62,564
		Total and average	7,39,64,242	1,041½	3,325,704	89,14,947	50,03,652	39,11,295
LI	Májavaram-Mutupet	1st half	24,16,143	54	66,041	1,17,481	69,114	48,367
		2nd half	24,47,338	54	64,370	1,24,543	79,241	45,302
		Total and average	24,47,338	54	130,411	2,42,024	1,48,355	93,669
LII	Assam-Bengal (a)	1st half	(b) 1,16,47,949	128	160,277	2,14,426	2,22,473	—8,047
		2nd half	(b) 1,16,47,949	64½	160,277	2,14,426	2,22,473	—8,047
		Total and average	(b) 1,16,47,949	64½	160,277	2,14,426	2,22,473	—8,047
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharila 2' 6" gauge, branch).	1st half	3,99,11,368	478½	712,825	24,91,193	10,97,597	13,93,596
		2nd half	3,99,85,179	478½	758,304	28,87,479	10,69,529	18,17,950
		Total and average	3,99,85,179	478½	1,471,129	53,78,672	21,67,126	32,11,546
LIV	Dacca section	1st half	67,26,689	86	93,081	2,50,036	1,32,284	1,17,752
		2nd half	(c) 67,23,422	86	99,080	2,87,994	1,44,721	1,43,273
		Total and average	67,23,422	86	192,761	5,38,030	2,77,005	2,61,025
LV	Burma (state)	1st half	6,37,83,664	745½	1,034,648	39,32,260	19,61,572	19,70,688
		2nd half	(d) 7,17,83,898	834½	974,131	27,78,803	20,47,134	7,31,669
		Total and average	7,17,83,898	763	2,008,779	67,11,063	40,08,706	27,02,357
LVII	Deoghur	1st half	2,86,180	4½	11,860	33,612	18,304	15,308
		2nd half	2,86,180	4½	11,860	33,612	18,304	15,308
		Total and average	2,86,180	4½	11,860	33,612	18,304	15,308
LVIII	Rohilkund and Kumaon (Com- pany's section).	1st half	20,76,545	(e) 66	44,859	2,11,617	1,19,566	92,051
		2nd half	(e) 20,75,751	(e) 66	43,464	1,92,887	1,31,965	60,922
		Total and average	20,75,751	(e) 66	88,323	4,04,504	2,51,531	1,52,973
LIX	Bengal Doon	1st half	(f) 22,74,145	36½	18,643	96,581	51,090	45,491
		2nd half	(f) 22,89,041	36½	20,223	1,56,956	74,989	81,967
		Total and average	(f) 22,89,041	36½	38,866	2,53,537	1,26,079	1,27,458
LX	Dibru-Sadiya	1st half	71,12,493	77½	93,544	3,00,657	1,67,682	1,32,975
		2nd half	72,25,345	77½	87,455	3,00,486	1,63,918	1,36,568
		Total and average	72,25,345	77½	1,80,999	6,01,143	3,31,600	2,69,543
LXI	The Gaekwar's Mehsána	1st half	32,38,285	92½	63,481	2,04,089	74,124	1,29,965
		2nd half	32,55,044	92½	46,001	1,34,355	61,880	72,475
		Total and average	32,55,044	92½	1,09,482	3,38,444	1,36,004	2,02,440
LXIV	Kolhápúr	1st half	23,05,912	29	21,914	65,240	37,175	28,065
		2nd half	23,69,206	29	22,283	55,907	32,960	22,941
		Total and average	23,69,206	29	44,197	1,21,147	70,141	51,006
LXV	Yesvantpur-Mysore frontier	1st half	24,01,668	51½	42,148	93,851	53,627	40,224
		2nd half	(c) 23,93,551	51½	48,758	98,308	58,646	39,662
		Total and average	23,93,551	51½	90,906	1,92,159	1,12,273	79,886
	TOTAL METRE GAUGE carried over	1st half	50,99,48,411	6,893	10,187,193	3,42,62,617	1,52,80,459	1,89,82,158
		2nd half	53,13,00,823	7,114½	9,251,668	2,80,98,476	1,50,07,351	1,30,91,125
		Total and average (g)	3,15,87,003	6,969½	19,450,721	6,23,94,705	3,03,06,114	3,20,88,591

* See footnote (a) on page ii.

(a) Opened for traffic on the 1st July 1895.
 (b) Including ₹23,08,995 on account of interest on capital during construction.
 (c) The decrease as compared with the first-half is due to certain credits.
 (d) The expenditure of the fifth division of the Mu Valley railway for October, November and December 1895 is not included, as the accounts of the division were not received and booked till after the accounts of December were closed.

(e) Including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the company.
 (f) Including ₹77,376 on account of interest on capital during construction.
 (g) Including the Deoghur railway, for which yearly figures are shown.

STATISTICS OF INDIAN RAILWAYS (PART I)—continued.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—concluded.

GENERAL RESULTS—concluded.

Serial Number.	RAILWAY.	1895.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			₹	Miles.	Miles.	₹	₹	₹
	METRE GAUGE—conold. Brought forward METRE GAUGE	1st half	50,99,48,411	6,893	10,187,193	3,42,62,617	1,52,80,459	1,89,82,158
		2nd half	53,13,00,823	7,114½	9,251,608	2,80,98,476	1,50,07,351	1,30,91,125
		Total and average (a)	53,15,87,003	6,969½	19,450,721	6,23,64,705	3,03,06,114	3,20,88,591
LXVI	Mysore-Nanjangúd	1st half	(b) 5,01,552	15½	11,154	18,911	10,763	8,148
		2nd half	6,01,758	15½	11,430	20,189	11,905	8,284
		Total and average	6,01,758	15½	22,584	39,100	22,668	16,432
LXVII	Jodhpore-Bikaner— Jodhpore section	1st half	64,20,868	320½	150,128	5,51,521	2,23,454	3,28,067
		2nd half	(c) 64,06,374	320½	146,202	4,23,217	1,82,039	2,41,178
		Total and average	64,06,374	320½	296,330	9,74,738	4,05,493	5,69,245
	Bikaner section	1st half	9,70,535	43½	15,834	45,359	20,003	25,356
		2nd half	9,70,535	43½	16,269	41,180	21,439	19,741
		Total and average	9,70,535	43½	32,103	86,539	41,442	45,097
LXVIII	Oodeypore-Chitor (d)	1st half	...	...	...	...	...	...
		2nd half	13,39,850	50½	20,880	54,702	35,924	18,778
		Total and average	13,39,850	25½	20,880	54,702	35,924	18,778
LXIX	Bhāvnagar-Gondal-Junāgarh-Port- bandar.	1st half	1,71,63,778	333½	338,190	12,28,186	6,12,537	6,15,649
		2nd half	1,72,31,178	333½	219,571	7,24,035	5,18,464	2,05,571
		Total and average	1,72,31,178	333½	557,761	19,52,221	11,31,001	8,21,220
LXX	Jalore-Rājkot	1st half	14,84,292	46½	23,115	98,427	56,003	42,424
		2nd half	14,98,463	46½	20,281	84,911	49,887	35,024
		Total and average	14,98,463	46½	43,396	1,83,338	1,05,890	77,448
	TOTAL METRE GAUGE	1st half	53,65,79,436	7,652½	10,725,614	3,62,05,021	1,62,03,219	2,00,01,802
		2nd half	55,93,48,981	7,923½	9,080,301	2,94,46,710	1,58,27,009	1,30,19,701
		Total and average (a)	55,93,48,981	7,753½	20,423,775	6,56,85,343	3,20,48,532	3,36,36,811
	SPECIAL GAUGES. Cherra-Companyganj (2' 6")	1st half	(e) 3,51,273	8	6,750	12,450	11,013	1,437
		2nd half	(e) 3,51,437	8	6,042	11,953	10,629	1,324
		Total and average	(e) 3,51,437	8	13,392	24,403	21,642	2,761
LXXVII	Jorhāt (2' 0")	1st half	8,01,332	27½	12,526	37,603	30,980	6,623
		2nd half	8,10,173	26	12,730	47,092	34,996	12,096
		Total and average	8,10,173	26½	25,256	84,695	65,976	18,719
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	30,80,602	51	89,944	3,75,044	1,95,472	1,79,572
		2nd half	30,86,094	51	70,659	3,04,574	1,81,146	1,83,428
		Total and average	30,86,094	51	160,603	7,39,618	3,76,618	3,63,000
LXXX	The Gaekwar's Dubhoi (2' 6")	1st half	18,68,167	71½	47,028	1,43,807	71,907	71,900
		2nd half	18,72,361	71½	29,916	90,666	65,802	24,864
		Total and average	18,72,361	71½	76,944	2,34,473	1,37,709	96,764
LXXXII	Cooch Behar (2' 6")	1st half	7,06,435	22	8,138	28,395	15,735	12,660
		2nd half	7,07,332	22	8,524	24,779	18,239	6,540
		Total and average	7,07,332	22	16,662	53,174	33,974	19,200
LXXXIII	Morvi (2' 6")	1st half	22,07,160	94½	85,168	2,07,498	88,092	1,19,406
		2nd half	23,29,425	94½	72,508	1,02,474	81,753	80,721
		Total and average	23,29,425	94½	157,676	3,69,972	1,69,845	2,00,127
	TOTAL SPECIAL GAUGES	1st half	90,14,969	274½	249,554	8,04,797	4,13,199	3,91,598
		2nd half	91,57,322	273	200,979	7,01,538	3,92,505	3,08,973
		Total and average	91,57,322	273½	450,533	15,06,335	8,05,704	7,00,571
TOTAL OF ALL GAUGES FOR THE YEAR.		...	2,37,18,37,107	19,109½	65,764,801	26,16,81,752	12,00,29,769	14,16,51,983

(a) Including the Deoghur railway, for which yearly figures are shown.

(b) Represents expenditure incurred up to the 31st December 1904. Information regarding the expenditure to 30th June 1895 has not been furnished.

(c) The decrease as compared with the first-half is due to certain credits.

(d) Opened for traffic on the 1st August 1895.

(e) Excluding the outlay (₹4,30,153) on the hill incline section, which is now being dismantled.

N.B.—This table excludes the transactions of the West of India Portuguese and the Pondicherry railways, for which no revenue accounts are received. This remark applies to all the subsequent tables.

A-continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

SUMMARY OF EARNINGS.

Half-years ended the 30th June and
the 31st December 1895.

[From No. VIII of Revenue Accounts.]

Serial Number.	RAILWAY.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-hoat.	SUNDRIES.		TOTAL.	
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.		
			R	R	R	R	R	R	R	
STANDARD GAUGE.										
I	East Indian (a)	1st half	93,29,443	1,97,95,152	45,702	51,731	52,022	2,75,357	2,95,49,497	
		2nd half	92,16,990	1,66,71,416	41,246	70,841	68,471	2,80,629	2,93,55,093	
		Total .	1,85,46,433	3,64,66,568	86,948	122,572	1,20,493	5,61,986	5,89,04,590	
II	Bengal-Nágpur	1st half	8,11,861	32,43,850	11,385	...	3,67,710	32,867	44,67,671	
		2nd half	7,09,329	15,06,481	9,002	...	1,48,902	33,293	24,97,097	
		Total .	15,21,190	47,50,331	20,447	...	5,16,612	66,160	68,74,769	
III	Indian Midland (b)	1st half	11,31,630	14,49,223	8,067	...	44,952	44,923	26,78,795	
		2nd half	10,06,193	12,39,768	6,720	...	16,098	50,315	23,19,094	
		Total .	21,37,823	26,88,991	14,787	...	61,050	95,238	49,97,889	
V	Godhra-Butlani-Nugda	1st half	77,423	6,35,758	757	...	-2,355	...	7,11,583	
		2nd half	83,864	3,07,556	596	...	-1,206	...	3,99,810	
		Total .	1,61,287	9,43,314	1,353	...	-3,561	...	11,02,393	
VI	Wardha Coal	1st half							51,124	
		2nd half							26,724	
		Total .							77,848	
VII	Dhond-Munmád	1st half	Included with the Great Indian Peninsula railway							2,35,002
		2nd half								1,86,205
		Total .								4,21,207
VIII	East Coast (state) (Bezwa extension).	1st half	16,752	67,181	205	...	5,477	52	89,667	
		2nd half	13,593	85,645	201	...	6,655	6	1,06,100	
		Total .	30,345	1,52,826	406	...	12,132	58	1,95,767	
XII	North Western (state)	1st half	59,47,358	1,30,89,613	43,425	39,444	2,22,619	1,64,887	1,95,07,346	
		2nd half	55,75,731	97,65,691	38,370	34,998	1,32,007	1,64,238	1,57,11,045	
		Total .	1,15,23,089	2,28,55,304	81,795	74,442	3,54,626	3,29,125	3,52,18,391	
XIII	Hyderabad-Shadipalli	1st half	39,605	52,447	715	...	...	356	93,123
		2nd half	40,614	33,572	735	...	...	95	75,019
		Total .	80,219	86,019	1,450	...	...	451	1,68,139
XIV	Oudh and Rohilkhand (state).	1st half	21,51,996	38,46,158	14,915	...	8,073	58,113	60,79,255	
		2nd half	18,85,097	22,12,079	12,062	...	48,029	58,357	42,15,624	
		Total .	40,37,093	60,58,237	26,977	...	56,102	1,16,470	1,02,94,879	
XV	Eastern Bengal (state)	1st half	14,19,800	18,06,506	11,160	1,82,747	(c)	1,40,546	35,60,759	
		2nd half	13,42,511	35,67,894	9,885	9,882	(c)	1,02,106	59,32,273	
		Total .	27,62,311	53,74,400	21,045	1,92,629	(c)	2,42,652	85,93,032	
XVI	Bengal Central	1st half	2,94,070	1,32,780	1,161	...	...	2,901	4,30,912
		2nd half	2,96,981	2,13,344	1,135	...	...	5,919	5,16,479
		Total .	5,91,051	3,46,124	2,296	...	...	7,920	9,47,391
TOTAL STANDARD GAUGE carried over.		1st half	2,12,19,938	4,41,18,668	1,37,402	2,73,922	6,98,498	7,20,002	6,74,54,646	
		2nd half	2,01,70,993	3,56,03,446	1,20,012	1,15,721	4,18,956	7,09,058	5,73,42,925	
		Total .	4,13,90,941	7,97,22,114	2,57,504	3,89,643	11,17,454	14,29,060	12,47,96,671	

(a) Including the Delhi-Umballa-Kalka and the Tarkonaar railways. This remark applies to all the subsequent tables excepting the Interest table.
(b) Including the Bhopal-Itarsi railway (British and Native state sections) for the whole year and the Bhamoona and Bhopal-Ujjain railways only for the second-half. This remark applies to all the subsequent tables excepting the Interest table.
(c) Shown under "Other items" as the information is not available separately.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

APPENDIX

SUMMARY OF EARNINGS—continued.

[From No. VIII of Revenue Accounts.]

Half-years ended the 30th June and
the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	STANDARD GAUGE—contd.								
	Brought forward STANDARD GAUGE.	1st half	R 2,12,19,938	R 4,41,18,668	R 1,37,492	R 2,73,922	R 6,98,498	R 7,20,002	R 6,74,54,646
		2nd half	2,01,70,903	3,56,03,446	1,20,012	1,15,721	4,18,956	7,00,058	5,73,42,025
		Total .	4,13,90,841	7,97,22,114	2,57,504	3,89,643	11,17,454	14,20,060	12,47,96,671
XVII	Calcutta Port Commissioners'.	1st half	...	1,72,042	...	...	...	23,764	1,95,806
		2nd half	...	1,69,003	...	...	...	22,751	1,91,754
		Total .	...	3,41,045	...	...	...	46,515	3,87,560
XVIII	East Coast (state)	1st half	5,69,450	3,91,154	4,325	27,605	...	14,201	10,06,731
		2nd half	4,84,035	3,76,909	4,693	15,382	...	16,496	8,97,511
		Total .	10,53,485	7,68,063	9,018	42,987	...	30,697	19,04,242
XXIV	Great Indian Peninsula	1st half	51,18,024	1,43,13,591	38,138	...	46,954	1,24,488	1,96,41,111
		2nd half	46,81,452	92,93,497	37,078	...	23,246	1,13,725	1,41,48,911
		Total .	97,99,476	2,36,07,088	75,216	...	70,200	2,38,213	3,37,90,022
XXV	Bombay, Baroda and Central India.	1st half	27,62,965	79,05,252	26,638	...	35,481	93,767	1,08,24,111
		2nd half	25,80,559	40,13,319	20,806	...	28,151	86,129	67,28,911
		Total .	53,43,524	1,19,18,571	47,444	...	63,632	1,79,896	1,75,53,022
XXVI	Madras	1st half	23,74,060	32,38,163	10,643	...	13,106	71,064	57,07,022
		2nd half	23,70,761	30,43,481	9,935	...	10,244	66,950	55,01,322
		Total .	47,44,821	62,81,644	20,578	...	23,350	1,38,014	1,12,08,344
XXXI	Khámgaon	1st half							17,5
		2nd half							8,4
		Total .							26,0
XXXII	Amráoti	1st half							25,2
		2nd half							13,9
		Total .							39,1
XXXIII	Bina-Goona	1st half	14	5,114	81	...	...	...	5,2
		2nd half	Included with the Indian Midland railway						...
		Total .	14	5,114	81	...	...	...	5,2
XXXVI	The Nizam's Guaranteed State.	1st half	4,64,854	12,58,272	8,233	...	1,053	22,233	17,54,622
		2nd half	4,16,104	10,09,372	8,544	...	2,336	24,540	14,60,822
		Total .	8,80,958	22,67,644	16,777	...	3,389	46,773	32,15,522
XXXVII	The Gaekwar's Petlad	1st half	27,078	13,449	238	...	...	1,306	42,022
		2nd half	23,349	8,137	119	...	...	215	31,822
		Total .	50,427	21,586	357	...	...	1,521	73,822
XXXVIII	Kolar Gold-fields	1st half	16,868	52,501	93	...	...	179	69,622
		2nd half	20,628	62,459	77	...	...	148	83,322
		Total .	37,496	1,14,960	170	...	...	327	1,52,922
XL	Rájpura-Bhátinda	1st half	2,13,640	5,87,732	2,462	...	...	799	8,04,622
		2nd half	1,89,678	3,21,005	2,850	...	...	736	5,14,222
		Total .	4,03,318	9,08,737	5,312	...	...	1,535	13,18,922
XLI	Jammu and Kashmir (Native state section).	1st half							9,2
		2nd half							8,9
		Total .							18,2
	TOTAL STANDARD GAUGE carried over.	1st half	3,27,66,891	7,20,55,938	2,28,343	3,01,527	7,95,092	10,71,803	10,75,57,722
		2nd half	3,09,37,469	5,39,00,628	2,04,114	1,31,103	4,82,933	10,31,748	8,69,32,322
		Total .	6,37,04,360	12,59,56,566	4,32,457	4,32,630	12,78,025	21,03,551	19,44,90,022

A—continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

SUMMARY OF EARNINGS—continued.

[From No. VIII of Revenue Accounts.]

Half-years ended the 30th June and
the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	STANDARD GAUGE—concl'd.		R	R	R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	3,27,66,891	7,20,55,938	2,28,343	3,01,527	7,95,092	10,71,803	10,75,57,770
		2nd half	3,09,37,469	5,39,00,628	2,04,114	1,31,103	4,82,933	10,31,748	8,69,32,304
		Total .	6,37,04,360	12,59,56,566	4,32,457	4,32,630	12,78,025	21,03,551	19,44,90,074
	METRE GAUGE.								
XLIII	Bengal and North-Western— Tirhoot section Company's section	1st half	12,81,614	16,28,494	15,477	2,40,500	300	99,069	32,65,454
		2nd half	10,78,310	10,41,521	12,098	1,94,274	160	68,863	23,95,226
		Total .	23,59,924	26,70,015	27,575	4,34,774	460	167,932	56,60,680
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	1,93,999	2,97,750	2,962	...	1,642	4,236	5,00,580
		2nd half	1,39,577	1,76,803	2,104	...	2,009	4,861	3,25,354
		Total .	3,33,567	4,74,553	5,066	...	3,651	9,097	8,25,934
XLV	Rajputana-Malwa .	1st half	38,02,198	98,25,949	34,798	...	27,930	1,65,103	1,38,55,978
		2nd half	37,02,666	56,74,520	31,425	...	38,518	1,37,474	95,84,603
		Total .	75,04,864	1,55,00,469	66,223	...	66,448	3,02,577	2,34,40,581
XLVI	Pálanpur-Deesa .	1st half	11,369	11,655	61	...	...	6	23,091
		2nd half	10,537	4,479	54	...	...	21	15,091
		Total .	21,906	16,134	115	...	...	27	38,182
XLVII	Southern Mahratta .	1st half	12,49,261	21,12,631	9,605	...	35,957	40,904	34,48,358
		2nd half	12,34,511	17,02,964	8,805	...	24,490	48,883	30,19,653
		Total .	24,83,772	38,15,595	18,410	...	60,447	89,787	64,68,011
XLVIII	Guntakal-Mysore frontier.	1st half	1,01,736	1,18,454	510	...	...	625	2,21,325
		2nd half	96,383	1,19,608	494	...	134	1,384	2,18,003
		Total .	1,98,119	2,38,062	1,004	...	134	2,009	4,39,328
XLIX	Southern Mahratta (Mysore section).	1st half	3,51,917	3,92,707	2,843	...	1,554	4,947	7,53,968
		2nd half	3,78,060	4,32,132	2,777	...	633	10,711	8,24,313
		Total .	7,29,977	8,24,839	5,620	...	2,187	15,658	15,78,281
L	South Indian .	1st half	23,42,995	20,44,802	11,290	...	1,819	29,952	44,30,858
		2nd half	23,14,230	21,14,208	9,789	...	4,439	41,423	44,84,089
		Total .	46,57,225	41,59,010	21,079	...	6,258	71,375	89,14,947
LI	Máayavaram-Mutpet .	1st half	82,560	34,346	494	...	...	81	1,17,481
		2nd half	92,161	31,534	490	...	...	352	1,24,543
		Total .	1,74,721	65,880	990	...	...	433	2,42,024
LII	Assam-Bengal (a).	1st half	...	...	...	...	...	...	...
		2nd half	92,374	1,15,506	3,281	...	...	3,265	2,14,426
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharila 2'6" gauge branch).	Total .	92,374	1,15,506	3,281	...	...	3,265	2,14,426
		1st half	10,41,526	12,59,722	6,840	1,68,416	(b)	14,689	24,91,193
		2nd half	8,99,753	16,94,706	6,878	2,70,079	(b)	16,063	28,87,479
	Total .	19,41,279	29,54,428	13,718	4,38,495	(b)	30,752	53,78,672	
	Dacca section .	1st half	1,79,479	65,236	1,453	...	(b)	3,868	2,50,036
		2nd half	1,89,281	92,530	1,633	...	(b)	4,550	2,87,994
		Total .	3,68,760	1,57,766	3,086	...	(b)	8,418	5,38,030
	TOTAL METRE GAUGE carried over.	1st half	1,06,38,645	1,77,91,746	86,333	4,08,916	69,202	3,63,480	2,93,58,322
		2nd half	1,02,27,843	1,32,00,511	79,834	4,64,353	70,383	3,37,850	2,43,80,774
		Total .	3,08,66,488	3,09,92,257	1,66,167	8,73,269	1,39,585	7,01,330	5,37,39,096

(a) Opened for traffic on the 1st July 1895.

(b) Shown under "Other items" as the information is not available separately.

Y

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

SUMMARY OF EARNINGS—continued.

Half-years ended the 30th June and
the 31st December 1895.

[From No. VIII of Revenue Accounts.]

Serial Number.	RAILWAY.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—contd.		R	R	R	R	R	R	R
	Brought forward METRE GAUGE.	1st half	1,06,38,645	1,77,91,746	86,333	4,08,916	69,202	3,63,480	2,93,58,322
		2nd half	1,02,27,843	1,32,00,511	79,834	4,64,353	70,383	3,37,850	2,43,80,774
		Total	2,08,66,488	3,09,92,257	1,66,167	8,73,269	1,39,585	7,01,330	5,37,39,096
LIV	Burma (state)	1st half	19,54,486	18,82,574	12,139	21,420	15,034	46,607	39,32,260
		2nd half	15,93,530	12,11,356	10,522	—14,867	—59,416	37,678	27,78,803
		Total	35,48,016	30,93,930	22,661	6,553	—44,382	84,285	67,11,063
LVII	Deoghur	1st half	29,640	3,868	...	...	...	104	33,612
		2nd half	29,640	3,868	...	...	...	104	33,612
		Total	59,280	7,736	...	...	...	208	67,224
LVIII	Rohilkund and Kumaon (Company's section).	1st half	1,08,100	56,738	678	...	...	46,101	2,11,617
		2nd half	1,06,862	43,563	578	...	...	41,884	1,92,887
		Total	2,14,962	1,00,301	1,256	...	...	87,985	4,04,504
LIX	Bengal Dooars	1st half	24,505	59,752	188	9,263	...	2,873	96,581
		2nd half	25,904	1,21,175	122	6,857	...	2,898	1,56,956
		Total	50,409	1,80,927	310	16,120	...	5,771	2,53,537
LX	Dibra-Sadiya	1st half	60,910	2,26,469	5,706	...	1,015	6,557	3,00,657
		2nd half	61,361	2,23,466	6,504	...	1,397	7,758	3,00,486
		Total	1,22,271	4,49,935	12,210	...	2,412	14,315	6,01,143
LIII	The Gaekwar's Mehsana	1st half	90,573	1,11,584	1,919	...	...	13	2,04,089
		2nd half	82,717	46,845	2,198	...	...	2,595	1,34,355
		Total	1,73,290	1,58,429	4,117	...	...	2,608	3,38,444
LIV	Kolhapur	1st half	50,596	14,164	328	...	...	152	65,240
		2nd half	44,518	10,492	315	...	...	582	55,907
		Total	95,114	24,656	643	...	...	734	1,21,147
LXV	Yesvantpur-Mysore frontier	1st half	50,352	42,733	328	...	...	438	93,851
		2nd half	47,371	49,965	388	...	...	584	98,308
		Total	97,723	92,698	716	...	...	1,022	1,92,159
LXVI	Mysore-Nanjangud	1st half	16,735	1,961	381	...	...	34	18,911
		2nd half	18,039	1,904	143	...	...	112	20,189
		Total	34,765	3,865	524	...	...	146	39,100
LXVII	Jodhpore-Bikaner— Jodhpore section	1st half	2,85,153	2,57,934	8,219	...	...	215	5,51,521
		2nd half	2,18,993	1,96,748	7,294	...	...	182	4,23,217
		Total	5,04,146	4,54,682	15,513	...	...	397	9,74,738
	TOTAL METRE GAUGE carried over.	1st half	1,32,80,055	2,04,45,655	1,16,019	4,39,599	85,251	4,66,470	3,48,33,049
		2nd half	1,24,27,129	1,51,06,025	1,07,898	4,56,343	12,364	4,32,123	2,85,41,882
		Total(a)	2,57,36,824	3,55,55,548	2,23,917	8,95,942	97,615	8,98,697	6,34,08,543

(a) Including the Deoghur railway, for which yearly figures are shown.

A—continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

SUMMARY OF EARNINGS—concluded.

[From No. VIII of Revenue Accounts.]

Half-years ended the 30th June and
the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	SUNDRIES.		TOTAL.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—concl'd.		<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
	Brought forward METRE GAUGE.	1st half	1,32,80,055	2,04,45,655	1,16,019	4,39,599	85,251	4,66,470	3,48,33,049
		2nd half	1,24,27,129	1,51,06,025	1,07,898	4,56,343	12,364	4,32,123	2,85,41,882
		Total (a)	2,57,36,824	3,55,55,548	2,23,917	8,95,942	97,615	8,98,697	6,34,08,543
	Jodhpore-Bickaneer— Bickaneer section	1st half	20,673	20,475	4,030	...	172	9	45,359
		2nd half	18,520	18,206	4,307	...	135	12	41,180
		Total	39,193	38,681	8,337	...	307	21	86,539
LXVIII	Oodeypore-Chitor (b)	1st half	...	...	...	...	...	...	...
		2nd half	42,520	11,885	297	...	...	...	54,702
		Total	42,520	11,885	297	...	...	...	54,702
LXIX	Bhavnagar-Gondal-Junágarh- Porbandar	1st half	5,15,842	6,87,126	7,975	...	4,927	12,316	12,28,186
		2nd half	4,49,063	2,51,141	6,000	...	1,246	13,586	7,24,035
		Total	9,64,905	9,38,267	13,975	...	9,172	25,902	19,52,221
LXX	Jetalsar-Rájkot	1st half	69,180	27,778	1,417	...	...	52	98,427
		2nd half	66,872	16,694	1,233	...	...	112	84,911
		Total	1,36,052	44,472	2,650	...	...	164	1,83,338
	TOTAL METRE GAUGE	1st half	1,38,85,750	2,11,81,034	1,29,441	4,39,599	90,350	4,78,847	3,62,05,021
		2nd half	1,30,04,104	1,54,03,951	1,19,735	4,56,343	16,744	4,45,833	2,94,46,710
		Total (a)	2,69,19,494	3,65,88,853	2,49,176	8,95,942	1,07,094	9,24,784	6,56,85,343
	SPECIAL GAUGES.								
	Cherra-Compaunganj (2' 6")	1st half	1,539	10,908	...	...	...	3	12,450
		2nd half	1,323	10,608	...	...	...	22	11,953
		Total	2,862	21,516	...	...	...	25	24,403
LXXVII	Jorhát (2' 0")	1st half	5,075	32,023	...	...	...	505	37,603
		2nd half	4,767	41,303	...	...	...	1,022	47,092
		Total	9,842	73,326	...	...	...	1,527	84,695
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	1,33,064	2,35,279	1,952	...	...	4,749	3,75,044
		2nd half	1,36,826	2,21,940	2,060	...	...	3,748	3,64,574
		Total	2,69,890	4,57,219	4,012	...	...	8,497	7,39,618
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half	74,850	67,317	901	...	...	739	1,43,807
		2nd half	62,818	26,747	586	...	...	515	90,666
		Total	1,37,668	94,064	1,487	...	...	1,254	2,34,473
LXXXII	Cooch Behar (2' 6")	1st half	13,328	9,763	78	5,196	...	30	28,395
		2nd half	11,944	10,367	105	2,320	...	43	24,779
		Total	25,272	20,130	183	7,516	...	73	53,174
LXXXIII	Morvi (2' 6")	1st half	1,18,409	85,537	2,965	...	...	587	2,07,498
		2nd half	1,18,510	39,540	2,848	...	...	1,576	1,62,474
		Total	2,36,919	1,25,077	5,813	...	...	2,163	69,972
	TOTAL SPECIAL GAUGES	1st half	3,46,265	4,40,827	5,896	5,196	...	6,613	8,04,797
		2nd half	3,36,188	3,50,505	5,599	2,320	...	6,926	7,01,538
		Total	6,82,453	7,91,332	11,495	7,516	...	13,539	15,06,335
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	9,13,06,307	16,33,36,751	6,93,128	13,36,088	13,85,119	30,41,874	26,16,81,752

(a) Including the Deoghar railway, for which yearly figures are shown.
(b) Opened for traffic on the 1st August 1895.

A—continued.

RAILWAYS—(PART I)—continued.

COACHING TRAFFIC.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
2'51	8,865,249	69,83,581	9,552,992	82,48,796	10,82,212	93,31,008	1,56 ⁵ ₈	93,29,443	1st half	} I	
2'51	8,113,589	67,84,469	8,795,568	81,70,119	10,47,329	92,17,448	45	92,16,990	2nd half		
2'51	16,978,838	1,37,68,050	18,348,560	1,64,18,915	21,29,541	1,85,48,456	2,023	1,85,46,433	Total and average.		
2'00	1,175,712	6,79,104	1,207,747	7,29,252	82,609	8,11,861	...	8,11,861	1st half	} II	
2'00	1,066,330	5,86,363	1,098,316	6,37,492	71,837	7,09,329	...	7,09,329	2nd half		
2'00	2,242,042	12,65,467	2,306,063	13,66,744	1,54,446	15,21,190	...	15,21,190	Total and average.		
(b) 2'54	(b) 610,190	(b) 5,47,042	851,940	9,31,684	1,99,946	11,31,630	...	11,31,630	1st half	} III	
(b) 2'54	(b) 573,841	(b) 4,79,689	789,310	8,24,501	1,81,692	10,06,193	...	10,06,193	2nd half		
(b) 2'54	(b) 1,184,031	(b) 10,26,731	1,641,250	17,56,185	3,81,638	21,37,823	...	21,37,823	Total and average.		
...	...	...	...	...	...	...	...	77,423	1st half	} V	
...	...	...	...	...	...	...	...	83,864	2nd half		
...	...	...	...	...	...	...	...	1,61,287	Total and average.		
...	...	...	...	...	...	...	...	16,752	1st half	} VIII	
...	...	...	...	...	...	...	...	13,593	2nd half		
...	...	...	...	...	...	...	...	30,345	Total and average.		
2'25	6,203,351	39,52,024	6,688,113	46,95,083	12,52,280	59,47,363	5	59,47,358	1st half	} XII	
2'27	6,232,673	38,02,244	6,764,542	46,28,809	9,46,923	55,75,732	1	55,75,731	2nd half		
2'26	12,436,024	77,54,268	13,452,655	93,23,892	21,99,203	1,15,23,095	6	1,15,23,089	Total and average.		
2'25	155,519	32,540	165,441	37,472	2,133	39,605	...	39,605	1st half	} XIII	
2'27	138,762	33,811	148,436	38,668	1,946	40,614	...	40,614	2nd half		
2'26	294,281	66,351	313,877	76,140	4,079	80,219	...	80,219	Total and average.		
2'50	3,047,567	17,38,408	3,164,624	19,41,543	2,10,453	21,51,996	...	21,51,996	1st half	} XIV	
2'50	2,692,394	15,03,824	2,807,417	17,04,967	1,80,135	18,85,102	5	18,85,097	2nd half		
2'50	5,739,961	32,42,232	5,972,041	36,46,510	3,90,588	40,37,098	5	40,37,093	Total and average.		
(d) 2'55	4,832,071	19,34,645	5,360,436	23,42,488	2,98,317	26,40,805	...	26,40,805	1st half	} XV	
(d) 2'59	4,553,502	17,60,902	5,102,356	21,72,557	2,58,988	24,31,545	...	24,31,545	2nd half		
2'57	9,385,573	36,95,607	10,462,792	45,15,045	5,57,305	50,72,350	...	50,72,350	Total and average.		
2'55	778,045	2,43,022	850,118	2,83,611	10,459	2,94,070	...	2,94,070	1st half	} XVI	
2'59	777,421	2,42,855	853,189	2,85,830	11,151	2,96,981	...	2,96,981	2nd half		
2'57	1,555,466	4,85,877	1,703,307	5,69,441	21,610	5,91,051	...	5,91,051	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	} XVII	
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	...	...	...	Total and average.		
1'99	1,275,804	5,10,681	1,284,806	5,35,502	33,948	5,69,450	...	5,69,450	1st half	} XVIII	
2'01	1,145,226	4,31,140	1,154,887	4,56,853	27,182	4,84,035	...	4,84,035	2nd half		
2'00	2,421,030	9,41,821	2,439,783	9,92,355	61,130	10,53,485	...	10,53,485	Total and average.		
(b) 2'41	(b) 6,912,794	(b) 31,68,138	7,563,975	42,77,600	8,40,424	51,18,024	...	51,18,024	1st half	} XXIV	
(b) 2'40	6,568,604	27,80,654	7,236,432	38,71,600	8,09,852	46,81,452	...	46,81,452	2nd half		
2'40	13,481,398	59,48,792	14,800,407	81,49,200	16,50,276	97,99,476	...	97,99,476	Total and average.		
2'36	7,117,593	17,11,704	8,058,753	24,23,519	3,39,446	27,62,965	...	27,62,965	1st half	} XXV	
2'36	7,130,445	15,99,155	7,995,711	22,52,076	3,28,483	25,80,559	...	25,80,559	2nd half		
2'36	14,248,038	33,10,859	16,054,464	46,75,595	6,67,929	53,43,524	...	53,43,524	Total and average.		
2'10	4,501,650	18,70,282	4,555,746	20,88,035	2,86,025	23,74,060	...	23,74,060	1st half	} XXVI	
2'11	4,359,213	17,90,431	4,428,045	20,52,032	3,18,729	23,70,761	...	23,70,761	2nd half		
2'10	8,860,863	36,60,713	8,983,791	41,40,067	6,04,754	47,44,821	...	47,44,821	Total and average.		
...	...	...	...	...	14	14	...	14	1st half	} XXVIII	
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	...	...	...	Total and average.		
(b) 2'00	(b) 512,054	(b) 2,68,158	703,683	4,22,478	59,128	4,81,606	16,752	4,64,854	1st half	} XXXVI	
2'00	472,798	2,36,430	656,959	3,77,325	52,372	4,29,697	13,593	4,16,104	2nd half		
2'00	984,852	5,04,588	1,359,742	7,99,803	1,11,500	9,11,303	30,345	8,80,958	Total and average.		
...	45,987,599	2,36,39,329	50,008,464	2,89,57,063	46,97,394	3,36,54,457	18,322	3,37,30,310	1st half		
...	43,824,798	2,20,32,027	47,830,268	2,74,72,829	42,36,619	3,17,09,448	14,057	3,17,92,848	2nd half		
...	89,812,397	4,56,71,356	97,838,732	5,64,29,892	89,34,013	6,53,63,905	32,379	6,55,23,158	Total and average.		

(a) Third class b mail trains.
 (b) Third class by other than mail trains.
 (c) Including the metre and special gauge sections of the undertaking.
 (d) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge sections are pice 14'10, 6'38, 3'07, and 2'51 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1895, and pice 13'80, 6'12, 3'04, and 2'50, respectively during the second-half of 1895.

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

[From Abstract H of

Half-years ended the 30th June and the 31st December 1895.

PASSENGERS

Serial Number.	RAILWAY.	1895.	FIRST CLASS.			SECOND CLASS.			THIRD OR INTERMEDIATE CLASS.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
			Pies.		R	Pies.		R	Pies.		R
	STANDARD GAUGE—concl'd.		...	234,312	11,46,379	...	1,307,864	16,04,684	...	2,478,689	25,66,671
	Brought forward	1st half	...	232,286	12,02,295	...	1,317,491	16,89,599	...	2,455,693	25,48,908
	STANDARD GAUGE.	2nd half	...			...			...
		Total and average.	...	466,598	23,48,674	...	2,625,355	32,94,283	...	4,934,382	51,15,579
XXXVII	The Gaekwar's Petlad	1st half	10'07	106	84	4'68	1,243	494	...	...	...
		2nd half	9'80	92	68	4'75	916	357	...	...	...
		Total and average.	9'93	198	152	4'71	2,159	851	...	...	...
XXXVIII	Kolar Gold-fields	1st half	10'46	2,842	565	5'01	11,062	1,099	...	...	...
		2nd half	10'37	1,297	610	4'72	5,876	1,188	...	...	...
		Total and average.	10'41	4,139	1,175	4'86	16,938	2,287	...	...	...
XL	Rajpura-Bhatinda	1st half	10'57	1,902	3,597	4'04	2,854	2,940	3'00	18,200	7,856
		2nd half	10'78	1,718	3,032	4'26	2,518	2,410	3'02	15,294	6,802
		Total and average.	10'67	3,620	6,629	4'15	5,372	5,350	3'01	33,494	14,658
	TOTAL STANDARD GAUGE	1st half	...	239,162	11,50,625	...	1,323,023	16,09,217	...	2,496,889	25,74,527
		2nd half	...	235,393	12,06,005	...	1,326,801	16,93,554	...	2,470,987	25,55,710
		Total and average.	...	474,555	23,56,630	...	2,649,824	33,02,771	...	4,967,876	51,30,237
	METRE GAUGE.										
XLIII	Bengal and North-Western— Tirhoot section Company's section	1st half	20'47	8,192	29,408	10'16	12,074	23,457	4'79	39,060	21,491
		2nd half	21'13	7,967	25,351	10'16	12,562	21,141	4'84	38,663	21,004
		Total and average.	20'80	16,159	54,759	10'16	24,636	44,598	4'81	77,723	42,495
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section)	1st half	26'83	932	4,954	11'60	2,477	5,923	4'00	5,291	4,604
		2nd half	29'88	630	3,337	13'17	1,878	4,017	3'99	4,896	4,136
		Total and average.	28'35	1,562	8,291	12'38	4,355	9,940	3'99	10,187	8,740
XLV	Rajputana-Malwa	1st half	13'37	10,479	78,716	6'07	38,201	1,08,371	2'99	148,356	1,77,796
		2nd half	13'15	8,776	55,869	5'58	40,085	1,12,380	3'00	143,095	1,55,761
		Total and average.	13'26	19,255	1,34,585	5'82	78,286	2,20,751	2'99	291,451	3,33,557
XLVI	Palanpur-Deosa	1st half	13'37	341	343	6'07	969	374	...	...	...
		2nd half	13'15	259	267	5'58	566	305	...	...	...
		Total and average.	13'26	600	610	5'82	1,535	679	...	...	...
XLVII	Southern Mahratta	1st half	11'54	9,009	50,278	5'48	30,394	70,912	...	...	...
		2nd half	11'42	9,659	66,204	4'74	30,366	85,830	...	...	...
		Total and average.	11'48	18,668	1,16,482	5'11	60,760	1,56,742	...	...	...
XLVIII	Guntakal-Mysore frontier	1st half									
		2nd half									
		Total and average.									
XLIX	Southern Mahratta (Mysore section).	1st half									
		2nd half									
		Total and average.									
	TOTAL METRE GAUGE carried over	1st half	...	28,953	1,63,699	...	84,115	2,09,037	...	102,707	2,03,891
		2nd half	...	27,291	1,51,028	...	85,457	2,23,673	...	186,654	1,80,901
		Total and average.	...	56,244	3,14,727	...	169,572	4,32,710	...	379,361	3,84,792

A—continued.

RAILWAYS—(PART I)—continued.

COACHING TRAFFIC—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

GERM.

FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	45,987,599	2,36,39,329	50,008,464	2,89,57,063	46,97,394	3,36,54,457	18,322	3,37,30,310	1st half	}	
...	43,824,798	2,20,32,027	47,830,268	2,74,72,829	42,36,019	3,17,09,448	14,057	3,17,92,848	2nd half		
...	89,812,397	4,56,71,356	97,838,732	5,64,29,892	89,34,013	6,53,63,905	32,379	6,55,23,158	Total and average.		
2'36	150,329	25,358	151,678	25,936	1,142	27,078	...	27,078	1st half	}	XXXVII
2'36	126,872	21,953	127,880	22,378	971	23,349	...	23,349	2nd half		
2'36	277,201	47,311	279,558	48,314	2,113	50,427	...	50,427	Total and average.		
2'10	247,735	14,190	261,639	15,854	1,014	16,868	...	16,868	1st half	}	XXXVIII
2'11	227,639	17,310	234,812	19,108	1,520	20,628	...	20,628	2nd half		
2'10	475,374	31,500	496,451	34,962	2,534	37,496	...	37,496	Total and average.		
2'25	491,646	1,84,854	514,602	1,99,247	14,393	2,13,640	...	2,13,640	1st half	}	XL
2'27	464,082	1,67,367	483,612	1,79,611	10,067	1,89,678	...	1,89,678	2nd half		
2'26	955,728	3,52,221	998,214	3,78,858	24,460	4,03,318	...	4,03,318	Total and average.		
...	46,877,309	2,38,63,731	50,936,383	2,91,98,100	47,13,943	3,39,12,043	18,322	3,39,87,896	1st half	}	
...	44,643,391	2,22,38,657	48,676,572	2,76,93,926	42,49,179	3,19,43,103	14,057	3,20,26,503	2nd half		
...	91,520,700	4,61,02,388	99,612,955	5,68,92,026	89,63,120	6,58,55,146	32,379	6,60,14,399	Total and average.		
2'00	2,949,182	11,22,537	3,008,508	11,96,893	84,721	12,81,614	...	12,81,614	1st half	}	XLIII
2'00	2,631,934	9,44,021	2,691,126	10,11,517	66,793	10,78,310	...	10,78,310	2nd half		
2'00	5,581,116	20,66,558	5,699,634	22,08,410	1,51,514	23,59,924	...	23,59,924	Total and average.		
2'19	482,853	1,63,075	491,553	1,78,556	15,434	1,93,990	...	1,93,990	1st half	}	XLIV
2'23	369,475	1,17,605	376,879	1,29,095	10,482	1,39,577	...	1,39,577	2nd half		
2'21	852,328	2,86,680	868,432	307,651	25,916	3,33,567	...	3,33,567	Total and average.		
2'00	5,682,037	30,63,769	5,879,073	34,28,652	4,50,976	38,79,628	77,430	38,02,198	1st half	}	XLV
2'00	5,382,423	29,97,592	5,574,379	33,21,602	4,64,937	37,86,539	83,873	37,02,666	2nd half		
2'00	11,064,460	60,61,361	11,453,452	67,50,254	9,15,913	76,66,167	1,61,303	75,04,864	Total and average.		
2'00	55,100	9,245	56,410	9,962	1,407	11,369	...	11,369	1st half	}	XLVI
2'00	52,789	8,971	53,614	9,543	994	10,537	...	10,537	2nd half		
2'00	107,889	18,216	110,024	19,505	2,401	21,906	...	21,906	Total and average.		
2'00	3,732,713	15,32,941	3,772,196	16,54,131	1,66,466	18,20,597	5,71,336	12,49,261	1st half	}	XLVII
2'00	3,523,210	14,29,842	3,563,235	15,81,876	2,36,998	18,18,874	5,84,363	12,34,511	2nd half		
2'00	7,256,003	29,62,783	7,385,431	32,36,007	4,03,464	36,39,471	11,55,699	24,83,772	Total and average.		
...	...	...	...	...	...	...	...	1,01,736	1st half	}	XLVIII
...	...	...	...	...	...	...	...	96,383	2nd half		
...	...	...	...	...	...	...	...	1,98,119	Total and average.		
...	...	...	...	...	...	...	...	3,51,917	1st half	}	XLIX
...	...	...	...	...	...	...	...	3,78,060	2nd half		
...	...	...	...	...	...	...	...	7,29,977	Total and average.		
...	12,901,965	58,91,567	13,207,740	64,68,194	7,19,004	71,87,198	6,48,766	69,92,085	1st half	}	
...	11,959,831	54,98,031	12,259,233	60,53,633	7,80,204	68,33,837	6,68,236	66,40,044	2nd half		
...	24,864,796	1,13,89,598	25,466,973	1,25,21,827	14,99,208	1,40,21,035	13,17,022	1,36,32,129	Total and average.		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF
[From Abstract H of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	PASSENGERS								
			FIRST CLASS.			SECOND CLASS.			THIRD OR INTERMEDIATE CLASS.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	METRE GAUGE—contd.		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward	1st half	...	28,953	1,63,699	...	84,115	2,09,037	...	192,707	2,03,891
	METRE GAUGE.	2nd half	...	27,291	1,51,028	...	85,457	223,673	...	186,654	1,80,901
		Total and average	...	56,144	3,14,727	...	169,572	4,32,710	...	379,361	3,84,792
L	South Indian	1st half	11'82	10,893	36,106	3'87	110,388	89,284	...	...	...
		2nd half	11'31	10,756	40,056	3'82	112,658	89,179	...	...	...
		Total and average	11'56	21,649	76,162	3'84	223,046	1,78,463	...	...	...
LI	Máyavaram-Mutupet	1st half	11'82	171	233	3'87	5,501	1,826	...	...	...
		2nd half	11'31	184	201	3'82	5,471	1,943	...	...	...
		Total and average	11'56	355	434	3'84	10,972	3,769	...	...	...
LII	Assam-Bengal (a)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	16'76	359	1,805	8'38	1,766	2,485	...	...	...
		Total and average	16'76	359	1,805	8'38	1,766	2,485	...	...	...
LIV	Burma (state)	1st half	13'86	9,503	40,224	5'51	126,702	88,003	...	...	...
		2nd half	13'68	10,426	43,913	4'88	109,986	99,516	...	...	...
		Total and average	13'77	19,929	84,137	5'19	236,688	1,88,419	...	...	...
LVII	Deoghur	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average	...	...	...	...	...	...	...	...	...
LVIII	Rohilkund and Kumaon (Company's section)	1st half	26'83	1,284	12,131	11'60	4,976	24,111	...	...	...
		2nd half	29'88	1,566	14,550	13'17	4,758	22,977	...	...	...
		Total and average	28'35	2,850	26,681	12'38	9,734	47,088	...	...	...
LIX	Bengal Doars	1st half	*36'00	160	567	*21'00	*800	1,737	*6'00	272	200
		2nd half	*36'00	180	617	*21'00	748	1,536	*6'00	317	197
		Total and average	*36'00	340	1,184	*21'00	1,548	3,273	*6'00	589	397
LX	Dibru-Sadiya	1st half	*18'00	2,120	5,165	*9'00	1,278	1,862	...	...	...
		2nd half	*18'00	2,202	5,342	*9'00	1,322	1,980	...	...	...
		Total and average	*18'00	4,322	10,507	*9'00	2,600	3,842	...	...	...
LXIII	The Gaekwar's Mésána.	1st half	13'37	140	266	6'07	1,847	1,612	...	...	...
		2nd half	13'15	136	323	5'58	1,726	1,446	...	...	...
		Total and average	13'26	276	589	5'82	3,573	3,058	...	...	...
LXIV	Kolhápur	1st half									
		2nd half									
		Total and average									
LXV	Yesvantpur-Mysore frontier	1st half									
		2nd half									
		Total and average									
LXVI	Mysore-Nanjangúd	1st half									
		2nd half									
		Total and average									
LXVII	Jodhpore-Bickaneer—Jodhpore section	1st half	18'00	553	4,971	6'00	3,218	7,130	...	...	...
		2nd half	18'00	486	2,745	6'00	3,018	6,123	...	...	...
		Total and average	18'00	1,039	7,716	6'00	6,236	13,253	...	...	...
	TOTAL METRE GAUGE carried over	1st half	...	53,777	2,63,362	...	338,825	425,502	...	102,979	2,04,001
		2nd half	...	53,586	2,60,580	...	326,910	4,50,858	...	186,971	1,81,098
		Total and average	...	107,363	5,23,942	...	665,735	8,76,360	...	379,950	3,85,189

A—continued.

RAILWAYS—(PART I)—continued.

COACHING TRAFFIC—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		R		R	R	R	R	R			
...	12,901,965	58,91,567	13,207,740	64,68,194	7,19,004	71,87,198	6,48,766	69,92,085	1st half	} L	
...	11,959,831	54,98,031	12,259,233	60,53,633	7,80,204	68,33,837	6,68,236	66,40,044	2nd half		
...	24,861,796	1,13,89,598	25,466,973	1,25,21,827	14,99,208	1,40,21,035	13,17,002	1,36,32,129	Total and average.		
2'00	6,081,722	20,94,284	6,203,003	22,19,674	1,23,321	23,42,995	...	23,42,995	1st half	} L	
1'99	5,930,165	20,64,653	6,053,579	21,93,888	1,20,368	23,14,256	26	23,14,230	2nd half		
1'99	12,011,887	41,58,937	12,256,582	44,13,562	2,43,689	46,57,251	26	46,57,225	Total and average.		
2'00	475,632	78,069	481,304	81,028	1,532	82,560	...	82,560	1st half	} LI	
1'99	524,104	88,637	529,759	90,781	1,380	92,161	...	92,161	2nd half		
1'99	999,736	1,67,606	1,011,063	1,71,809	2,912	1,74,721	...	1,74,721	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	} LII	
3'00	171,634	84,023	173,759	88,313	4,061	92,374	...	92,374	2nd half		
3'00	171,634	84,023	173,759	88,313	4,061	92,374	...	92,374	Total and average.		
3'00	3,541,187	17,44,631	3,677,392	18,73,758	81,515	19,55,273	787	19,54,486	1st half	} LIV	(a) Opened for traffic on the 1st July 1895.
3'00	2,994,952	13,54,784	3,115,364	14,98,213	95,317	15,93,530	...	15,93,530	2nd half		
3'00	6,536,139	30,99,415	6,792,756	33,71,971	1,76,832	35,48,803	787	35,48,016	Total and average.		
...	...	...	...	...	...	29,640	...	29,640	1st half	} LVII	* Actual single journey fare.
...	...	...	...	...	...	29,640	...	29,640	2nd half		
...	...	...	...	...	...	29,640	...	29,640	Total and average.		
2'19	82,813	50,241	89,073	86,483	21,617	1,08,100	...	1,08,100	1st half	} LVIII	
2'23	74,612	46,698	80,936	84,225	22,637	1,06,862	...	1,06,862	2nd half		
2'21	157,425	96,939	170,009	1,70,708	44,254	2,14,962	...	2,14,962	Total and average.		
*3'00	71,487	18,916	72,719	21,420	3,085	24,505	...	24,505	1st half	} LIX	
*3'00	76,738	19,242	77,983	21,592	4,312	25,904	...	25,904	2nd half		
*3'00	148,225	38,158	150,702	43,012	7,397	50,409	...	50,409	Total and average.		
*4'00	98,816	45,628	102,214	52,655	8,255	60,910	...	60,910	1st half	} LX	
*4'00	98,315	45,821	101,839	53,143	8,218	61,361	...	61,361	2nd half		
*4'00	197,131	91,449	204,053	1,05,798	16,473	1,22,271	...	1,22,271	Total and average.		
2'00	349,010	83,396	350,997	85,274	5,299	90,573	...	90,573	1st half	} LXIII	
2'00	318,031	77,142	319,893	78,911	3,806	82,717	...	82,717	2nd half		
2'00	667,041	1,60,538	670,890	1,64,185	9,105	1,73,290	...	1,73,290	Total and average.		
...	...	...	...	...	...	...	...	50,596	1st half	} LXIV	
...	...	...	...	...	...	...	...	44,518	2nd half		
...	...	...	...	...	...	...	...	95,114	Total and average.		
...	...	...	...	...	...	...	...	50,352	1st half	} LXV	
...	...	...	...	...	...	...	...	47,371	2nd half		
...	...	...	...	...	...	...	...	97,723	Total and average.		
...	...	...	...	...	...	...	...	16,735	1st half	} LXVI	
...	...	...	...	...	...	...	...	18,030	2nd half		
...	...	...	...	...	...	...	...	34,765	Total and average.		
2'00	401,751	2,46,159	405,522	2,58,260	26,893	2,85,153	...	2,85,153	1st half	} LXVII	
2'00	339,452	1,92,345	342,956	2,01,213	17,780	2,18,993	...	2,18,993	2nd half		
2'00	741,203	4,38,504	748,478	4,59,473	44,673	5,04,146	...	5,04,146	Total and average.		
...	24,004,383	1,02,53,791	24,589,964	1,11,46,746	9,90,521	1,21,37,267	6,49,553	1,20,59,050	1st half	} LXVIII	(b) Including the Deoghur railway, for which yearly figure are shown.
...	22,487,834	94,71,376	23,055,301	1,03,63,912	10,58,083	1,14,21,995	6,68,262	1,13,38,095	2nd half		
...	46,492,217	1,97,25,167	47,645,265	2,15,10,658	20,48,604	2,35,88,902	13,17,815	2,34,26,785	Total and average.		

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

[From Abstract H o

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	PASSENGERS								
			FIRST CLASS.			SECOND CLASS.			THIRD OR INTERMEDIATE CLASS.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	METRE GAUGE—concl'd.		Pies.		R	Pies.		R	Pies.		R
LXVII	Brought forward METRE GAUGE Jodhpore-Bikaner—Bikaner section	1st half	...	53,777	2,63,362	...	338,825	4,25,502	...	192,979	2,04,091
		2nd half	...	53,586	2,60,530	...	326,910	4,50,858	...	186,971	1,81,098
		Total and average.	...	107,363	5,23,942	...	665,735	8,76,360	...	379,950	3,85,189
LXVIII	Oodeypore-Chitor (b)	1st half	*18'00	88	385	*6'00	351	462	...	...	...
		2nd half	*18'00	62	238	*6'00	391	535	...	...	...
		Total and average.	*18'00	150	623	*6'00	742	997	...	...	...
LXIX	Bhavnagar-Gondal-Junagarh-Porbandar.	1st half	10'85	2,356	7,661	5'32	19,166	24,661	...	...	...
		2nd half	10'97	1,905	6,545	5'41	17,441	21,964	...	...	...
		Total and average.	10'91	4,261	14,206	5'36	36,607	46,625	...	...	...
LXX	Jaisalmer-Rajkot	1st half	10'85	1,134	1,997	5'32	5,571	4,538	...	...	...
		2nd half	10'97	1,009	1,807	5'41	5,804	4,743	...	...	...
		Total and average.	10'91	2,143	3,804	5'36	11,375	9,281	...	...	...
	TOTAL METRE GAUGE	1st half	...	57,355	2,73,405	...	363,913	4,55,163	...	192,979	2,04,091
		2nd half	...	56,707	2,69,799	...	351,221	4,79,791	...	186,971	1,81,098
		Total and average.	...	114,062	5,43,204	...	715,134	9,34,954	...	379,950	3,85,189
LXXVII	SPECIAL GAUGES. Cherra-Companyganj (2' 6")	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	*72'00	2,363	28,893	*36'00	5,809	34,342	...	...	...
		2nd half	*72'00	2,147	25,397	*36'00	5,745	35,214	...	...	...
		Total and average.	*72'00	4,510	54,290	*36'00	11,554	69,556	...	...	...
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half	...	...	...	(c)*9'00	(c)2,642	(c)2,587	...	...	...
		2nd half	...	...	...	(c)*9'00	(c)2,314	(c)2,303	...	...	...
		Total and average.	...	...	...	(c)*9'00	(c)4,956	(c)4,890	...	...	...
LXXXII	Cooch Behar (2' 6")	1st half	*24'00	169	372	*12'00	432	534	*6'00	1,258	620
		2nd half	*24'00	112	239	*12'00	424	423	*6'00	1,138	556
		Total and average.	*24'00	281	611	*12'00	856	957	*6'00	2,396	1,176
LXXXIII	Morvi (2' 6")	1st half	*12'00	1,059	4,125	*6'00	3,440	6,764	...	...	...
		2nd half	*12'00	906	3,624	*6'00	3,702	6,975	...	...	...
		Total and average.	*12'00	1,965	7,749	*6'00	7,142	13,739	...	...	...
	TOTAL SPECIAL GAUGES	1st half	...	3,591	33,390	...	12,323	44,227	..	1,258	620
		2nd half	...	3,165	29,260	...	12,185	44,915	...	1,138	556
		Total and average.	...	6,756	62,650	...	24,508	89,142	...	2,396	1,176
TOTAL OF ALL GAUGES FOR THE YEAR.		...	...	595,373	29,62,484	...	3,389,466	43,26,867	...	5,350,222	55,16,602

A—continued.

RAILWAYS—(PART I)—continued.

COACHING TRAFFIC—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

GERS.					Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
FOURTH OR LOWEST CLASS.			TOTAL.								
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		₹		₹	₹	₹	₹	₹			
...	24,004,383	1,02,53,791	24,589,964	1,11,46,746	9,90,521	1,21,37,267	6,49,553	1,20,59,050	1st half	} LXVII	• Actual single journey fare.
...	22,487,834	94,71,379	23,055,301	1,03,63,912	10,58,083	1,14,21,995	6,68,202	1,13,38,095	2nd half		
...	46,492,217	1,97,25,167	47,645,265	2,15,10,658	20,48,604	2,35,88,902	13,17,815	2,34,26,785	Total and average.	(a)	
*2'00	43,327	17,680	43,766	18,527	2,146	20,673	...	20,673	1st half	} LXVII	• Actual single journey fare.
*2'00	39,254	15,628	39,707	16,401	2,119	18,520	...	18,520	2nd half		
*2'00	82,581	33,308	83,473	34,928	4,265	39,193	...	39,193	Total and average.	(a)	(a) Including the Droghda railway, for which yearly figures are shown.
...	...	...	...	...	...	...	...	...	1st half	} LXVIII	(b) Opened for traffic on the 1st August 1895.
*2'25	81,347	37,189	82,167	39,509	3,011	42,520	...	42,520	2nd half		
*2'25	81,347	37,189	82,167	39,509	3,011	42,520	...	42,520	Total and average.		
2'75	869,697	4,53,149	891,219	4,85,471	30,371	5,15,842	...	5,15,842	1st half	} LXIX	(b) Opened for traffic on the 1st August 1895.
2'75	750,413	3,90,923	769,759	4,25,431	23,631	4,49,063	...	4,49,063	2nd half		
2'75	1,620,110	8,50,072	1,660,978	9,10,902	54,002	9,64,905	...	9,64,905	Total and average.		
2'75	149,497	57,702	156,202	64,237	4,943	69,180	...	69,180	1st half	} LXX	
2'75	140,557	55,072	147,370	61,622	5,250	66,872	..	66,872	2nd half		
2'75	290,054	1,12,774	303,572	1,25,859	10,193	1,36,052	...	1,36,052	Total and average.		
...	25,066,904	1,07,82,322	25,681,151	1,17,14,981	10,27,981	1,27,42,962	6,49,553	1,26,64,745	1st half	} LXXI	
...	23,499,405	99,76,188	24,094,304	1,09,06,876	10,92,094	1,19,98,970	6,68,202	1,19,15,070	2nd half		
...	48,566,309	2,07,58,510	49,775,455	2,26,21,857	21,20,075	2,47,71,572	13,17,815	2,46,09,455	Total and average.	(a)	
...	...	...	...	...	...	1,539	...	1,539	1st half	} LXXII	
...	...	...	...	...	...	1,323	...	1,323	2nd half		
...	...	...	...	...	...	2,862	...	2,862	Total and average.		
...	...	...	...	...	...	5,075	...	5,075	1st half	} LXXVII	
...	...	...	...	...	...	4,767	...	4,767	2nd half		
...	...	...	...	...	...	9,842	...	9,842	Total and average.		
*15'00	19,956	42,146	28,128	1,05,381	27,683	1,33,064	...	1,33,064	1st half	} LXXVIII	
*15'00	22,893	45,544	30,785	1,06,155	30,671	1,30,826	...	1,30,826	2nd half		
*15'00	42,849	87,690	58,913	2,11,536	58,354	2,69,890	...	2,69,890	Total and average.		
(d)*3'00	(d)225,811	(d) 69,486	228,453	72,073	2,777	74,850	...	74,850	1st half	} LXXX	(c) Upper class. (d) Lower class.
(d)*3'00	(d)157,826	(d) 57,876	200,140	60,179	2,639	62,818	...	62,818	2nd half		
(d)*3'00	(d)423,637	(d)1,27,362	428,593	1,32,252	5,416	1,37,668	...	1,37,668	Total and average.		
*4'00	32,066	10,430	33,925	11,956	1,372	13,328	...	13,328	1st half	} LXXXII	
*4'00	30,696	9,312	32,370	10,530	1,414	11,944	...	11,944	2nd half		
*4'00	62,762	19,742	66,295	22,486	2,786	25,272	...	25,272	Total and average.		
*3'00	146,262	96,768	150,761	1,07,657	10,752	1,18,409	...	1,18,409	1st half	} LXXXIII	
*3'00	153,743	99,694	158,351	1,10,293	8,217	1,18,510	...	1,18,510	2nd half		
*3'00	300,005	1,96,462	309,112	2,17,950	18,969	2,36,919	...	2,36,919	Total and average.		
...	424,095	2,18,830	441,267	2,97,067	42,584	3,46,265	...	3,46,265	1st half	} LXXXIV	
...	405,158	2,12,426	421,646	2,87,157	42,941	3,36,188	...	3,36,188	2nd half		
...	829,253	4,31,256	862,913	5,84,224	85,525	6,82,453	...	6,82,453	Total and average.		
...	140,916,262	6,72,92,154	150,251,323	8,00,98,107	1,11,68,720	9,13,09,171	13,50,194	9,13,06,207	Total and average.		

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

[From Abstract I c

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
I	STANDARD GAUGE. East Indian	1st half	455,898,750	1,40,57,503	1,665,759	1,59,935	21,293,656	2,65,473
		2nd half	335,216,217	1,09,96,550	1,442,605	1,46,600	22,935,345	2,99,804
		Total .	791,114,967	2,50,54,053	3,108,364	3,06,535	44,229,001	5,65,277
II	Bengal-Nággpur	1st half	72,537,020	29,62,859	25,562	2,249	1,749,404	25,181
		2nd half	30,424,099	12,60,912	21,456	2,058	3,060,453	51,388
		Total .	102,961,119	42,23,771	47,018	4,307	4,809,857	76,569
III	Indian Midland	1st half	34,921,601	13,55,970	73,948	7,810	1,908,192	26,578
		2nd half	27,083,689	11,70,151	72,283	6,842	1,224,092	16,933
		Total .	62,005,290	25,26,121	146,231	14,652	3,132,284	43,511
V	Godhra-Rutlam-Nagda	1st half	Included with the Rajputana-Malwa railway				...	...
		2nd half	Included with the Rajputana-Malwa railway				...	...
		Total .	Included with the Rajputana-Malwa railway				...	...
VIII	East Coast (state) (Bezwa extension)	1st half	Included with the Nizam's Guaranteed State railway				...	...
		2nd half	Included with the Nizam's Guaranteed State railway				...	...
		Total .	Included with the Nizam's Guaranteed State railway				...	...
XII	North Western (state)	1st half	376,470,798	1,09,02,674	9,534,284	5,87,169	64,428,058	8,82,465
		2nd half	289,678,622	84,03,434	4,058,583	3,04,337	46,060,060	6,42,367
		Total .	666,149,420	1,93,06,108	13,592,867	8,91,506	110,488,118	15,24,832
XIII	Hyderabad-Shadipalli	1st half	794,983	44,410	373	65	510,442	7,792
		2nd half	513,073	31,235	151	25	136,283	2,168
		Total .	1,308,056	75,645	524	90	646,725	9,960
XIV	Oudh and Rohilkhand (state).	1st half	112,243,563	34,04,530	209,462	21,002	14,147,888	2,23,515
		2nd half	61,037,397	19,42,928	196,392	17,756	7,650,083	1,20,172
		Total .	173,280,960	53,47,458	405,854	38,758	21,797,971	3,43,687
XV	Eastern Bengal (state)(a)	1st half	59,577,194	29,02,037	5,547	468	5,012,711	63,964
		2nd half	94,706,853	51,64,780	2,794	350	4,416,204	56,353
		Total .	154,284,047	80,66,817	8,341	818	9,428,915	1,20,317
XVI	Bengal Central	1st half	4,101,065	1,18,302	156	91	35,725	456
		2nd half	5,068,636	2,01,376	111	64	64,589	824
		Total .	9,169,701	3,19,678	267	155	100,314	1,280
XVII	Calcutta Port Commis- sioners'.	1st half	Details not furnished.				...	...
		2nd half	Details not furnished.				...	...
		Total .	Details not furnished.				...	...
XVIII	East Coast (state).	1st half	7,969,831	1,93,049	93	10	8,787,435	1,32,412
		2nd half	6,677,807	1,73,969	200	20	13,213,333	1,68,613
		Total .	14,647,638	3,67,018	293	30	22,000,768	3,01,025
XXIV	Great Indian Peninsula	1st half	280,061,074	1,31,70,699	819,552	91,921	26,823,811	4,38,701
		2nd half	151,573,468	83,91,148	579,264	73,830	22,417,143	3,62,804
		Total .	431,634,542	2,15,61,847	1,398,816	1,65,751	49,240,954	8,01,505
XXV	Bombay, Baroda and Central India.	1st half	173,300,964	72,17,894	206,354	22,031	3,289,945	66,936
		2nd half	74,959,933	34,43,583	145,643	15,382	4,922,613	1,09,547
		Total .	248,260,897	1,06,61,477	351,997	37,413	8,212,558	1,75,583
XXVI	Madras	1st half	62,626,323	29,06,370	231,121	36,269	2,772,842	60,724
		2nd half	58,665,368	27,28,009	272,201	37,947	2,316,917	50,282
		Total .	121,291,691	56,34,379	503,322	74,216	5,089,759	1,11,006
XXXIII	Bina-Goona	1st half	96,181	5,114	...	...	...	...
		2nd half	Included with the Indian Midland railway				...	...
		Total .	96,181	5,114	...	...	...	...
XXXVI	The Nizam's Guaranteed State.	1st half	14,817,484	7,38,603	49,532	6,618	1,990,710	31,445
		2nd half	10,418,766	5,53,141	48,642	6,395	1,683,559	31,031
		Total .	25,236,250	12,91,744	98,174	13,013	3,674,269	62,476
XXXVII	The Gaekwar's Petlad	1st half	188,304	13,087	...	...	394	7
		2nd half	103,209	7,748	...	...	333	6
		Total .	291,513	20,835	...	...	727	13
	TOTAL STANDARD GAUGE carried over.	1st half	1,655,605,135	5,99,93,101	12,821,743	9,35,638	152,751,213	22,24,749
		2nd half	1,146,127,137	4,44,68,964	6,840,325	6,11,606	130,101,007	19,12,292
		Total .	2,801,732,272	10,44,62,065	19,662,068	15,47,244	282,852,220	41,37,041

A—continued.

RAILWAYS—(PART I)—continued.

GOODS TRAFFIC.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

COAL.		MISCELLANEOUS.	TOTAL.	DEDUCTIONS.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Ton-miles.	Earnings.							
	£	£	£	£	£			
296,116,519	51,55,773	1,64,205	1,98,02,889	7,737	1,97,95,152	1st half	} I	
301,596,638	50,78,360	1,58,786	1,66,80,100	8,684	1,66,71,416	2nd half		
597,713,157	1,02,34,133	3,22,991	3,64,82,989	16,421	3,64,66,568	Total		
14,849,938	2,44,594	8,967	32,43,850	...	32,43,850	1st half	} II	
11,198,108	1,84,747	8,365	15,07,470	989	15,06,481	2nd half		
26,048,046	4,29,341	17,332	47,51,320	989	47,50,331	Total		
4,427,833	59,946	-1,081	14,49,223	...	14,49,223	1st half	} III	
3,027,263	39,020	6,822	12,39,768	...	12,39,768	2nd half		
7,455,096	98,966	5,741	26,88,991	...	26,88,991	Total		
...	...	...	...	...	6,35,758	1st half	} V	
...	...	...	...	...	3,07,556	2nd half		
					9,43,314	Total		
...	...	...	...	...	67,181	1st half	} VIII	
...	...	...	...	...	85,645	2nd half		
...	...	...	...	...	1,52,826	Total		
24,645,622	3,29,812	3,87,493	1,30,89,613	...	1,30,89,613	1st half	} XII	
19,771,793	2,82,388	1,33,170	97,65,696	5	97,65,691	2nd half		
44,417,415	6,12,200	5,20,663	2,28,55,309	5	2,28,55,304	Total		
225	3	177	52,447	...	52,447	1st half	} XIII	
86	2	142	33,572	...	33,572	2nd half		
311	5	319	86,019	...	86,019	Total		
12,108,347	1,75,060	22,051	38,46,158	...	38,46,158	1st half	} XIV	
8,125,241	1,18,077	13,146	22,12,079	...	22,12,079	2nd half		
20,233,588	2,93,137	35,197	60,58,237	...	60,58,237	Total		
8,214,658	1,44,461	20,534	31,31,464	...	31,31,464	1st half	} XV	
5,516,650	1,03,580	30,067	53,55,130	...	53,55,130	2nd half		
13,731,308	2,48,041	50,601	84,86,594	...	84,86,594	Total		
567,679	13,296	635	1,32,780	...	1,32,780	1st half	} XVI	(a) Including the metre and special gauge sections of the undertaking.
442,540	10,031	1,049	2,13,344	...	2,13,344	2nd half		
1,010,219	23,327	1,684	3,46,124	...	3,46,124	Total		
...	...	...	1,72,042	...	1,72,042	1st half	} XVII	
...	...	...	1,69,003	...	1,69,003	2nd half		
...	...	...	3,41,045	...	3,41,045	Total		
3,279,959	54,494	11,189	3,91,154	...	3,91,154	1st half	} XVIII	
1,595,058	24,341	9,966	3,76,909	...	3,76,909	2nd half		
4,875,017	78,835	21,155	7,68,063	...	7,68,063	Total		
30,125,711	5,00,129	1,12,141	1,43,13,591	...	1,43,13,591	1st half	} XXIV	
22,273,980	3,77,488	88,227	92,93,497	...	92,93,497	2nd half		
52,399,691	8,77,617	2,00,368	2,36,07,088	...	2,36,07,088	Total		
22,670,843	4,27,172	1,72,119	79,05,252	...	79,05,252	1st half	} XXV	
11,905,737	2,20,852	2,23,955	40,13,319	...	40,13,319	2nd half		
34,576,580	6,48,024	3,96,074	1,19,18,571	...	1,19,18,571	Total		
8,458,463	1,90,716	44,084	32,38,163	...	32,38,163	1st half	} XXVI	
9,573,967	2,11,514	15,729	30,43,481	...	30,43,481	2nd half		
18,032,430	4,02,230	59,813	62,81,644	...	62,81,644	Total		
...	...	...	5,114	...	5,114	1st half	} XXXIII	
...	...	...	...	...	...	2nd half		
...	...	...	5,114	...	5,114	Total		
23,874,120	5,40,325	8,462	13,25,453	67,181	12,58,272	1st half	} XXXVI	
19,918,276	4,99,122	5,328	10,95,017	85,645	10,09,372	2nd half		
43,792,396	10,39,447	13,790	24,20,470	1,52,826	22,67,644	Total		
3,300	62	293	13,449	...	13,449	1st half	} XXXVII	
5,639	104	279	8,137	...	8,137	2nd half		
8,939	166	572	21,586	...	21,586	Total		
449,343,217	78,35,843	9,51,269	7,21,12,642	74,918	7,27,40,663	1st half		
414,950,976	71,49,626	6,95,031	5,50,06,522	95,323	5,53,04,400	2nd half		
864,294,193	1,49,85,469	16,46,300	12,71,19,164	1,70,241	12,80,45,063	Total		

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895.

[From Abstract I of

Serial Number.	RAILWAY.	1895.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.		
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.	
	STANDARD GAUGE—concl'd.			₹		₹		₹	
XXXVIII	Brought forward STANDARD GAUGE.	1st half	1,655,605,135	5,99,93,101	12,821,743	9,35,638	152,751,213	22,24,749	
		2nd half	1,146,127,137	4,44,68,964	6,840,325	6,11,606	130,101,007	19,12,292	
		Total .	2,801,732,272	10,44,62,065	19,662,068	15,47,244	282,852,220	41,37,041	
XL	Kolar Gold-fields .	1st half	127,334	13,813	...	...	7,779	204
		2nd half	187,499	21,170	...	...	42,373	1,089
		Total .	314,833	34,983	...	...	50,152	1,293
XL	Rájpura-Bhátinda .	1st half	15,557,600	5,72,311	74,635	9,933	134,698	1,693	
		2nd half	7,710,214	3,07,369	68,253	8,398	197,951	3,067	
		Total .	23,267,814	8,79,680	142,888	18,331	332,649	4,760	
XLIII	TOTAL STANDARD GAUGE	1st half	1,671,290,069	6,05,79,225	12,896,378	9,45,571	152,893,690	22,26,646	
		2nd half	1,154,024,850	4,47,97,503	6,908,578	6,20,004	130,341,331	19,16,448	
		Total .	2,825,314,919	10,53,76,728	19,804,956	15,65,575	283,235,021	41,43,094	
XLIII	METRE GAUGE. Bengal and North-Western— Tirhoot section Company's section .	1st half	43,166,766	15,06,369	...	...	2,882,591	48,499
		2nd half	25,990,034	9,21,528	...	...	6,450,366	91,421
		Total .	69,156,800	24,27,897	...	...	9,332,957	1,39,920
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	7,698,654	2,79,108	4,023	352	1,021,220	13,930	
		2nd half	5,463,026	1,65,440	4,817	368	1,133,985	14,469	
		Total .	13,161,680	4,44,548	8,840	720	2,155,205	27,499	
XLV	Rajputana-Malwa .	1st half	290,131,071	99,46,583	530,515	55,232	5,952,585	1,22,199	
		2nd half	140,810,428	55,58,623	409,380	42,760	6,882,351	1,42,083	
		Total .	430,941,499	1,55,05,206	939,895	97,992	12,834,936	2,64,282	
XLVI	Pálanpur-Deesa .	1st half	228,639	11,189	1,143	117	7,710	134	
		2nd half	66,582	4,258	816	91	1,094	20	
		Total .	295,221	15,447	1,959	208	8,804	154	
XLVII	Southern Mahratta .	1st half	54,939,819	24,33,363	99,852	11,073	6,598,788	76,645	
		2nd half	46,529,051	20,05,983	66,957	7,459	5,140,485	62,952	
		Total .	101,468,870	44,39,346	166,809	18,532	11,739,273	1,39,597	
XLVIII	Guntakal-Mysore frontier	1st half							
		2nd half							
		Total .							
XLIX	Southern Mahratta (Mysore section).	1st half	Included with the Southern Mahratta railway				
		2nd half					
		Total
L	South Indian .	1st half	40,795,665	19,42,083	11,147	1,239	3,747,510	51,945	
		2nd half	42,921,440	19,83,352	10,417	1,010	4,685,670	61,386	
		Total .	83,717,105	39,25,435	21,564	2,249	8,433,180	1,13,331	
LI	Májavaram-Mutupet .	1st half	606,631	25,981	112	16	640,256	8,197	
		2nd half	533,068	24,592	17	2	466,270	5,914	
		Total .	1,139,699	50,573	129	18	1,106,526	14,111	
LII	Assam-Bengal .	1st half	Opened for goods traffic on the 1st July 1895				
		2nd half	351,035	16,575	...	...	13,584,411	96,145
		Total .	351,035	16,575	...	...	13,584,411	96,145
LIV	Burma (state) .	1st half	43,108,017	17,23,819	162,157	12,865	5,111,990	50,713	
		2nd half	24,622,086	10,75,002	136,131	11,319	6,417,306	72,143	
		Total .	67,730,103	27,98,821	298,288	24,184	11,529,296	1,22,856	
LVII	Deoghur .	1st half	Details not furnished				
		2nd half					
		Total
LVIII	Rohilkund and Kumaon (Company's section) .	1st half	988,557	49,434	21,756	2,564	101,376	1,294	
		2nd half	674,524	44,046	4,483	471	141,780	1,809	
		Total .	1,663,081	93,480	26,239	3,035	243,156	3,103	
LIX	Bengal Dooars .	1st half	184,051	52,576	...	...	57,038	729
		2nd half	410,769	1,17,053	...	...	62,146	793
		Total .	594,820	1,69,629	...	...	119,234	1,522
LIX	TOTAL METRE GAUGE carried over	1st half	481,847,870	1,79,70,505	830,705	83,458	26,121,114	3,73,385	
		2nd half	288,372,043	1,19,16,452	633,018	63,480	44,065,864	5,49,135	
		Total (a)	770,219,913	2,98,86,957	1,463,723	1,46,938	71,086,978	9,22,520	

A—continued.

RAILWAYS—(PART I)—continued.

GOODS TRAFFIC—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

COAL.		MISCELLANEOUS.	TOTAL.	DEDUCTIONS.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Ton-miles.	Earnings.							
	R	R	R	R	R			
449,343,217 414,950,976	78,35,843 71,49,626	9,51,269 6,95,031	7,21,12,642 5,50,06,522	74,918 95,323	7,27,40,663 5,53,04,400	1st half 2nd half		
864,294,193	1,49,85,469	16,46,300	12,71,19,164	1,70,241	12,80,45,063	Total.		
362,091 396,362	38,297 39,969	187 231	52,501 62,459	...	52,501 62,459	1st half 2nd half	} XXXVIII	
758,453	78,266	418	1,14,960	...	1,14,960	Total.		
157,464 70,174	2,164 963	1,631 1,208	5,87,732 3,21,005	...	5,87,732 3,21,005	1st half 2nd half	} XL	
227,638	3,127	2,839	9,08,737	...	9,08,737	Total.		
449,862,772 415,417,512	78,76,304 71,90,558	9,53,087 6,96,470	7,27,52,875 5,53,89,986	74,918 95,323	7,33,80,896 5,56,87,864	1st half 2nd half		
865,280,284	1,50,66,862	16,49,557	12,81,42,861	1,70,241	12,90,68,760	Total.		
3,270,971 1,240,541	61,444 22,593	12,182 5,979	16,28,494 10,41,521	...	16,28,494 10,41,521	1st half 2nd half	} XLIII	
4,511,512	84,037	18,161	26,70,015	...	26,70,015	Total.		
23,011 11,701	311 155	4,949 - 3,629	2,97,750 1,76,803	...	2,97,750 1,76,803	1st half 2nd half	} XLIV	
34,712	466	1,320	4,74,553	...	4,74,553	Total.		
15,951,581 9,546,565	2,99,614 1,77,102	38,302 62,051	1,04,61,930 59,82,619	6,35,981 3,08,099	98,25,949 56,74,520	1st half 2nd half	} XLV	
25,498,146	4,76,716	1,00,353	1,64,44,549	9,44,080	1,55,00,469	Total.		
278 ...	5 ...	210 110	11,655 4,479	...	11,655 4,479	1st half 2nd half	} XLVI	
278	5	320	16,134	...	16,134	Total.		
8,959,811 15,651,999	1,44,130 2,28,209	17,439 12,463	26,82,650 23,17,066	5,70,019 6,14,102	21,12,631 17,02,964	1st half 2nd half	} XLVII	
24,611,810	3,72,339	29,902	49,99,716	11,84,121	38,15,595	Total.		
...	1,18,454 1,19,608	1st half 2nd half	} XLVIII	
...	...	...	...	...	2,38,062	Total.
...	3,92,707 4,32,132	1st half 2nd half	} XLIX	
...	...	...	...	...	8,24,839	Total.
2,948,796 4,489,600	41,984 60,642	7,551 7,818	20,44,802 21,14,208	...	20,44,802 21,14,208	1st half 2nd half	} L	
7,438,396	1,02,626	15,369	41,59,010	...	41,59,010	Total.		
...	...	152	34,346	...	34,346	1st half	} LI	
65,952	860	166	31,534	...	31,534	2nd half		
65,952	800	318	65,880	...	65,880	Total.		
...	1st half	} LII	
156,627	2,713	73	1,15,506	...	1,15,506	2nd half		
156,627	2,713	73	1,15,506	...	1,15,506	Total.		
2,147,702 1,632,086	33,934 23,608	63,498 29,616	18,83,929 12,11,688	1,355 332	18,82,574 12,11,356	1st half 2nd half	} LIV	
3,779,788	56,642	93,114	30,95,617	1,687	30,93,930	Total.		
...	3,868	...	3,868	1st half	} LVII	
...	...	...	3,868	...	3,808	2nd half
...	...	...	...	...	...	Total.
49 2,040	1 30	3,445 -2,793	56,738 43,563	...	56,738 43,563	1st half 2nd half	} LVIII	
2,089	31	652	1,00,301	...	1,00,301	Total.		
16,805 44,818	3,984 4,619	2,463 -1,290	59,752 1,21,175	...	59,752 1,21,175	1st half 2nd half	} LIX	
61,623	8,603	1,173	1,80,927	...	1,80,927	Total.		
33,319,004 32,841,929	5,84,507 5,20,531	50,191 10,564	1,91,62,046 1,31,60,162	12,07,355 9,22,533	1,84,65,852 1,27,89,269	1st half 2nd half		
66,160,933	11,05,038	2,60,755	3,23,26,076	21,29,888	3,12,59,089	Total. (a)		

(a) Including the Deogbur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895.

[From Abstract I of

Serial Number.	RAILWAY.	1895.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	METRE GAUGE— <i>consolid.</i>			₹		₹		₹
	Brought forward	1st half	481,847,870	1,79,70,505	830,705	83,458	26,121,114	3,73,385
	METRE GAUGE.	2nd half	288,372,043	1,19,16,452	6,33,018	63,480	44,965,864	5,49,135
		Total (a)	770,219,913	2,98,86,957	1,463,723	1,46,938	71,086,978	9,22,520
LX	Dibru-Sadiya	1st half	740,258	1,25,148	...	...	54,636	816
		2nd half	685,372	1,26,132	...	...	45,805	688
		Total	1,425,630	2,51,280	...	...	100,441	1,504
LXIII	The Gaekwar's Mobsana	1st half	2,414,108	1,08,354	70	6	152,807	2,595
		2nd half	920,079	45,251	90	10	58,571	1,110
		Total	3,334,187	1,53,605	160	16	211,378	3,705
LXIV	Kolhapur	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXV	Yesvantpur-Mysore frontier.	1st half	Included with the Southern Mahratta railway		...	...	...	...
		2nd half	Included with the Southern Mahratta railway		...	...	...	...
		Total	Included with the Southern Mahratta railway		...	...	...	...
LXVI	Mysore-Nanjangud	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXVII	Jodhpore-Biokaneer— Jodhpore section	1st half	3,727,321	2,50,391	1,965	322	37,100	691
		2nd half	3,157,692	1,93,088	...	...	50,097	1,093
		Total	6,885,013	4,43,479	1,965	322	87,197	1,784
	Biokaneer section	1st half	286,244	19,423	283	45	452	8
		2nd half	255,829	17,784	...	...	808	14
		Total	542,073	37,207	283	45	1,260	22
LXVIII	Oodeypore-Chitor	1st half	Opened for goods traffic on the 1st August 1895		...	...	...	...
		2nd half	157,111	10,230	...	...	65,140	1,187
		Total	157,111	10,230	...	...	65,140	1,187
LXIX	Bhavnagar-Gondal-Junagarh-Porbandar	1st half	9,955,349	6,62,924	174	11	1,264,784	12,311
		2nd half	3,646,134	2,32,408	1,329	216	665,513	6,349
		Total	13,601,483	8,95,332	1,503	227	1,930,297	18,660
LXX	Jetalsar-Rajkot	1st half	457,522	27,571	50	14	2,259	66
		2nd half	247,970	16,337	40	8	8,495	210
		Total	705,492	43,908	90	22	10,750	276
	TOTAL METRE GAUGE	1st half	499,428,672	1,91,64,316	833,247	83,856	27,633,152	3,89,872
		2nd half	297,442,230	1,25,57,682	634,477	63,714	45,860,293	5,59,736
		Total (a)	796,870,902	3,17,21,998	1,467,724	1,47,570	73,493,445	9,49,658
	SPECIAL GAUGES.							
	Cherra-Companyganj (2' 6").	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXVII	Jorhat (2' 0")	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2' 0").	1st half	610,431	2,16,558	2,443	1,452	10,231	2,182
		2nd half	545,423	2,09,981	2,156	1,472	9,753	2,312
		Total	1,155,854	4,26,539	4,599	2,924	19,984	4,494
LXXX	The Gaekwar's Dabhoi (2' 6").	1st half	824,236	65,812	...	...	74,645	1,103
		2nd half	341,011	26,215	...	...	8,331	138
		Total	1,165,247	92,027	...	...	82,976	1,241
LXXXII	Cooch Behar (2' 6")	1st half	53,500	9,462	...	...	3,585	46
		2nd half	61,419	9,544	...	...	45,453	580
		Total	114,919	19,006	...	...	49,038	626
LXXXIII	Morvi (2' 6")	1st half	905,182	81,342	1,644	261	5,912	229
		2nd half	451,185	37,019	660	94	7,038	252
		Total	1,356,367	1,18,361	2,304	355	12,950	481
	TOTAL SPECIAL GAUGES	1st half	2,393,349	3,73,174	4,087	1,713	94,373	3,560
		2nd half	1,399,038	2,82,759	2,816	1,566	70,575	3,282
		Total	3,792,387	6,55,933	6,903	3,279	164,948	6,842
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	3,625,979,208	13,77,54,659	21,279,583	17,16,424	356,893,414	50,99,594

A—continued.

RAILWAYS—(PART I)—continued.

GOODS TRAFFIC—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

COAL.		MISCELLANEOUS.	TOTAL.	DEDUCTIONS.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Ton-miles.	Earnings.							
33,319,004	R 5,84,507	R 1,50,191	R 1,91,62,046	R 12,07,355	R 1,84,65,852	1st half		
32,841,929	5,20,531	1,10,564	1,31,60,162	9,22,533	1,27,89,369	2nd half		
66,160,933	11,05,038	2,60,755	3,23,26,076	21,29,888	3,12,59,089	Total (a)		(a) Including the Deogarh railway, for which yearly figures are shown.
5,109,805	1,00,142	363	2,26,469	...	2,26,469	1st half	} LX	
4,889,697	96,319	327	2,23,466	...	2,23,466	2nd half		
9,999,502	1,96,461	690	4,49,935	...	4,49,935	Total		
...	...	629	1,11,584	...	1,11,584	1st half	} LXIII	
296	15	459	46,845	...	46,845	2nd half		
296	15	1,088	1,58,429	...	1,58,429	Total		
...	...	...	...	...	14,164	1st half	} LXIV	
...	...	...	...	...	10,492	2nd half		
...	...	...	...	...	24,656	Total		
...	...	...	...	...	42,733	1st half	} LXV	
...	...	...	...	...	49,905	2nd half		
...	...	...	...	...	92,698	Total		
...	...	...	...	...	1,961	1st half	} LXVI	
...	...	...	...	...	1,904	2nd half		
...	...	...	...	...	3,865	Total		
242,959	4,484	2,046	2,57,934	...	2,57,934	1st half	} LXVII	
94,644	1,781	786	1,96,748	...	1,96,748	2nd half		
337,603	6,265	2,832	4,54,682	...	4,54,682	Total		
29,362	727	272	20,475	...	20,475	1st half		
9,052	175	233	18,206	...	18,206	2nd half		
38,414	902	505	38,681	...	38,681	Total		
...	...	...	...	...	...	1st half	} LXVIII	
93	2	466	11,885	...	11,885	2nd half		
93	2	466	11,885	...	11,885	Total		
285,382	10,743	1,137	6,87,126	...	6,87,126	1st half	} LXIX	
439,877	11,430	738	2,51,141	...	2,51,141	2nd half		
725,259	22,173	1,875	9,38,267	...	9,38,267	Total		
261	18	109	27,778	...	27,778	1st half	} LXX	
711	46	93	16,694	...	16,694	2nd half		
972	64	202	44,472	...	44,472	Total		
38,986,773	7,00,621	1,54,747	2,04,93,412	12,07,355	1,98,56,076	1st half		
38,276,299	6,30,299	1,13,666	1,39,25,147	9,22,533	1,36,16,715	2nd half		
77,263,072	13,30,920	2,68,413	3,44,22,427	21,29,888	3,34,76,659	Total (a)		
...	...	...	10,908	...	10,908	1st half		
...	...	...	10,608	...	10,608	2nd half		
...	...	...	21,516	...	21,516	Total		
...	...	...	32,023	...	32,023	1st half	} LXXVII	
...	...	...	41,303	...	41,303	2nd half		
...	...	...	73,326	...	73,326	Total		
84,118	14,526	561	2,35,279	...	2,35,279	1st half	} LXXVIII	
54,856	7,639	536	2,21,940	...	2,21,940	2nd half		
138,974	22,165	1,097	4,57,219	...	4,57,219	Total		
6,922	233	169	67,317	...	67,317	1st half	} LXXX	
7,018	266	128	26,747	...	26,747	2nd half		
13,940	499	297	94,064	...	94,064	Total		
554	29	226	9,763	...	9,763	1st half	} LXXXII	
565	10	233	10,367	...	10,367	2nd half		
1,119	39	459	20,130	...	20,130	Total		
53,742	3,256	450	85,537	...	85,537	1st half	} LXXXIII	
31,580	1,945	230	39,540	...	39,540	2nd half		
85,322	5,201	679	1,25,077	...	1,25,077	Total		
1,45,336	18,044	1,405	4,40,827	...	4,40,827	1st half		
94,019	9,860	1,127	3,50,505	...	3,50,505	2nd half		
2,39,355	27,904	2,532	7,91,332	...	7,91,332	Total		
942,782,711	1,64,25,686	19,20,502	16,33,56,620	23,00,129	16,33,36,751	...		

APPENDIX
STATISTICS OF INDIAN

SUMMARY OF

[From No. VIII of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	R	R	R
STANDARD GAUGE.						
I	East Indian	1st half	25,13,945	24,88,350	8,19,975	16,03,683
		2nd half	23,14,703	23,63,676	7,04,704	15,95,377
		Total .	48,28,648	48,52,026	15,24,679	31,99,060
II	Bengal-Nágpur	1st half	4,30,189	4,76,235	1,47,458	2,88,725
		2nd half	4,38,778	3,98,219	1,11,469	2,47,630
		Total .	8,68,967	8,74,454	2,58,927	5,36,355
III	Indian Midland	1st half	3,93,177	5,03,609	1,30,682	2,49,477
		2nd half	2,91,931	4,61,714	1,23,889	2,33,848
		Total .	6,85,108	9,65,323	2,54,571	4,83,325
V	Godhra-Rutlam-Nagda	1st half	49,095	1,72,742	17,905	44,285
		2nd half	66,203	1,63,015	20,927	37,604
		Total .	1,15,298	3,35,757	38,832	81,889
VI	Wardha Coal	1st half				
		2nd half				
		Total .	Included with the Great Indian Peninsula railway			
VII	Dhond-Manmád	1st half				
		2nd half				
		Total .	Included with the Great Indian Peninsula railway			
VIII	East Coast (state) (Bezwada extension)	1st half	12,142	9,591	2,674	5,241
		2nd half	14,931	15,322	5,544	7,918
		Total .	27,073	24,913	8,218	13,159
XII	North Western (state)	1st half	30,73,785	37,53,743	7,10,399	13,24,444
		2nd half	26,45,279	34,08,774	8,56,291	13,37,844
		Total .	57,19,064	71,62,517	15,66,690	26,62,288
XIII	Hyderabad-Shadipalli	1st half	21,412	20,760	6,495	8,318
		2nd half	23,845	16,723	5,233	6,701
		Total .	45,257	37,483	11,728	15,019
XIV	Oudh and Rohilkhand (state)	1st half	8,77,844	7,65,269	3,54,891	4,10,137
		2nd half	8,06,085	5,67,326	2,99,605	3,91,021
		Total .	16,83,929	13,32,595	6,54,496	8,01,158
XV	Eastern Bengal (state)	1st half	3,45,677	3,73,463	2,07,296	3,80,897
		2nd half	2,61,048	3,62,723	1,02,045	4,27,613
		Total .	6,06,725	7,36,186	3,09,341	8,08,510
XVI	Bengal Central	1st half	47,902	58,889	25,422	55,604
		2nd half	59,042	70,150	20,030	73,354
		Total .	1,06,944	1,29,039	45,452	1,28,958
XVII	Calcutta Port Commissioners'	1st half	10,916	18,148	8,678	59,420
		2nd half	10,518	11,926	4,159	56,537
		Total .	21,434	30,074	12,837	1,15,957
XVIII	East Coast (state)	1st half	1,03,352	3,36,285	33,351	1,30,729
		2nd half	2,53,398	2,69,009	36,246	1,13,065
		Total .	3,56,750	6,05,294	69,597	2,43,794
XXIV	Great Indian Peninsula	1st half	21,10,614	39,25,483	8,19,520	15,42,066
		2nd half	24,47,501	35,30,070	7,89,442	13,95,354
		Total .	45,58,115	74,56,218	16,08,962	29,37,420
	TOTAL STANDARD GAUGE carried over	1st half	99,90,050	1,29,02,432	32,84,746	61,03,026
		2nd half	96,33,262	1,16,39,447	30,79,584	59,24,466
		Total .	1,96,23,312	2,45,41,879	63,64,330	1,20,27,492

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1895.	Serial Number.	REMARKS.	
R	R	R	R				
(a) 9,20,687 9,14,018	54,539 64,944	5,62,769 3,27,836	89,63,948 82,85,254	1st half 2nd half	} I	(a) Including R2,983 on account of special credit afforded to the Turkestan railway in respect of amount overcharged by the Government telegraph Department for rent, etc., of telegraph lines.	
18,34,705	1,19,479	8,90,605	1,72,49,202	Total			
3,25,823 3,34,393	...	85,759 48,619	17,54,189 15,79,108	1st half 2nd half	} II		
6,60,216	...	1,34,378	33,33,297	Total			
2,51,850 2,59,114	...	1,64,801 1,12,700	16,93,596 14,83,196	1st half 2nd half	} III		
5,10,964	...	2,77,501	31,76,792	Total			
26,668 27,874	...	959 1,183	3,11,654 3,16,806	1st half 2nd half	} V		
54,542	...	2,142	6,28,460	Total			
(b) 743 (b) 743	(b) 743 (b) 743	1st half 2nd half	} VI		(b) Expenditure incurred direct by the State.
(b) 1,486	...	...	(b) 1,486	Total	
(b) 6,491 (b) 6,482	(b) 6,491 (b) 6,482	1st half 2nd half	} VII		
(b) 12,973	...	...	(b) 12,973	Total	
6,457 9,994	...	4,549 6,285	40,654 59,994	1st half 2nd half	} VIII		
16,451	...	10,834	1,00,648	Total			
6,02,189 5,92,118	42,888 33,070	2,10,599 1,61,698	(c) 97,27,317 (a) 99,44,067	1st half 2nd half	} XII		(c) Including R0,270 in the first-half and R8,998 in the second-half of 1895, being the amount paid to the State as rent of leased line not shown in any of the preceding columns.
11,94,307	75,958	3,72,297	(c) 1,87,71,384	Total			
5,522 3,957	...	1,421 1,144	63,928 57,603	1st half 2nd half	} XIII		
9,479	...	2,565	1,21,531	Total			
2,21,421 1,97,321	...	74,945 72,468	27,04,507 23,34,426	1st half 2nd half	} XIV		
4,18,742	...	1,47,413	50,38,933	Total			
1,50,868 1,41,778	1,49,416 33,976	50,314 1,04,020	16,57,931 14,33,203	1st half 2nd half	} XV		
2,92,646	1,83,392	1,54,334	30,91,134	Total			
56,945 60,037	...	6,992 14,215	2,51,754 2,96,828	1st half 2nd half	} XVI		
1,16,982	...	21,207	5,48,582	Total			
10,108 11,626	...	4,009 4,376	1,11,279 99,142	1st half 2nd half	} XVII		
21,734	...	8,385	2,10,421	Total			
80,715 82,444	66,713 44,506	16,503 8,750	7,67,648 8,07,418	1st half 2nd half	} XVIII		
1,63,159	1,11,219	25,253	15,75,066	Total			
7,01,049 6,68,787	...	2,79,440 1,79,978	(d) 97,06,943 (d) 92,47,247	1st half 2nd half	} XXIV	(d) Including R8,28,906, in the first-half and R2,35,315, in the second-half of 1895, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.	
13,69,836	...	4,59,418	(d) 1,89,54,190	Total			
33,67,536 33,10,686	3,13,556 1,76,492	14,63,060 10,43,272	3,77,62,582 3,50,51,517	1st half 2nd half			
66,78,222	4,90,048	25,06,332	7,28,14,099	Total			

APPENDIX
STATISTICS OF INDIAN

SUMMARY OF

[From No. VIII of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	R	R	R
	STANDARD GAUGE—concl'd.					
	Brought forward STANDARD GAUGE	1st half 2nd half Total	99,90,050 96,33,262 1,96,23,312	1,29,02,432 1,16,39,447 2,45,41,879	32,84,746 30,79,584 63,64,330	61,03,026 59,24,466 1,20,27,492
XXV	Bombay, Baroda and Central India	1st half 2nd half Total	8,28,132 6,68,350 14,96,482	14,54,165 12,19,886 26,74,051	2,73,091 3,07,746 5,80,837	4,88,827 4,92,428 9,81,255
XXVI	Madras	1st half 2nd half Total	5,99,458 5,83,100 11,82,558	10,22,264 10,29,076 20,51,340	3,01,883 2,91,121 5,93,004	4,22,115 4,09,761 8,31,876
XXVIII	Tarkessur	1st half 2nd half Total				
			Included with the East Indian railway.			
XXXII	Amrāoti	1st half 2nd half Total				
			Included with the Great Indian Peninsula railway.			
XXXIII	Bīna-Goonā	1st half 2nd half Total	(c) Included with the Indian Midland	1,021 railway.	265	506 ...
			...	1,021	265	506
XXXVI	The Nizam's Guaranteed State	1st half 2nd half Total	2,76,884 2,19,154 4,96,038	2,18,845 2,24,947 4,43,792	60,915 81,448 1,42,363	1,19,640 1,16,314 2,35,954
XXXVII	The Gaekwar's Petlād	1st half 2nd half Total	3,219 2,596 5,815	5,652 5,769 11,421	1,061 1,455 2,516	1,900 2,328 4,228
XXXVIII	Kolar Gold-fields	1st half 2nd half Total	7,847 9,637 17,484	13,386 16,994 30,380	3,953 4,810 8,763	5,524 6,767 12,291
XL	Rājputana-Bhātinda	1st half 2nd half Total	1,20,152 76,793 1,96,945	1,59,716 1,02,080 2,61,796	49,964 31,933 81,897	63,992 40,900 1,04,892
	TOTAL STANDARD GAUGE	1st half 2nd half Total	1,18,25,742 1,11,92,892 2,30,18,634	1,57,77,481 1,42,38,199 3,00,15,680	39,75,878 37,98,097 77,73,975	72,05,530 69,92,964 1,41,98,494
	METRE GAUGE.					
XLIII	Bengal and North-Western— Tirhoot section } Company's section }	1st half 2nd half Total	2,92,825 2,99,151 5,91,976	2,42,886 2,33,658 4,76,544	63,736 86,694 1,50,430	2,24,983 2,15,349 4,40,332
XLIV	Rohilkund and Kumaon (Lucknow— Bareilly section).	1st half 2nd half Total	63,091 44,749 1,07,840	69,516 51,798 1,21,314	17,604 18,650 36,254	49,797 34,652 84,449
XLV	Rajputana-Malwa	1st half 2nd half Total	8,42,991 7,91,631 16,34,622	22,81,800 17,15,600 39,97,400	4,63,008 4,97,794 9,60,802	7,82,972 7,40,274 15,23,246
XLVI	Pālanpur-Deesa	1st half 2nd half Total	1,405 1,247 2,652	3,802 2,703 6,505	771 784 1,555	1,305 1,166 2,471
XLVII	Southern Mahratta	1st half 2nd half Total	5,51,880 4,09,837 9,61,717	6,56,224 6,57,250 13,13,474	1,64,362 1,45,882 3,10,244	3,23,212 3,08,846 6,32,058
	TOTAL METRE GAUGE carried over	1st half 2nd half Total	17,52,192 15,46,615 32,98,807	32,54,228 26,61,009 59,15,237	7,09,481 7,49,804 14,59,285	13,82,269 13,00,287 26,82,556

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R			
33,67,536	3,13,556	14,63,060	3,77,62,582	1st half		
33,10,686	1,76,492	10,43,272	3,50,51,517	2nd half		
66,78,222	4,90,048	25,06,332	7,28,14,099	Total	} XXV	
2,78,321	...	1,12,792	34,35,328	1st half		
2,77,593	...	1,04,198	30,70,201	2nd half	} XXVI	
5,55,914	...	2,16,990	65,05,529	Total		
2,88,154	...	48,261	26,82,135	1st half	} XXVIII	(a) Represents contribution to Provident Fund and 1/4th share of net earnings paid to the East Indian railway.
2,85,228	...	49,257	26,47,543	2nd half		
5,73,382	...	97,518	53,29,678	Total	} XXXII	(b) Expenditure incurred direct by the State.
		(a) 24,271	(a) 24,271	1st half		
		(a) 17,511	(a) 17,511	2nd half	} XXXIII	(c) Charged to Capital.
		(a) 41,782	(a) 41,782	Total		
(b) 442	...	...	(b) 442	1st half	} XXXVI	
(b) 443	...	...	(b) 443	2nd half		
(b) 885	...	...	(b) 885	Total	} XXXVII	
511	...	334	2,637	1st half		
(b) 1,173	...	(b) 2,023	3,196	2nd half	} XXXVIII	
1,684	...	2,357	5,833	Total		
1,47,454	...	11,662	8,35,400	1st half	} XL	
1,46,819	...	14,310	8,02,992	2nd half		
2,94,273	...	25,972	16,38,392	Total	} XLIII	
1,082	...	438	13,352	1st half		
1,312	...	493	13,953	2nd half	} XLIV	
2,394	...	931	27,305	Total		
3,769	...	4,116	38,595	1st half	} XLV	
4,792	...	4,979	47,979	2nd half		
8,561	...	9,095	86,574	Total	} XLVI	
37,793	...	10,931	4,42,548	1st half		
24,156	...	6,986	2,82,848	2nd half	} XLVII	
61,949	...	17,917	7,25,396	Total		
41,25,062	3,13,556	16,75,865	4,52,37,290	1st half		
40,52,202	1,76,492	12,43,029	4,19,38,183	2nd half		
81,77,264	4,90,048	29,18,894	8,71,75,473	Total		
2,11,450	1,18,731	52,114	12,06,725	1st half	} XLVIII	
2,07,688	91,026	62,564	11,96,130	2nd half		
4,19,138	2,09,757	1,14,678	24,02,855	Total	} XLIX	
54,662	...	31,883	2,86,553	1st half		
48,052	...	26,789	2,24,690	2nd half	} XLX	
1,02,714	...	58,672	5,11,243	Total		
5,77,084	...	84,552	50,32,407	1st half	} XLI	
5,95,346	...	72,267	44,12,912	2nd half		
11,72,430	...	1,56,819	94,45,319	Total	} XLII	
962	...	141	8,386	1st half		
937	...	114	6,951	2nd half	} XLIII	
1,899	...	255	15,337	Total		
3,05,670	...	29,295	20,30,643	1st half	} XLIV	
2,94,446	...	10,997	18,27,258	2nd half		
6,00,116	...	40,292	38,57,901	Total	} XLV	
11,49,828	1,18,731	1,97,985	85,64,714	1st half		
11,46,469	91,026	1,72,731	76,67,941	2nd half	} XLVI	
22,96,297	2,09,757	3,70,716	1,62,32,655	Total		

APPENDIX
STATISTICS OF INDIAN

SUMMARY OF

[From No. VIII of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	R	R	R
	METRE GAUGE—contd.	1st half	17,52,192	32,54,228	7,09,481	13,82,269
	Brought forward METRE GAUGE	2nd half	15,46,615	26,61,009	7,49,804	13,00,287
		Total .	32,98,807	59,15,237	14,59,285	26,82,556
XLVIII	Guntakal-Mysore frontier	1st half	35,323	41,963	10,504	20,647
		2nd half	29,467	47,255	10,489	22,205
		Total .	64,790	89,218	20,993	42,852
XLIX	Southern Mahratta (Mysore section).	1st half	1,18,886	1,42,669	35,600	70,294
		2nd half	1,10,854	1,78,729	39,609	83,986
		Total .	2,29,740	3,21,398	75,209	1,54,280
L	South Indian	1st half	5,12,591	8,85,166	2,99,288	3,59,211
		2nd half	6,07,377	9,77,192	2,97,229	3,68,938
		Total .	11,19,968	18,62,358	5,96,517	7,28,149
LI	Máyavaram-Mutupet	1st half	13,605	23,496	7,947	9,538
		2nd half	16,915	27,216	8,280	10,277
		Total .	30,520	50,712	16,227	19,815
LII	Assam-Bengal (a)	1st half	48,394	64,120	10,916	46,185
		2nd half	48,394	64,120	10,916	46,185
		Total .	48,394	64,120	10,916	46,185
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	1st half	2,88,274	2,41,991	68,410	2,00,150
		2nd half	2,31,656	2,44,932	71,958	2,07,026
		Total .	5,19,930	4,86,923	1,40,368	4,07,176
	Dacca section	1st half	44,141	32,129	11,407	29,430
		2nd half	44,817	35,491	9,632	37,880
		Total .	88,958	67,620	21,039	67,310
LIV	Burma (state)	1st half	5,19,377	6,53,021	1,51,899	3,57,496
		2nd half	5,78,910	6,48,056	1,95,435	3,53,026
		Total .	10,98,287	13,01,077	3,47,334	7,10,522
LVII	Deoghur	1st half	4,235	5,025	1,221	4,975
		2nd half	4,235	5,025	1,221	4,975
		Total .	4,235	5,025	1,221	4,975
LVIII	Rohilkund and Kumaon (Company's section).	1st half	26,325	29,006	7,345	20,778
		2nd half	26,282	30,421	10,954	20,352
		Total .	52,607	59,427	18,299	41,130
LIX	Bengal Dooars	1st half	6,315	8,906	1,794	7,682
		2nd half	13,817	9,440	2,518	12,897
		Total .	20,132	18,346	4,312	20,579
LX	Dibru-Sadiya	1st half	53,000	35,877	20,467	19,248
		2nd half	49,593	34,254	18,746	21,960
		Total .	1,02,593	70,131	39,213	41,214
LXIII	The Gaekwar's Mehsána	1st half	12,417	33,609	6,820	11,533
		2nd half	11,102	24,057	6,980	10,380
		Total .	23,519	57,666	13,800	21,913
LXIV	Kolhápur	1st half	10,186	12,362	3,082	6,085
		2nd half	7,370	12,119	2,686	5,695
		Total .	17,556	24,481	5,768	11,780
LXV	Yesvantpur-Mysore frontier	1st half	14,802	17,788	4,432	8,753
		2nd half	13,637	21,310	4,722	10,014
		Total .	28,439	39,098	9,154	18,767
	TOTAL METRE GAUGE carried over	1st half	34,07,434	54,12,211	13,38,476	25,03,114
		2nd half	33,36,806	50,15,601	14,39,958	25,11,114
		Total (b)	67,48,475	1,04,32,837	27,79,655	50,19,203

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R			
11,49,828 11,46,469	1,18,731 91,026	1,97,985 1,72,731	85,64,714 76,67,941	1st half 2nd half		
22,96,297	2,09,757	3,70,716	1,62,32,655	Total		
16,861 18,173	...	2,143 2,641	1,27,441 1,30,230	1st half 2nd half	} XLVIII	
35,034	...	4,784	2,57,671	Total		
69,243 80,576	...	5,654 6,439	4,42,346 5,00,193	1st half 2nd half	} XLIX	
1,49,819	...	12,093	9,42,539	Total		
2,98,434 3,37,023	...	27,437 33,766	23,82,127 26,21,525	1st half 2nd half	} L	
6,35,457	...	61,203	50,03,652	Total		
7,925 9,386	...	6,603 7,167	69,114 79,241	1st half 2nd half	} LI	
17,311	...	13,770	1,48,355	Total		
...	...	...	...	1st half	} LII	
52,842	...	16	2,22,473	2nd half		
52,842	...	16	2,22,473	Total	} LIII	(a) Opened for traffic on the 1st July 1895.
1,18,247 1,08,090	1,59,562 1,83,165	20,963 22,702	10,97,597 10,69,529	1st half 2nd half		
2,26,337	3,42,727	43,665	21,67,126	Total	} LIV	
11,384 13,669	...	3,793 3,232	1,32,284 1,44,721	1st half 2nd half		
25,053	...	7,025	2,77,005	Total	} LV	
2,05,330 2,07,235	32,564 29,472	41,885 35,000	19,61,572 20,47,134	1st half 2nd half		
4,12,565	62,036	76,885	40,08,706	Total	} LVII	
2,649	...	199	18,304	1st half		
2,649	...	199	18,304	2nd half	} LVIII	
22,808 28,222	...	13,304 15,734	1,19,566 1,31,965	1st half 2nd half		
51,030	...	29,038	2,51,531	Total	} LIX	
15,243 15,964	9,913 18,418	1,237 1,935	51,090 74,989	1st half 2nd half		
31,207	28,331	3,172	1,26,079	Total	} LX	
38,411 38,705	...	679 654	1,67,682 1,63,918	1st half 2nd half		
77,116	...	1,333	3,31,600	Total	} LXIII	
8,500 8,348	...	1,245 1,013	74,124 61,880	1st half 2nd half		
16,848	...	2,258	1,36,004	Total	} LXIV	
4,970 4,660	...	490 436	37,175 32,966	1st half 2nd half		
9,630	...	926	70,141	Total	} LXV	
7,148 8,195	...	704 768	53,627 58,646	1st half 2nd half		
15,343	...	1,472	1,12,273	Total		
19,74,332 20,77,557	3,20,770 3,22,081	3,24,122 3,04,234	1,52,80,459 1,50,07,351	1st half 2nd half		
40,54,538	6,42,851	6,28,555	3,03,06,114	Total (b)		(b) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN

SUMMARY OF

[From No. VIII of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE— <i>consolid.</i>		R	R	R	R
	Brought forward METRE GAUGE	1st half 2nd half	34,07,434 33,36,806	54,12,211 50,15,601	13,38,476 14,39,958	25,03,114 25,11,114
		Total (a)	67,48,475	1,04,32,837	27,79,655	50,19,203
LXVI	Mysore-Nanjangud	1st half 2nd half	2,950 2,662	3,579 4,376	892 970	1,762 2,056
		Total .	5,612	7,955	1,862	3,818
LXVII	Jodhpore-Bickaneer— Jodhpore section	1st half 2nd half	79,524 38,184	77,502 71,340	15,745 24,787	28,774 29,215
		Total .	1,17,708	1,48,842	40,532	57,989
	Bickaneer section	1st half 2nd half	5,228 4,626	7,974 7,734	1,614 3,542	3,077 3,464
		Total .	9,854	15,708	5,156	6,541
LXVIII	Oodeypore-Chitor (b)	1st half 2nd half	12,515 12,515	9,794 9,794	2,842 2,842	4,226 4,226
		Total .	12,515	9,794	2,842	4,226
LXIX	Bhavnagar-Gondal-Junágarh-Porbandar	1st half 2nd half	2,15,748 1,81,736	1,51,113 1,27,424	25,694 25,473	1,11,786 81,393
		Total .	3,97,484	2,78,537	51,167	1,93,179
LXX	Jetalsar-Rájkot	1st half 2nd half	10,371 10,338	16,967 14,452	2,885 2,889	9,817 7,480
		Total .	20,709	31,419	5,774	17,297
	TOTAL METRE GAUGE	1st half 2nd half	37,21,255 35,86,867	56,69,346 52,50,721	13,85,306 15,00,461	26,58,330 26,38,948
		Total (a)	73,12,357	1,09,25,092	28,86,988	53,02,253
	SPECIAL GAUGES.					
	Cherra-Companyganj (2' 6")	1st half 2nd half	1,747 1,675	3,575 3,463	1,648 1,376	2,635 2,653
		Total .	3,422	7,038	3,024	5,288
LXXVII	Jorhát (2' 0")	1st half 2nd half	6,809 8,520	9,545 9,516	2,243 2,194	7,312 9,509
		Total .	15,329	19,061	4,437	16,821
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half	35,893 34,513	69,408 54,400	20,263 22,465	25,384 25,257
		Total .	70,406	1,23,808	42,728	50,641
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half	22,961 17,688	24,553 17,427	7,951 13,012	9,933 11,706
		Total .	40,649	41,980	20,963	21,639
LXXXII	Cooch Behar (2' 6")	1st half 2nd half	6,546 9,472	2,486 2,312	551 533	4,556 4,222
		Total .	16,018	4,798	1,084	8,778
LXXXIII	Morvi (2' 6")	1st half 2nd half	19,063 19,445	27,981 26,908	3,617 3,363	19,284 19,606
		Total .	38,508	54,889	6,980	38,890
	TOTAL SPECIAL GAUGES	1st half 2nd half	93,019 91,313	1,37,548 1,14,026	36,273 42,943	69,104 72,953
		Total	1,84,332	2,51,574	79,216	1,42,057
	TOTAL OF ALL GAUGES FOR THE YEAR . . . . .	...	3,05,15,323	4,11,92,346	1,07,40,179	1,96,42,804

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1895.	Serial Number.	REMARKS.
R 19,74,332 29,77,557	R 3,20,770 3,22,081	R 3,24,122 3,04,234	R 1,52,80,459 1,50,07,351	1st half 2nd half		
40,54,538	6,42,851	6,28,555	3,03,06,114	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
1,438 1,683	...	142 158	10,763 11,905	1st half 2nd half	} LXVI	
3,121	...	300	22,668	Total		
18,474 16,324	...	3,435 2,189	2,23,454 1,82,039	1st half 2nd half	} LXVII	
34,798	...	5,624	4,05,493	Total		
2,036 1,984	...	74 89	20,003 21,439	1st half 2nd half	}	
4,020	...	163	41,442	Total		
3,399	...	3,148	35,924	1st half 2nd half	} LXVIII	(b) Opened for traffic on the 1st August 1895.
3,399	...	3,148	35,924	Total		
91,877 91,336	...	16,319 11,102	6,12,537 5,18,464	1st half 2nd half	} LXIX	
1,83,213	...	27,421	11,31,001	Total		
9,757 9,592	...	6,206 5,136	56,003 49,887	1st half 2nd half	} LXX	
19,349	...	11,342	1,05,890	Total		
20,97,914 22,01,875	3,20,770 3,22,081	3,50,298 3,26,056	1,62,03,219 1,58,27,009	1st half 2nd half		
43,02,438	6,42,851	6,76,553	3,20,48,532	Total (a)		
1,290 1,341	...	118 121	11,013 10,629	1st half 2nd half	}	
2,631	...	239	21,642	Total		
4,829 4,941	...	242 316	30,980 34,996	1st half 2nd half	} LXXVII	
9,770	...	558	65,976	Total		
37,434 36,926	...	7,090 7,585	1,95,472 1,81,146	1st half 2nd half	} LXXVIII	
74,360	...	14,675	3,76,618	Total		
6,509 5,969	71,907 65,802	1st half 2nd half	} LXXX	
12,478	1,37,709	Total		
1,482 1,584	...	114 116	15,735 18,239	1st half 2nd half	} LXXXII	
3,066	...	230	33,974	Total		
17,924 12,126	...	223 305	88,092 81,753	1st half 2nd half	} LXXXIII	
30,050	...	528	1,69,845	Total		
69,468 62,887	...	7,787 8,443	4,13,199 3,92,565	1st half 2nd half	}	
1,32,355	...	16,230	8,05,764	Total		
1,26,12,057	11,32,899	36,11,677	12,00,29,769			

APPENDIX
STATISTICS OF INDIAN
DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1895.

[From Abstract A of

Serial Number.	RAILWAY.	1895.	General superintendence.	Maintenance of permanent-way.		Repairs of bridges, etc.	Conservancy of rivers.
				Wages.	Materials.		
			R	R	R	R	R
I	East Indian	1st half	3,19,631	4,82,497	8,25,822	3,34,839	...
		2nd half	3,34,821	4,57,981	8,40,915	1,65,167	...
		Total .	6,54,452	9,40,478	16,66,737	5,00,006	...
II	Bengal-Nágpur	1st half	1,02,171	1,42,157	—7,413	83,457	...
		2nd half	1,08,648	1,38,353	31,401	60,284	...
		Total .	2,10,819	2,80,510	23,988	1,43,741	...
III	Indian Midland	1st half	81,817	1,08,172	1,48,907	18,879	...
		2nd half	80,328	1,12,448	48,347	17,471	...
		Total .	1,62,145	2,20,620	1,97,254	36,350	...
V	Godhra-Rutlam-Nagda	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				...
VIII	East Coast (state) (Bezwada extension)	1st half 2nd half Total .	Included with the Nizam's Guaranteed State railway.				...
XII	North Western (state)	1st half	3,78,275	6,68,133	7,07,259	4,28,508	1,55,176
		2nd half	3,71,299	5,90,656	5,40,292	3,23,163	1,11,504
		Total .	7,49,574	12,67,789	12,47,551	7,51,671	2,66,680
XIII	Hyderabad-Sbadipalli	1st half	5,860	7,408	20	4,193	...
		2nd half	3,757	8,797	1,748	6,131	...
		Total .	9,617	16,205	1,768	10,324	...
XIV	Oudh and Rohilkhand (state)	1st half	95,113	1,20,610	2,94,661	2,08,263	6,780
		2nd half	98,510	1,24,363	3,29,735	1,70,663	3,584
		Total .	1,93,623	2,44,973	6,24,396	3,78,926	10,364
XV	Eastern Bengal (state) (a)	1st half	1,26,334	1,56,290	1,34,027	74,632	233
		2nd half	1,19,045	1,55,435	39,868	1,07,069	...
		Total .	2,45,379	3,11,725	1,73,895	1,81,701	233
XVI	Bengal Central	1st half	10,990	19,372	10,467	1,712	...
		2nd half	11,315	18,587	21,044	1,293	466
		Total .	22,305	37,959	31,511	3,005	466
XVII	Calcutta Port Commissioners'	1st half	3,964	3,740	1,319	291	...
		2nd half	3,710	4,078	2,189	428	...
		Total .	7,674	7,818	3,508	719	...
XVIII	East Coast (state)	1st half	20,154	68,092	3,730	2,619	...
		2nd half	24,991	78,435	43,394	46,732	...
		Total .	45,145	1,46,527	47,124	49,351	...
XXIV	Great Indian Peninsula	1st half	2,54,614	3,64,462	5,77,039	3,90,232	...
		2nd half	2,36,518	3,49,441	6,73,622	4,35,610	...
		Total .	4,91,132	7,13,903	12,50,661	8,25,842	...
XXV	Bombay, Baroda and Central India	1st half	1,03,423	1,27,191	1,58,269	2,59,464	...
		2nd half	98,379	1,40,187	1,12,978	1,86,376	...
		Total .	2,01,802	2,67,378	2,71,247	4,45,840	...
XXVI	Madras	1st half	1,38,742	1,41,082	83,293	59,707	...
		2nd half	1,29,575	1,49,240	80,191	46,796	...
		Total .	2,68,317	2,90,322	1,63,484	1,06,503	...
XXXIII	Bina-Gooná	1st half 2nd half Total .	Charged to Capital. Included with the Indian Midland railway.				...
XXXVI	The Nizam's Guaranteed State	1st half	50,643	63,192	1,11,347	27,012	2,725
		2nd half	49,393	63,751	70,441	14,142	...
		Total .	1,00,036	1,26,943	1,81,788	41,154	2,725
TOTAL STANDARD GAUGE carried over		1st half	16,91,731	24,72,398	30,48,747	18,93,808	1,64,914
		2nd half	16,70,289	24,00,752	28,36,165	15,81,325	1,15,554
		Total .	33,62,020	48,73,150	58,84,912	34,75,133	2,80,468

—continued.

RAILWAYS—(PART I)—continued.

REPAIRS OF WAY, WORKS AND STATIONS.

[Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R	R			
2,51,750	2,99,406	25,13,945	...	25,13,945	1st half	} I	
2,58,348	2,89,263	23,46,495	31,792	23,14,703	2nd half		
5,10,098	5,88,669	48,60,440	31,792	48,28,648	Total		
73,296	36,521	4,30,189	...	4,30,189	1st half	} II	
50,482	49,610	4,38,778	...	4,38,778	2nd half		
1,23,778	86,131	8,68,967	...	8,68,967	Total		
15,395	20,007	3,93,177	...	3,93,177	1st half	} III	
17,306	16,031	2,91,931	...	2,91,931	2nd half		
32,701	36,038	6,85,108	...	6,85,108	Total		
...	...	...	...	49,095	1st half	} V	
...	...	...	...	66,203	2nd half		
...	...	...	...	1,15,298	Total		
...	...	...	...	12,142	1st half	} VIII	
...	...	...	...	14,931	2nd half		
...	...	...	...	27,073	Total		
3,21,554	5,35,032	31,93,937	1,20,152	30,73,785	1st half	} XII	
2,90,737	4,85,421	27,22,072	76,793	26,45,279	2nd half		
6,12,291	10,20,453	59,16,009	1,96,945	57,19,064	Total		
3,012	919	21,412	...	21,412	1st half	} XIII	
2,867	545	23,845	...	23,845	2nd half		
5,879	1,464	45,257	...	45,257	Total		
47,904	1,04,513	8,77,844	...	8,77,844	1st half	} XIV	
43,179	36,051	8,06,085	...	8,06,085	2nd half		
91,083	1,40,564	16,83,929	...	16,83,929	Total		
1,01,096	85,480	6,78,092	...	6,78,092	1st half	} XV	
85,444	30,660	5,37,521	...	5,37,521	2nd half		
1,86,540	1,16,140	12,15,613	...	12,15,613	Total		
4,729	632	47,902	...	47,902	1st half	} XVI	
4,785	1,552	59,042	...	59,042	2nd half		
9,514	2,184	1,06,944	...	1,06,944	Total		
234	1,368	10,916	...	10,916	1st half	} XVII	
113	...	10,518	...	10,518	2nd half		
347	1,368	21,434	...	21,434	Total		
5,885	2,872	1,03,352	...	1,03,352	1st half	} XVIII	
16,095	43,751	2,53,398	...	2,53,398	2nd half		
21,980	46,623	3,56,750	...	3,56,750	Total		
1,39,842	5,63,358	22,89,547	1,78,933	21,10,614	1st half	} XXIV	
1,17,310	7,01,418	25,13,919	66,418	24,47,501	2nd half		
2,57,152	12,64,776	48,03,466	2,45,351	45,58,115	Total		
50,351	1,32,653	8,31,351	3,219	8,28,132	1st half	} XXV	
52,740	80,286	6,70,946	2,596	6,68,350	2nd half		
1,03,091	2,12,939	15,02,297	5,815	14,96,482	Total		
59,939	1,24,753	6,07,516	8,058	5,99,458	1st half	} XXVI	
71,518	1,15,522	5,92,842	9,742	5,83,100	2nd half		
1,31,457	2,40,275	12,00,358	17,800	11,82,558	Total		
...	...	...	...	...	1st half	} XXXIII	
...	...	...	...	...	2nd half		
...	...	...	...	...	Total		
8,943	25,164	2,89,026	12,142	2,76,884	1st half	} XXXVI	
10,771	25,587	2,34,085	14,931	2,19,154	2nd half		
19,714	50,751	5,23,111	27,073	4,96,038	Total		
10,83,930	19,32,678	1,22,88,206	3,22,504	1,20,26,919	1st half		
10,21,695	18,75,697	1,15,01,477	2,02,272	1,13,80,359	2nd half		
21,05,625	38,08,375	2,37,89,683	5,24,776	2,34,07,278	Total		

(a) Including the metre and special gauge sections of the undertaking.

APPENDIX
STATISTICS OF INDIAN
DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1895.

[From Abstract A c.]

Serial Number.	RAILWAY.	1895.	General superintendence.	Maintenance of permanent-way.		Repairs of bridges, etc.	Conservancy of rivers.
				Wages.	Materials.		
			R	R	R	R	R
	STANDARD GAUGE— <i>concl'd.</i>						
	Brought forward STANDARD GAUGE	1st half 2nd half	16,91,731 16,70,289	24,72,398 24,00,752	30,48,747 28,36,165	18,93,808 15,81,325	1,64,914 1,15,554
		Total .	33,62,020	48,73,150	58,84,912	34,75,133	2,80,468
XXXVII	The Gaekwar's Petlād	1st half 2nd half	} Included with the Bombay, Baroda and Central India railway.				
		Total .	}				
XXXVIII	Kolar Gold-fields	1st half 2nd half	} Included with the Madras railway.				
		Total .	}				
XL	Rājputana-Ehātinda	1st half 2nd half	} Included with the North Western (state) railway.				
		Total .	}				
	TOTAL STANDARD GAUGE	1st half 2nd half	16,91,731 16,70,289	24,72,398 24,00,752	30,48,747 28,36,165	18,93,808 15,81,325	1,64,914 1,15,554
		Total .	33,62,020	48,73,150	58,84,912	34,75,133	2,80,468
	METRE GAUGE.						
XLIII	Bengal and North-Western— Tirhoot section } Company's section }	1st half 2nd half	72,931 68,079	63,426 76,588	90,550 60,723	16,094 21,367	2,987 1,094
		Total .	1,41,010	1,40,014	1,51,273	37,461	4,081
XLV	Rajputana-Malwa	1st half 2nd half	1,93,065 1,90,176	2,58,952 2,64,223	2,49,107 2,03,039	45,464 51,468	......
		Total .	3,83,241	5,23,175	4,52,146	96,932	...
XLVI	Pālanpur-Deesa	1st half 2nd half	} Included with the Rajputana-Malwa railway.				
		Total .	}				
XLVII	Southern Mahratta	1st half 2nd half	1,41,325 1,39,948	1,80,643 1,83,314	2,10,665 1,02,329	73,590 60,162	......
		Total .	2,81,273	3,63,957	3,12,994	1,33,752	...
XLVIII	Guntakal-Mysore frontier	1st half 2nd half	} Included with the Southern Mahratta railway.				
		Total .	}				
XLIX	Southern Mahratta (Mysore section)	1st half 2nd half	} Included with the Southern Mahratta railway.				
		Total .	}				
L	South Indian	1st half 2nd half	1,31,911 1,23,875	1,21,950 1,24,876	1,92,239 2,74,760	44,221 84,542	......
		Total .	2,55,786	2,46,826	4,66,999	1,28,763	...
LI	Máyavaram-Mutupet	1st half 2nd half	} Included with the South Indian railway.				
		Total .	}				
LII	Assam-Bengal (a)	1st half 2nd half	... 17,674	... 30,720	......	......	......
		Total .	17,674	30,720	...	...	...
LIV	Burma (state)	1st half 2nd half	90,323 1,08,007	2,22,078 2,20,044	86,475 1,13,196	42,795 49,613	2,865 1,139
		Total .	1,98,339	4,42,122	1,99,671	92,408	4,004
LVII	Deoghurj	1st half 2nd half	} Details not furnished.				
		Total .	}				
LVIII	Rohilkund and Kumaon (Company's section) (b)	1st half 2nd half	17,432 15,998	28,411 25,110	14,358 5,125	9,390 12,699	6,759 180
		Total .	33,430	53,521	19,483	22,089	6,939
LIX	Bengal Dooars	1st half 2nd half	1,989 2,177	3,875 5,130	47 823	... 4,326	......
		Total .	4,166	9,005	870	4,326	...
	TOTAL METRE GAUGE carried over	1st half 2nd half	6,48,976 6,65,934	8,79,335 9,30,005	8,43,441 7,59,995	2,31,554 2,84,177	12,611 2,413
		Total (c) .	13,14,910	18,09,340	16,03,436	5,15,731	15,024

A—continued.

RAILWAYS—(PART I)—continued.

OF WAY, WORKS AND STATIONS—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R	R			
10,83,930 10,21,695	19,32,678 18,75,697	1,22,88,206 1,15,01,477	3,22,504 2,02,272	1,20,26,939 1,13,80,339	1st half 2nd half		
21,05,625	38,08,375	2,37,89,683	5,24,776	2,34,07,278	Total.		
...	...	...	...	3,219 2,596	1st half 2nd half	} XXXVII	
				5,815	Total.		
...	...	...	...	7,847 9,637	1st half 2nd half	} XXXVIII	
				17,484	Total.		
...	...	...	...	1,20,152 76,793	1st half 2nd half	} XL	
				1,96,945	Total.		
10,83,930 10,21,695	19,32,678 18,75,697	1,22,88,206 1,15,01,477	3,22,504 2,02,272	1,21,58,157 1,14,69,365	1st half 2nd half		
21,05,625	38,08,375	2,37,89,683	5,24,776	2,36,27,522	Total.		
20,064 23,674	26,773 47,626	2,92,825 2,99,151	...	2,92,825 2,99,151	1st half 2nd half	} XLIII	
43,738	74,399	5,91,976	...	5,91,976	Total.		
71,218 62,881	88,102 98,395	9,05,908 8,70,182	62,917 78,551	8,42,991 7,91,631	1st half 2nd half	} XLV	
1,34,099	1,86,497	17,76,090	1,41,468	16,34,622	Total.		
...	...	...	...	1,405 1,247	1st half 2nd half	} XLVI	
				2,652	Total.		
62,420 42,677	65,384 45,395	7,34,027 5,73,825	1,82,147 1,63,988	5,51,880 4,09,837	1st half 2nd half	} XLVII	
1,05,097	1,10,779	13,07,852	3,46,135	9,61,717	Total.		
...	...	...	...	35,323 29,467	1st half 2nd half	} XLVIII	
				64,790	Total.		
...	...	...	...	1,18,886 1,10,854	1st half 2nd half	} XLIX	
				2,29,740	Total.		
28,294 41,197	55,447 47,781	5,74,062 6,97,031	61,471 89,054	5,12,591 6,07,377	1st half 2nd half	} L	
69,491	1,03,228	12,71,093	1,51,125	11,19,968	Total.		
...	...	...	...	13,605 16,915	1st half 2nd half	} LI	
				30,520	Total.		
...	...	...	...	...	1st half	} LII	
...	...	48,394	...	48,394	2nd half		
...	...	48,394	...	48,394	Total.	} LIV	(a) Opened for traffic on the 1st July 1895.
29,536 37,843	45,305 49,068	5,19,377 5,78,910	...	5,19,377 5,78,910	1st half 2nd half		
67,379	94,373	10,98,287	...	10,98,287	Total.	} LVII	
...	...	4,235	...	4,235	1st half 2nd half		
...	...	4,235	...	4,235	Total.	} LVIII	(b) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
5,856 5,106	7,210 6,813	89,416 71,031	...	89,416 71,031	1st half 2nd half		
10,962	14,023	1,60,447	...	1,60,447	Total.	} LIX	
266 799	138 562	6,315 13,817	...	6,315 13,817	1st half 2nd half		
1,065	700	20,132	...	20,132	Total.		
2,17,654 2,14,177	2,88,359 2,95,640	31,21,930 31,52,341	3,06,535 3,32,193	29,81,614 29,78,631	1st half 2nd half		
4,31,831	5,83,999	62,78,506	6,38,728	59,67,480	Total (c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN
DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1895.

[From Abstract A of

Serial Number.	RAILWAY.	1895.	General superintendence.	Maintenance of permanent-way.		Repairs of bridges, etc.	Conservancy of rivers.	
				Wages.	Materials.			
	METRE GAUGE—concl'd.							
	Brought forward METRE GAUGE	1st half 2nd half Total (a)	R 6,48,976 6,65,934 13,14,910	R 8,79,335 9,30,005 18,09,340	R 8,43,441 7,59,995 16,03,436	R 2,31,554 2,84,177 5,15,731	R 12,611 2,413 15,024	
LX	Dibru-Sadiya	1st half 2nd half Total .	5,693 7,328 13,021	16,088 16,138 32,226	16,451 17,012 33,463	2,419 2,206 4,625	... ... ...
LXIII	The Gaekwar's Mehsána	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.					
LXIV	Kolhápur	1st half 2nd half Total .						
LXV	Yesvantpur-Mysore frontier	1st half 2nd half Total .	Included with the Southern Mahratta railway:					
LXVI	Mysore-Nanjangúd	1st half 2nd half Total .						
LXVII	Jodhpore-Bickaneer— Jodhpore section	1st half 2nd half Total .	5,356 5,735 12,091	30,798 29,348 60,146	31,480 —2,693 28,787	2,646 1,941 4,587	... ... ...
	Bickaneer section	1st half 2nd half Total .	642 593 1,235	3,982 3,915 7,897	7 9 16	172 ... 172	... ... ...
LXVIII	Oodeypore-Chitor (b)	1st half 2nd half Total .	... 2,120 2,120	... 8,163 8,163	... 1,141 1,141	... 276 276	... ... ...
LXIX	Bhávsnagar-Gondal-Junágarh-Porbandar	1st half 2nd half Total .	33,733 26,831 60,564	47,483 46,979 94,462	52,190 46,520 98,710	44,636 36,589 81,225	... ... ...
LXX	Jetalsar-Rájkot	1st half 2nd half Total .	1,887 1,906 3,793	6,768 6,707 13,475	120 400 520	740 480 1,220	... ... ...
	TOTAL METRE GAUGE	1st half 2nd half Total (a)	6,97,287 7,10,447 14,07,734	9,84,454 10,41,255 20,25,709	9,43,689 8,22,384 17,66,073	2,82,167 3,25,669 6,07,836	12,611 2,413 15,024	
	SPECIAL GAUGES.							
	Cherra-Companyganj (2' 6")	1st half 2nd half Total .	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
LXXVII	Jorhát (2' 0")	1st half 2nd half Total .	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half Total .	8,629 8,952 17,581	7,294 8,300 15,594	4,660 5,953 10,613	6,013 6,281 12,294	... ... ...
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half Total .	3,462 3,339 6,801	8,119 7,150 15,269	6,616 4,729 11,345	2,320 671 2,991	... ... ...
LXXXII	Cooch Behar (2' 6")	1st half 2nd half Total .	855 Details not furnished. 855	4,006 ... 4,006	50 ... 50	930 ... 930	... ... ...
LXXXIII	Morvi (2' 6")	1st half 2nd half Total .	4,948 4,651 9,599	12,336 12,479 24,815	955 679 1,634	117 404 521	... ... ...
	TOTAL SPECIAL GAUGES	1st half 2nd half Total .	17,894 16,942 34,836	31,755 27,929 59,684	12,281 11,361 23,642	9,380 7,356 16,736	... ... ...
	TOTAL OF ALL GAUGES FOR THE YEAR .	...	48,04,590	69,58,543	76,74,627	40,99,705	2,95,492

A—continued.

RAILWAYS—(PART I)—continued.

OF WAY, WORKS, AND STATIONS—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
₹	₹	₹	₹	₹			
2,17,654	2,88,359	31,21,930	3,06,535	29,84,614	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
2,14,177	2,95,640	31,52,341	3,32,193	29,78,631	2nd half		
4,31,831	5,83,999	62,78,506	6,38,728	59,67,480	Total (a)		
10,641	1,708	53,000	...	53,000	1st half	} LX	
4,635	2,274	49,593	...	49,593	2nd half		
15,276	3,982	1,02,593	...	1,02,593	Total		
...	...	...	...	10,417	1st half	} LXIII	
				11,102	2nd half		
				23,519	Total		
				10,186	1st half	} LXIV	
				7,370	2nd half		
				17,556	Total		
				14,802	1st half	} LXV	
				13,637	2nd half		
				28,439	Total		
				2,950	1st half	} LXVI	
				2,662	2nd half		
				5,612	Total		
4,376	3,868	79,524	...	79,524	1st half	} LXVII	
2,970	883	38,184	...	38,184	2nd half		
7,346	4,751	1,17,708	...	1,17,708	Total		
416	9	5,228	...	5,228	1st half		
109	...	4,626	...	4,626	2nd half		
525	9	9,854	...	9,854	Total		
...	...	...	...	...	1st half	} LXVIII	(c) Opened for traffic on the 1st August 1895.
136	679	12,515	...	12,515	2nd half		
136	679	12,515	...	12,515	Total		
20,387	17,319	2,15,748	...	2,15,748	1st half	} LXIX	
17,665	7,152	1,81,736	...	1,81,736	2nd half		
38,052	24,471	3,97,484	...	3,97,484	Total		
139	717	10,371	...	10,371	1st half	} LXX	
338	507	10,338	...	10,338	2nd half		
477	1,224	20,709	...	20,709	Total		
2,53,613	3,11,980	34,85,801	3,06,535	33,88,840	1st half		
2,40,030	3,07,135	34,49,333	3,32,193	33,10,394	2nd half		
4,93,643	6,19,115	69,39,369	6,38,728	67,03,469	Total (a)		
...	...	1,747	...	1,747	1st half		
...	...	1,675	...	1,675	2nd half		
...	...	3,422	...	3,422	Total		
...	...	6,809	...	6,809	1st half	} LXXVII	
...	...	8,520	...	8,520	2nd half		
...	...	15,329	...	15,329	Total		
9,870	2,862	39,328	3,435	35,893	1st half	} LXXVIII	
4,806	4,425	38,717	4,204	34,513	2nd half		
14,676	7,287	78,045	7,639	70,406	Total		
1,385	1,059	22,961	...	22,961	1st half	} LXXX	
1,556	243	17,688	...	17,688	2nd half		
2,941	1,302	40,649	...	40,649	Total		
604	101	6,546	...	6,546	1st half	} LXXXII	
...	...	9,472	...	9,472	2nd half		
604	101	16,018	...	16,018	Total		
379	328	19,063	...	19,063	1st half	} LXXXIII	
914	318	19,445	...	19,445	2nd half		
1,293	646	38,508	...	38,508	Total		
12,238	4,350	96,454	3,435	93,019	1st half		
7,276	4,986	95,517	4,204	91,313	2nd half		
19,514	9,336	1,91,971	7,639	1,84,332	Total		
26,18,782	44,36,826	3,09,21,023	11,71,143	3,05,15,323			

APPENDIX
STATISTICS OF INDIAN

DETAIL OF LOCOMO

[From Abstract B of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
			R	R	R	R	R
I	East Indian	1st half	2,22,573	7,03,599	3,31,097	33,526	1,15,515
		2nd half	2,32,367	6,59,398	3,26,179	33,350	1,09,594
		Total .	4,54,940	13,62,997	6,57,276	66,876	2,25,109
II	Bengal-Nágpur	1st half	58,201	1,17,456	79,501	11,236	18,344
		2nd half	58,499	96,102	57,881	9,858	15,424
		Total .	1,16,700	2,13,558	1,37,382	21,094	33,768
III	Indian Midland	1st half	49,659	1,08,769	1,54,452	14,540	20,144
		2nd half	51,236	97,244	1,42,712	12,572	18,840
		Total .	1,00,895	2,06,013	2,97,164	27,112	38,984
V	Godhra-Rutlam-Nagda	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				...
VIII	East Coast (state) (Bezwada extension).	1st half 2nd half Total .	Included with the Nizam's Guaranteed State railway.				...
XII	North Western (state)	1st half	2,65,326	7,03,780	17,58,904	54,343	1,00,252
		2nd half	2,56,803	6,70,465	13,39,190	62,991	86,828
		Total .	5,22,129	13,74,245	30,98,094	1,17,334	1,87,080
XIII	Hyderabad-Shadipalli	1st half 2nd half Total .	Included with the North-Western (state) railway.				...
XIV	Oudh and Rohilkhand (state)	1st half	58,481	90,550	3,17,150	9,854	28,785
		2nd half	56,174	80,697	2,07,172	8,940	25,474
		Total .	1,14,655	1,71,247	5,24,322	18,794	54,259
XV	Eastern Bengal (state) (a)	1st half	68,408	1,57,059	2,18,337	13,000	24,009
		2nd half	66,112	1,62,253	2,76,662	14,821	28,198
		Total .	1,34,520	3,19,312	4,94,999	27,821	52,207
XVI	Bengal Central	1st half 2nd half Total .	Included with the Eastern Bengal (state) railway.				...
XVII	Calcutta Port Commissioners'	1st half	...	5,069	5,173	...	1,108
		2nd half	...	5,379	3,084	...	777
		Total .	...	10,448	8,257	...	1,885
XVIII	East Coast (state)	1st half	42,065	55,285	92,693	4,313	16,018
		2nd half	41,646	57,631	78,238	4,926	13,411
		Total .	83,711	1,12,916	1,70,931	9,239	29,429
XXIV	Great Indian Peninsula	1st half	1,98,246	8,39,133	11,09,485	77,845	87,311
		2nd half	1,82,808	7,22,480	8,97,894	68,018	70,653
		Total .	3,81,054	15,61,613	20,07,379	1,45,863	1,57,964
XXV	Bombay, Baroda and Central India	1st half	62,484	2,54,301	6,06,178	34,196	33,871
		2nd half	63,450	2,03,255	4,65,594	32,925	31,244
		Total .	1,25,934	4,57,556	10,71,772	67,121	65,115
XXVI	Madras	1st half	66,454	1,77,569	3,76,072	12,779	17,091
		2nd half	66,726	1,80,050	4,15,187	13,106	19,294
		Total .	1,33,180	3,57,619	7,91,259	25,885	36,385
XXXIII	Bina-Gooná	1st half 2nd half Total .	Included with the Indian Midland railway.				...
XXXVI	The Nizam's Guaranteed State	1st half	28,586	48,634	47,909	8,819	8,133
		2nd half	26,763	47,278	47,255	8,884	6,203
		Total .	55,349	95,912	95,164	17,703	14,396
TOTAL STANDARD GAUGE carried over.		1st half	11,20,433	32,61,204	50,96,951	2,74,451	4,70,581
		2nd half	11,02,584	29,82,232	42,57,048	2,70,391	4,26,000
		Total .	22,23,067	62,43,436	93,53,999	5,44,842	8,96,581

RAILWAYS—(PART I)—continued.

TIVE EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

MAINTENANCE AND RENEWAL OF		Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Locomotive engines.	Machinery.							
R 6,76,323 5,70,686	R 44,229 43,262	R 3,04,104 4,06,640	R 24,90,966 23,81,476	R 2,616 17,800	R 24,88,350 23,63,676	1st half 2nd half	I	
12,47,009	87,491	7,70,744	48,72,442	20,416	48,52,026	Total.		
90,650 75,168	14,948 24,632	85,899 60,655	4,76,235 3,98,219	... ...	4,76,235 3,98,219	1st half 2nd half	II	
1,65,818	39,580	1,46,554	8,74,454	...	8,74,454	Total.		
95,095 92,299	5,881 6,722	56,090 40,089	5,04,630 4,61,714	1,021 ...	5,03,609 4,61,714	1st half 2nd half	III	
1,87,394	12,603	96,179	9,66,344	1,021	9,65,323	Total.		
...	...	...	...	...	1,72,742 1,63,015	1st half 2nd half	V	
					3,35,757	Total.		
...	...	...	...	...	9,591 15,322	1st half 2nd half	VIII	
					24,913	Total.		
6,24,969 7,33,878	72,576 72,262	3,54,068 3,05,160	39,34,218 35,27,577	1,80,475 1,18,803	37,53,743 34,08,774	1st half 2nd half	XII	
13,58,847	1,44,838	6,59,228	74,61,795	2,99,278	71,62,517	Total.		
...	...	...	...	...	20,760 16,723	1st half 2nd half	XIII	
					37,483	Total.		
1,16,917 84,946	15,548 13,034	1,27,984 90,889	7,65,269 5,67,326	... ...	7,65,269 5,67,326	1st half 2nd half	XIV	
2,01,863	28,582	2,18,873	13,32,595	...	13,32,595	Total.		
1,59,891 1,05,299	19,429 17,006	46,339 42,945	7,06,472 7,13,296	58,889 70,150	6,47,583 6,43,146	1st half 2nd half	XV	(a) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway. From the column, "Not total" the Bengal Central Railway has been excluded.
2,65,190	36,435	89,284	14,19,768	1,29,039	12,90,729	Total.		
...	...	...	...	...	58,889 70,150	1st half 2nd half	XVI	
					1,29,039	Total.		
3,699 2,502	3,099 124	... ...	18,148 11,926	... ...	18,148 11,926	1st half 2nd half	XVII	
6,261	3,223	...	30,074	...	30,074	Total.		
62,649 64,870	6,293 6,145	56,969 2,142	3,36,285 2,69,009	... ...	3,36,285 2,69,009	1st half 2nd half	XVIII	
1,27,519	12,438	59,111	6,05,294	...	6,05,294	Total.		
7,97,153 7,88,972	40,217 37,082	7,75,958 7,62,963	39,25,348 35,30,870	... ...	39,25,348 35,30,870	1st half 2nd half	XXIV	
15,86,125	77,299	15,38,921	74,56,218	...	74,56,218	Total.		
2,60,355 2,24,266	29,123 22,336	1,79,309 1,82,585	14,59,817 12,25,655	5,652 5,769	14,54,165 12,19,886	1st half 2nd half	XXV	
4,84,621	51,459	3,61,894	26,85,472	11,241	26,74,051	Total.		
2,76,943 2,59,544	6,127 6,810	1,02,931 85,353	10,35,966 10,46,070	13,702 16,995	10,22,264 10,29,075	1st half 2nd half	XXVI	
5,36,487	12,937	1,88,284	20,82,036	30,697	20,51,339	Total.		
...	...	...	...	...	1,021 ...	1st half 2nd half	XXXIII	
					1,021	Total.		
43,720 56,799	7,807 11,527	34,828 35,500	2,28,436 2,40,269	9,591 15,322	2,18,845 2,24,947	1st half 2nd half	XXXVI	
1,00,519	19,334	70,328	4,68,705	24,913	4,43,792	Total.		
32,08,364 30,59,289	2,65,277 2,60,942	21,84,479 20,14,921	1,58,81,790 1,43,73,407	2,71,946 2,44,839	1,58,72,847 1,43,93,778	1st half 2nd half		
62,67,653	5,26,219	41,99,400	3,02,55,197	5,16,785	3,02,66,625	Total.		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1895.

[From Abstract B of

Serial Number.	RAILWAY.	1895.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.	
			R	R	R	R	R	
	STANDARD GAUGE—concl'd.							
	Brought forward STANDARD GAUGE	1st half	11,20,483	32,61,204	50,96,951	2,74,451	4,70,581	
		2nd half	11,02,584	29,82,232	42,57,048	2,70,391	4,26,000	
		Total .	22,23,067	62,43,436	93,53,999	5,44,842	8,96,581	
XXXVII	The Gaekwar's Petlad	1st half	Included with the Bombay, Baroda and Central India railway.					...
		2nd half						
	Total .							
XXXVIII	Kolar Gold-fields	1st half	Included with the Madras railway.					...
		2nd half						
	Total .							
XL	Rajpura-Bhatinda	1st half	Included with the North Western (state) railway.					...
		2nd half						
	Total .							
	TOTAL STANDARD GAUGE	1st half	11,20,483	32,61,204	50,96,951	2,74,451	4,70,581	
		2nd half	11,02,584	29,82,232	42,57,048	2,70,391	4,26,000	
		Total for the year	22,23,067	62,43,436	93,53,999	5,44,842	8,96,581	
	METRE GAUGE.							
XLIII	Bengal and North-Western— Tirhoot section } Company's section }	1st half	30,527	57,127	73,919	6,122	9,924	
		2nd half	29,936	55,061	75,769	6,691	8,778	
		Total .	60,463	1,12,188	1,49,688	12,813	18,702	
XLV	Rajputana-Malwa	1st half	1,81,603	4,31,900	11,26,114	40,431	39,745	
		2nd half	1,81,099	3,52,437	7,31,670	37,787	39,053	
		Total .	3,62,702	7,84,337	18,57,784	78,218	78,798	
XLVI	Palanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.					
		2nd half						
	Total .							
XLVII	Southern Mahratta	1st half	83,763	1,41,818	2,49,459	20,827	19,464	
		2nd half	91,217	1,48,594	2,55,961	18,761	17,370	
		Total .	1,74,980	2,90,412	5,05,420	39,588	36,834	
XLVIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.					...
		2nd half						
	Total .							
XLIX	Southern Mahratta(Mysore section)	1st half						...
		2nd half						
	Total .							
L	South Indian	1st half	61,959	1,60,117	3,95,525	15,903	33,147	
		2nd half	68,768	1,74,797	4,41,369	18,952	31,680	
		Total .	1,30,727	3,34,914	8,36,894	34,855	64,821	
LI	Máyavaram-Mutupet	1st half	Included with the South Indian railway.					...
		2nd half						
	Total .							
LII	Assam-Bengal (a)	1st half	...	...	...	...	...
		2nd half	4,706	20,707	29,142	347	2,897	
		Total .	4,706	20,707	29,142	347	2,897	
LIV	Burma (state)	1st half	68,854	1,49,274	2,48,705	19,284	24,628	
		2nd half	70,788	1,42,439	2,30,265	17,709	24,840	
		Total .	1,39,642	2,91,713	4,78,970	36,993	49,468	
LVII	Deoghur	1st half	Details not furnished.					
		2nd half						
	Total .							
LVIII	Rohilkund and Kumaon (Com- pany's section) (b).	1st half	12,756	13,991	39,035	2,123	3,565	
		2nd half	11,048	11,494	31,046	1,952	3,029	
		Total .	23,804	25,485	70,081	4,075	6,594	
LIX	Bengal Doonars	1st half	1,880	1,230	4,959	169	211	
		2nd half	1,792	1,128	5,275	118	274	
		Total .	3,672	2,358	10,234	287	485	
	TOTAL METRE GAUGE carried over.	1st half	4,41,342	9,55,457	21,37,716	1,04,859	1,30,678	
		2nd half	4,59,354	9,06,657	18,00,497	1,02,317	1,27,921	
		Total(c)	9,00,696	18,62,114	39,38,213	2,07,176	2,58,599	

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

MAINTENANCE AND RENEWAL OF		Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Locomotive engines.	Machinery.							
R 32,08,364	R 2,65,277	R 21,84,479	R 1,58,81,790	R 2,71,946	R 1,58,72,847	1st half	}	
30,59,289	2,60,942	20,14,921	1,43,73,407	2,44,839	1,43,93,778	2nd half		
62,67,653	5,26,219	41,99,400	3,02,55,197	5,16,785	3,02,66,625	Total.		
					5,652	1st half	} XXXVII	
					5,769	2nd half		
					11,421	Total.	} XXXVIII	
					13,386	1st half		
					16,995	2nd half	} XL	
					30,381	Total.		
					1,59,716	1st half	} XL	
					1,02,080	2nd half		
					2,61,796	Total.	}	
32,08,364	2,65,277	21,84,479	1,58,81,790	2,71,946	1,60,51,601	1st half		
30,59,289	2,60,942	20,14,921	1,43,73,407	2,44,839	1,45,18,622	2nd half		
62,67,653	5,26,219	41,99,400	3,02,55,197	5,16,785	3,05,70,223	Total for the year		
							} XLIII	
39,548	1,869	23,850	2,42,886	...	2,42,886	1st half		
41,021	2,173	14,229	2,33,658	...	2,33,658	2nd half	} XLV	
80,569	4,042	38,079	4,76,544	...	4,76,544	Total.		
							} XLVI	
3,70,066	28,303	2,73,791	24,91,953	2,10,155	22,81,798	1st half		
3,84,237	26,805	1,62,081	19,15,169	1,99,567	17,15,602	2nd half	} XLVII	
7,54,303	55,108	4,35,872	44,07,122	4,09,722	39,97,400	Total.		
							} XLVIII	
					3,803	1st half		
					2,702	2nd half	} XLIX	
					6,505	Total.		
							} L	
2,29,530	32,224	97,500	8,74,585	2,18,361	6,56,224	1st half		
1,99,631	31,157	1,58,348	9,21,039	2,63,789	6,57,250	2nd half	} LI	
4,29,161	63,381	2,55,848	17,95,624	4,82,150	13,13,474	Total.		
							} LII	
					41,963	1st half		
					47,255	2nd half	} LIV	
					89,218	Total.		
							} LV	
					1,42,669	1st half		
					1,78,729	2nd half	} LVI	
					3,21,398	Total.		
							} LVII	
1,97,901	2,160	51,798	9,18,504	33,338	8,85,166	1st half		
1,96,525	2,672	76,837	10,11,600	34,408	9,77,192	2nd half	} LVIII	
3,94,426	4,832	1,28,635	19,30,104	67,746	18,62,358	Total.		
							} LVIII	
					23,496	1st half		
					27,216	2nd half	} LIX	
					50,712	Total.		
							} LIX	
...	...	...	...	...	...	1st half		
3,912	15	2,395	64,120	...	64,120	2nd half	} LIX	
3,912	15	2,395	64,120	...	64,120	Total.		
							} LIX	
89,213	14,143	38,920	6,53,021	...	6,53,021	1st half		
1,20,092	14,074	27,849	6,48,056	...	6,48,056	2nd half	} LIX	(a) Opened for traffic on the 1st July 1895.
2,09,305	28,217	66,769	13,01,077	...	13,01,077	Total.		
							} LIX	
			5,024	...	5,024	1st half		
			5,024	...	5,024	2nd half	} LIX	
			5,024	...	5,024	Total.		
							} LIX	
16,964	1,066	9,022	98,522	...	98,522	1st half		
14,874	1,160	7,616	82,219	...	82,219	2nd half	} LIX	(b) Including the Lucknow-Bareilly section.
31,838	2,226	16,638	1,80,741	...	1,80,741	Total.		
							} LIX	
289	132	36	8,906	...	8,906	1st half		
440	53	359	9,440	...	9,440	2nd half	} LIX	
729	185	395	18,346	...	18,346	Total.		
							}	
9,43,511	79,897	4,94,917	52,88,377	4,61,854	50,38,454	1st half		
9,60,732	78,109	4,49,714	48,85,301	4,97,764	46,43,439	2nd half	}	
19,04,243	1,58,006	9,44,631	1,01,78,702	9,59,618	96,86,917	Total (c)		

(a) Opened for traffic on the 1st July 1895.

(b) Including the Lucknow-Bareilly section.

(c) Including the Deoghur railway for which yearly figures are shown

APPENDIX
STATISTICS OF INDIAN
DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1895.

[From Abstract B of

Serial Number.	RAILWAY.	1895.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—concl'd.		R	R	R	R	R
	Brought forward METRE GAUGE	1st half	4,41,342	9,55,457	21,37,716	1,04,859	1,30,678
		2nd half	4,59,354	9,06,657	18,00,497	1,02,317	1,27,921
		Total (a)	9,00,696	18,62,114	39,38,213	2,07,176	2,58,599
LX	Dibru-Sadiya	1st half	5,934	6,317	11,844	1,480	1,762
		2nd half	4,615	5,567	11,336	1,389	1,822
		Total .	10,549	11,884	23,180	2,869	3,584
LXIII	The Gaekwar's Mehsana	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				
LXIV	Kolhapur	1st half 2nd half Total .	Included with the Southern Mahratta railway.				
LXV	Yesvantpur-Mysore frontier	1st half 2nd half Total .	Included with the Southern Mahratta railway.				
LXVI	Mysore-Nanjangud	1st half 2nd half Total .	Included with the Southern Mahratta railway.				
LXVII	Jodhpore-Bikaner— Jodhpore section	1st half	4,525	8,211	41,484	2,643	2,778
		2nd half	5,028	7,816	39,396	2,550	3,565
		Total .	9,553	16,027	80,880	5,193	6,343
LXVIII	Bikaner section	1st half	475	867	4,210	316	293
		2nd half	547	854	4,204	310	395
		Total .	1,022	1,721	8,414	626	688
LXIX	Oodeypore-Chitor	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				
LXX	Bhavnagar-Gondal-Junagarh- Porbandar.	1st half	17,988	35,439	82,685	2,579	4,865
		2nd half	16,856	26,055	56,924	2,578	3,124
		Total .	34,844	61,494	1,39,609	5,157	7,989
LXXI	Jetalsar-Rajkot	1st half 2nd half Total .	Included with the Bhavnagar-Gondal-Junagarh-Porbandar railway.				
	TOTAL METRE GAUGE	1st half	4,70,264	10,06,291	22,77,939	1,11,877	1,40,376
		2nd half	4,86,400	9,46,949	19,12,357	1,09,144	1,36,827
		Total (a)	9,56,664	19,53,240	41,90,296	2,21,021	2,77,203
	SPECIAL GAUGES. Cherra-Companyganj (2' 6")	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total .	...	...	...	...	...
LXXVII	Jorhat (2' 0")	1st half 2nd half Total .	...			
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	2,942	13,374	29,420	430	3,241
		2nd half	2,825	12,484	21,347	500	2,816
		Total .	5,767	25,858	50,767	930	6,057
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half	456	4,051	10,419	2,077	567
		2nd half	456	3,157	6,758	1,799	585
		Total .	912	7,208	17,177	3,876	1,152
LXXXII	Cooch Behar (2' 6")	1st half	273	448	999	105	114
		2nd half	...	...	...	...	...
		Total .	273	448	999	105	114
LXXXIII	Morvi (2' 6")	1st half	2,233	3,819	15,597	466	1,261
		2nd half	1,809	3,581	16,175	537	1,151
		Total .	4,042	7,400	31,772	1,003	2,412
	TOTAL SPECIAL GAUGES.	1st half	5,904	21,692	56,435	3,078	5,181
		2nd half	5,090	19,222	44,280	2,836	4,551
		Total .	10,994	40,914	1,00,715	5,914	9,732
TOTAL OF ALL GAUGES FOR THE YEAR		...	31,90,725	82,37,590	1,36,45,010	7,71,777	11,83,521

A—continued.

RAILWAYS—(PART I)—continued.

TIVE EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

MAINTENANCE AND RENEWAL OF		Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
Locomotive engines.	Machinery.							
R 9,43,511	R 79,897	R 4,94,917	R 52,88,377	R 4,61,854	R 50,38,454	1st half		(a) Including the Deoghur railway for which yearly figures are shown.
9,60,732	78,109	4,49,714	48,85,301	4,97,764	46,43,439	2nd half		
19,04,243	1,58,006	9,44,631	1,01,78,702	9,59,618	96,86,917	Total (a)		
8,102	438	..	35,877	...	35,877	1st half	} LX	
8,609	915	...	34,254	...	34,254	2nd half		
16,711	1,353	...	70,131	...	70,131	Total.		
					33,610	1st half	} LXIII	
					24,056	2nd half		
					57,666	Total.		
					12,362	1st half	} LXIV	
					12,119	2nd half		
					24,481	Total.		
					17,788	1st half	} LXV	
					21,310	2nd half		
					39,098	Total.		
					3,579	1st half	} LXVI	
					4,376	2nd half		
					7,955	Total.		
13,748	75	4,038	77,502	...	77,502	1st half	} LXVII	
9,904	1,406	1,675	71,340	...	71,340	2nd half		
23,652	1,481	5,713	1,48,842	...	1,48,842	Total.		
1,397	6	410	7,974	...	7,974	1st half	}	
1,086	155	184	7,734	...	7,734	2nd half		
2,483	161	594	15,708	...	15,708	Total.		
					...	1st half	} LXVIII	
					9,794	2nd half		
					9,794	Total.		
21,427	1,105	1,990	1,68,078	16,967	1,51,113	1st half	} LXIX	
28,321	1,212	6,808	1,41,878	14,452	1,27,424	2nd half		
49,748	2,317	8,798	3,09,956	31,419	2,78,537	Total.		
					16,967	1st half	} LXX	
					14,452	2nd half		
					31,419	Total.		
9,88,185	81,521	5,01,355	55,77,808	4,78,821	53,95,226	1st half	}	
10,08,652	81,797	4,58,381	51,40,507	5,12,216	49,70,298	2nd half		
19,96,837	1,63,318	9,59,736	1,07,23,339	9,91,037	1,03,70,548	Total (a)		
...	...	...	3,575	...	3,575	1st half	}	
...	...	...	3,463	...	3,463	2nd half		
			7,038	...	7,038	Total.		
...	...	...	9,545	...	9,545	1st half	} LXXVII	
...	...	...	9,515	...	9,515	2nd half		
			19,060	...	19,060	Total.		
12,922	291	7,103	69,723	315	69,408	1st half	} LXXVIII	
10,675	470	3,283	54,400	...	54,400	2nd half		
23,597	761	10,386	1,24,123	315	1,23,808	Total.		
6,028	...	955	24,553	...	24,553	1st half	} LXXX	
3,916	...	752	17,427	...	17,427	2nd half		
9,944		1,707	41,980	...	41,980	Total.		
271	224	52	2,486	...	2,486	1st half	} LXXXII	
...	...	...	2,312	...	2,312	2nd half		
271	224	52	4,798	...	4,798	Total.		
4,605	...	...	27,981	...	27,981	1st half	} LXXXIII	
3,430	...	222	26,908	...	26,908	2nd half		
8,035		222	54,889	...	54,889	Total.		
23,826	515	8,110	1,37,863	315	1,37,548	1st half	}	
18,021	470	4,257	1,14,025	...	1,14,025	2nd half		
41,847	985	12,367	2,51,888	315	2,51,573	Total.		
83,06,337	6,90,522	51,71,503	4,12,30,424	15,08,137	4,11,92,344			

APPENDIX
STATISTICS OF INDIAN

DETAIL OF LOCOMO

[From Abstract B o]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.	
			R	R	R	R	R	
	METRE GAUGE—concl'd.							
	Brought forward METRE GAUGE	1st half 2nd half Total (a)	4,41,342 4,59,354 9,00,696	9,55,457 9,06,657 18,62,114	21,37,716 18,00,497 39,38,213	1,04,859 1,02,317 2,07,176	1,30,678 1,27,921 2,58,599	
LX	Dibru-Sadiya	1st half 2nd half Total	5,934 4,615 10,549	6,317 5,567 11,884	11,844 11,336 23,180	1,480 1,389 2,869	1,762 1,822 3,584	
LXIII	The Gaekwar's Mehsana	1st half 2nd half Total	Included with the Rajputana-Malwa railway.					
LXIV	Kolhapur	1st half 2nd half Total	Included with the Southern Mahratta railway.					
LXV	Yeavantpur-Mysore frontier	1st half 2nd half Total	Included with the Southern Mahratta railway.					
LXVI	Mysore-Nanjangud	1st half 2nd half Total	Included with the Southern Mahratta railway.					
LXVII	Jodhpore-Bikaner— Jodhpore section	1st half 2nd half Total	4,525 5,028 9,553	8,211 7,816 16,027	41,484 39,396 80,880	2,643 2,550 5,193	2,778 3,565 6,343	
	Bikaner section	1st half 2nd half Total	475 547 1,022	867 854 1,721	4,210 4,204 8,414	316 310 626	293 395 688	
LXVIII	Oodeypore-Chitor	1st half 2nd half Total	Included with the Rajputana-Malwa railway.					
LXIX	Bhavnagar-Gondal-Junagarh- Porbandar.	1st half 2nd half Total	17,988 16,856 34,844	35,439 26,055 61,494	82,685 56,924 1,39,609	2,579 2,578 5,157	4,865 3,124 7,989	
LXX	Jetalsar-Rajkot	1st half 2nd half Total	Included with the Bhavnagar-Gondal-Junagarh-Porbandar railway.					
	TOTAL METRE GAUGE	1st half 2nd half Total (a)	4,70,264 4,86,400 9,56,664	10,06,291 9,46,949 19,53,240	22,77,939 19,12,357 41,90,296	1,11,877 1,09,144 2,21,021	1,40,376 1,36,827 2,77,203	
	SPECIAL GAUGES.							
	Cherra-Companyganj (2' 6")	1st half 2nd half Total	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
LXXVII	Jorhat (2' 0")	1st half 2nd half Total	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half Total	2,942 2,825 5,767	13,374 12,484 25,858	29,420 21,347 50,767	430 500 930	3,241 2,816 6,057	
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half Total	456 456 912	4,051 3,157 7,208	10,419 6,758 17,177	2,077 1,799 3,876	567 589 1,156	
LXXXII	Cooch Behar (2' 6")	1st half 2nd half Total	273 273 546	448 448 896	999 999 1,998	105 105 210	114 114 228	
			Details not furnished.					
LXXXIII	Morvi (2' 6")	1st half 2nd half Total	2,233 1,809 4,042	3,819 3,581 7,400	15,597 16,175 31,772	466 537 1,003	1,261 1,154 2,415	
	TOTAL SPECIAL GAUGES.	1st half 2nd half Total	5,904 5,090 10,994	21,692 19,222 40,914	56,435 44,280 1,00,715	3,078 2,836 5,914	5,183 4,559 9,742	
	TOTAL OF ALL GAUGES FOR THE YEAR	...	31,90,725	82,37,590	1,36,45,010	7,71,777	11,83,526	

A—continued.

RAILWAYS—(PART I)—continued.

AND WAGON EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R 8,420 9,617	R 8,21,805 7,11,316	R 1,830 6,613	R 8,19,975 7,04,703	1st half 2nd half	} I	
18,037	15,33,121	8,443	15,24,679	Total.		
3,230 4,791	1,47,458 1,11,468	... ...	1,47,458 1,11,468	1st half 2nd half	} II	
8,021	2,58,926	...	2,58,927	Total.		
294 362	1,30,948 1,23,888	265 ...	1,30,683 1,23,888	1st half 2nd half	} III	
656	2,54,836	265	2,54,571	Total.		
			{ 17,905 20,927 38,832	1st half 2nd half Total.	} V	
			{ 2,074 5,544 8,218	1st half 2nd half Total.		
16,759 15,895	7,66,858 8,93,457	56,459 37,166	7,10,399 8,56,291	1st half 2nd half	} XII	
32,654	16,60,315	93,625	15,66,690	Total.		
			{ 6,495 5,232 11,727	1st half 2nd half Total.	} XIII	
2,421 390	3,54,891 2,99,605	... ...	3,54,891 2,99,605	1st half 2nd half		
2,811	6,54,496	...	6,54,496	Total.	} XIV	
2,922 2,443	3,12,535 2,03,665	25,422 20,030	2,87,113 1,83,635	1st half 2nd half		
5,365	5,16,200	45,452	4,70,748	Total.	} XV	
			{ 25,422 20,030 45,452	1st half 2nd half Total.		
...	8,678	...	8,678	1st half	} XVII	
...	4,159	...	4,159	2nd half		
...	12,837	...	12,837	Total.	} XVIII	
2,782 43	33,351 30,246	... ...	33,351 30,246	1st half 2nd half		
2,825	69,597	...	69,597	Total.	} XXIV	
1,01,701 1,12,234	8,21,030 7,92,142	1,510 2,700	8,19,520 7,89,442	1st half 2nd half		
2,13,935	16,13,172	4,210	16,08,962	Total.	} XXV	
44,142 45,919	2,74,153 3,09,201	1,062 1,455	2,73,091 3,07,746	1st half 2nd half		
90,061	5,83,354	2,517	5,80,837	Total.	} XXVI	
30,107 30,100	3,05,850 2,95,930	3,968 4,810	3,01,882 2,91,120	1st half 2nd half		
60,207	6,01,780	8,778	5,93,002	Total.	} XXVIII	
			{ 265 ... 265	1st half 2nd half Total.		
2,058 1,437	63,589 86,992	2,674 5,544	60,915 81,448	1st half 2nd half	} XXXVI	
3,495	1,50,581	8,218	1,42,363	Total.		
			{ 1,062 1,455 2,517	1st half 2nd half Total.	} XXXVII	
2,14,836 2,23,231	40,41,146 38,68,069	93,190 78,318	40,01,779 38,42,939	1st half 2nd half		
4,38,067	79,09,215	1,71,508	78,44,718	Total.		

(a) Including the metre and special gauge sections of the undertaking, also the Bengal Central railway. From the column "Net total" the Bengal Central Railway has been excluded.

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

[From Abstract C of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	General superintendence.	REPAIRS AND RENEWALS OF			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			R	R	R	R	R
	STANDARD GAUGE—concl'd.						
	Brought forward STANDARD GAUGE	1st half 2nd half	3,15,698 3,27,009	10,44,577 9,99,988	19,43,513 18,06,785	95,108 86,605	4,27,414 4,24,451
		Total	6,42,707	20,44,565	37,50,298	1,81,713	8,51,865
XXXVIII	Kolar Gold-fields	1st half 2nd half Total	} Included with the Madras railway.				
XL	Rájputana-Bhátinda	1st half 2nd half Total	} Included with the North Western (state) railway.				
	TOTAL STANDARD GAUGE	1st half 2nd half Total	3,15,698 3,27,009 6,42,707	10,44,577 9,99,988 20,44,565	19,43,513 18,06,785 37,50,298	95,108 86,605 1,81,713	4,27,414 4,24,451 8,51,865
	METRE GAUGE.						
XLIII	Bengal and North-Western— Tirhoot section } Company's section }	1st half 2nd half Total	10,589 10,499 21,088	16,829 17,993 34,822	25,551 47,771 73,322	412 1,411 1,823	9,137 8,588 17,725
XLV	Rajputana-Malwa	1st half 2nd half Total	41,608 45,544 87,152	1,49,241 1,34,679 2,83,920	2,11,843 2,55,820 4,67,663	1,833 1,953 3,786	64,108 70,171 1,34,279
XLVI	Pálanpur-Deesa	1st half 2nd half Total	} Included with the Rajputana-Malwa railway.				
XLVII	Southern Mahratta	1st half 2nd half Total	27,004 26,229 53,233	83,663 73,827 1,57,490	86,866 77,818 1,64,684	2,724 4,494 7,218	19,504 20,669 40,173
XLVIII	Guntakal-Mysore frontier	1st half 2nd half Total	} Included with the Southern Mahratta railway.				
XLIX	Southern Mahratta (Mysore section)	1st half 2nd half Total	} Included with the Southern Mahratta railway.				
L	South Indian	1st half 2nd half Total	30,819 22,883 53,702	1,10,717 1,64,378 2,75,095	1,42,650 95,347 2,37,997	21 ... 21	23,300 23,269 46,659
LI	Máyavatan-Mutupet	1st half 2nd half Total	} Included with the South Indian railway.				
LII	Assam-Bengal(a)	1st half 2nd half Total	... 4,706 4,706	... 449 449	... 3,915 3,915	... ... ...	... 1,843 1,843
LIV	Burma (state)	1st half 2nd half Total	19,933 21,505 41,438	48,337 60,634 1,08,971	51,942 73,801 1,25,743	3,039 2,095 5,134	27,215 27,060 54,275
LVII	Deoghur	1st half 2nd half Total	} Details not furnished.				
LVIII	Rohilkund and Kumaon (Company's section) (b)	1st half 2nd half Total	3,942 4,701 8,643	6,656 4,977 11,633	9,228 15,385 24,613	339 312 651	4,394 4,096 8,490
LIX	Bengal Dooars	1st half 2nd half Total	938 891 1,829	163 283 446	385 952 1,337	20 29 49	288 362 650
	TOTAL METRE GAUGE carried over	1st half 2nd half Total (c)	1,34,833 1,36,958 2,71,791	4,15,606 4,57,220 8,72,826	5,28,465 5,70,809 10,99,274	8,388 10,294 18,682	1,48,036 1,56,058 3,04,094

1—continued.

RAILWAYS—(PART I)—continued.

AND WAGON EXPENSES—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R 2,14,836 2,23,231	R 40,41,146 38,68,069	R 93,190 78,318	R 40,01,779 38,42,939	1st half 2nd half	}	
4,38,067	79,09,215	1,71,508	78,44,718	Total		
			{ 3,953 4,810 8,763	1st half 2nd half Total.	} XXXVIII	
			{ 49,964 31,934 81,898	1st half 2nd half Total.		
2,14,836 2,23,231	40,41,146 38,68,069	93,190 78,318	40,55,696 38,79,683	1st half 2nd half	}	
4,38,067	79,09,215	1,71,508	79,35,379	Total		
1,218 432	63,736 86,694	... ...	63,736 86,694	1st half 2nd half	} XLIII	
1,650	1,50,430		1,50,430	Total.		
19,871 21,160	4,88,504 5,29,327	25,496 31,533	4,63,008 4,97,794	1st half 2nd half	} XLV	
41,031	10,17,831	57,029	9,60,802	Total.		
...	...	...	{ 771 784 1,555	1st half 2nd half Total.	} XLVI	
-888 1,320	2,18,873 2,04,357	54,510 58,475	1,64,363 1,45,882	1st half 2nd half		
432	4,23,230	1,12,985	3,10,245	Total.	} XLVII	
			{ 10,504 10,488 20,992	1st half 2nd half Total.		
...	...	...	{ 35,600 39,609 75,209	1st half 2nd half Total.	} XLVIII	
1,890 2,222	3,09,487 3,08,099	10,199 10,869	2,99,288 2,97,230	1st half 2nd half		
4,112	6,17,586	21,068	5,96,518	Total.	} XLIX	
...	...	...	{ 7,947 8,279 16,226	1st half 2nd half Total.		
...	...	...	...	1st half 2nd half	} L	
3	10,916	...	10,916	Total.		
3	10,916	...	10,916	Total.	} LI	
1,433 10,340	1,51,899 1,95,435	... ...	1,51,899 1,95,435	1st half 2nd half		
11,773	3,47,334		3,47,334	Total.	} LIV	
	{ 1,221 1,221	... ...	{ 1,221 1,221	1st half 2nd half Total.		
390 133	24,949 29,604	... ...	24,949 29,604	1st half 2nd half	} LVII	
523	54,553		54,553	Total.		
...	1,794	...	1,794	1st half	} LVIII	
...	2,517	...	2,517	2nd half		
	4,311		4,311	Total.	} LIX	
23,914 35,610	12,59,242 13,66,949	90,205 1,00,877	12,23,859 13,25,232	1st half 2nd half		
59,524	26,27,412	1,91,082	25,50,312	Total (c)		

(a) Opened for traffic on the 1st July 1895.

(b) Including the Rohilkund and Kuma railway (Lucknow-Bareilly section).

(c) Including the Deoghur railway, for yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN

DETAIL OF CARRIAGE

[From Abstract C c]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	General superintendence.	REPAIRS AND RENEWALS OF			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	METRE GAUGE—concl'd.						
	Brought forward METRE GAUGE	1st half 2nd half	R 1,34,833 1,36,958	R 4,15,606 4,57,220	R 5,28,465 5,70,809	R 8,388 10,294	R 1,48,036 1,56,058
		Total (a)	2,71,791	8,72,826	10,99,274	18,682	3,04,094
LX	Dibru-Sadiya	1st half 2nd half	3,464 2,731	3,248 2,797	10,390 9,636	... ...	3,365 3,582
		Total .	6,195	6,045	20,026	...	6,947
LXIII	The Gaekwar's Mehsana	1st half 2nd half	Included with the Rajputana-Malwa railway.				
		Total .					
LXIV	Kolhapur	1st half 2nd half	Included with the Southern Mahratta railway.				
		Total .					
LXV	Yesvantpur-Mysore frontier	1st half 2nd half	Included with the Southern Mahratta railway.				
		Total .					
LXVI	Mysore-Nanjangud	1st half 2nd half	Included with the Southern Mahratta railway.				
		Total .					
LXVII	Jodhpore-Bikaner— Jodhpore section	1st half 2nd half	851 1,291	6,453 11,149	6,036 10,005	16 ...	2,295 2,195
		Total .	2,142	17,602	16,041	16	4,990
	Bikaner section	1st half 2nd half	89 142	668 2,052	625 1,101	2 ...	228 237
		Total .	231	2,720	1,726	2	465
LXVIII	Oodeypore-Chitor (b)	1st half 2nd half	Included with the Rajputana-Malwa railway.				
		Total .					
LXIX	Bhavnagar-Gondal-Junagarh-Porbandar	1st half 2nd half	5,996 5,619	10,824 7,852	6,795 10,304	553 606	4,032 3,848
		Total .	11,615	18,676	17,099	1,159	7,880
LXX	Jetalsar-Rajkot	1st half 2nd half	Included with the Bhavnagar-Gondal-Junagarh-Porbandar railway.				
		Total .					
	TOTAL METRE GAUGE	1st half 2nd half	1,45,233 1,46,741	4,36,799 4,81,070	5,52,311 6,01,855	8,959 10,900	1,57,956 1,65,920
		Total (a)	2,91,974	9,17,869	11,54,166	19,859	3,23,876
	SPECIAL GAUGES.						
	Cherra-Companyganj (2' 6")	1st half 2nd half	......	......	......	......	......
		Total .	...	...	...	...	...
LXXVII	Jorhat (2' 0")	1st half 2nd half	......	......	......	......	......
		Total .	...	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half	2,540 2,519	5,821 8,532	9,082 9,314	85 90	2,281 1,611
		Total .	5,059	14,353	18,396	175	3,892
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half	152 152	1,126 1,289	4,149 8,002	... ...	1,305 1,466
		Total .	304	2,415	12,151	...	2,771
LXXXII	Cooch Behar (2' 6")	1st half 2nd half	136 ...	—10 Details not furnished.	235 ...	6 ...	172 ...
		Total .	136	—10	235	6	172
LXXXIII	Morvi (2' 6")	1st half 2nd half	457 632	1,933 1,513	363 239	... ...	864 979
		Total .	1,089	3,446	602	...	1,843
	TOTAL SPECIAL GAUGES	1st half 2nd half	3,285 3,303	8,870 11,334	13,829 17,555	91 90	4,622 4,056
		Total	6,588	20,204	31,384	181	8,678
	TOTAL OF ALL GAUGES FOR THE YEAR .	...	9,41,260	29,82,638	49,35,848	2,01,753	11,84,419

A—continued.

RAILWAYS—(PART I)—continued.

AND WAGON EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Other Charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R 23,914 35,610	R 12,59,242 13,66,949	R 90,205 1,00,877	R 12,23,859 13,25,232	1st half 2nd half		
59,524	26,27,412	1,91,082	25,50,312	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
...	20,467	...	20,467	1st half	} LX	
...	18,746	...	18,746	2nd half		
...	39,213	..	39,213	Total.		
			6,820	1st half	} LXIII	
			6,980	2nd half		
			13,800	Total.		
			3,082	1st half	} LXIV	
			2,686	2nd half		
			5,768	Total.		
			4,432	1st half	} LXV	
			4,722	2nd half		
			9,154	Total.		
			892	1st half	} LXVI	
			970	2nd half		
			1,862	Total.		
94	15,745	...	15,745	1st half	} LXVII	
147	24,787	...	24,787	2nd half		
241	40,532	...	40,532	Total.		
2	1,614	...	1,614	1st half	}	
10	3,542	...	3,542	2nd half		
12	5,156	...	5,156	Total.		
...	...	..	2,842	1st half	} LXVIII	
...	...	..	2,842	2nd half		
379	28,579	2,885	25,694	1st half	} LXIX	
133	28,362	2,889	25,473	2nd half		
512	56,941	5,774	51,167	Total.		
...	...	...	2,885	1st half	} LXX	
...	...	...	2,889	2nd half		
...	...	...	5,774	Total.		
24,389	13,25,647	93,090	13,05,490	1st half	}	
35,900	14,42,386	1,03,766	14,18,869	2nd half		
60,289	27,69,254	1,96,856	27,25,580	Total (a)		
...	1,648	...	1,648	1st half	}	
...	1,376	...	1,376	2nd half		
...	3,024	...	3,024	Total.		
...	2,243	...	2,243	1st half	} LXXVII	
...	2,193	...	2,193	2nd half		
...	4,436	...	4,436	Total.		
769	20,578	315	20,263	1st half	} LXXVIII	
399	22,465	...	22,465	2nd half		
1,168	43,043	315	42,728	Total.		
1,219	7,951	...	7,951	1st half	} LXXX	
2,103	13,012	...	13,012	2nd half		
3,322	20,963	...	20,963	Total.		
12	551	...	551	1st half	} LXXXII	
..	533	...	533	2nd half		
12	1,084	...	1,084	Total.		
...	3,617	...	3,617	1st half	} LXXXIII	
...	3,363	...	3,363	2nd half		
...	6,980	...	6,980	Total.		
2,000	36,588	315	36,273	1st half	}	
2,502	42,942	...	42,942	2nd half		
4,502	79,530	315	79,215	Total.		

(b) Opened for traffic on the 1st August 1895.

APPENDIX
STATISTICS OF INDIAN

DETAIL OF

[From Abstract D o

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			R	R	R	R	R	R	R
I	STANDARD GAUGE. East Indian	1st half	1,98,576	8,19,441	3,41,925	1,25,878	22,675	47,801	2,643
		2nd half	2,06,313	7,72,206	3,48,861	1,32,513	10,679	60,553	4,590
		Total .	4,04,889	15,91,647	6,90,786	2,58,391	33,354	1,08,354	7,239
II	Bengal-Nággpur	1st half	50,199	1,16,954	34,277	35,999	620	27,967	74
		2nd half	54,415	99,987	30,933	20,251	1,411	15,182	140
		Total .	1,04,614	2,16,941	65,210	56,250	2,031	43,149	214
III	Indian Midland	1st half	47,922	1,01,966	33,406	27,239	1,268	14,906	99
		2nd half	44,773	92,593	29,759	24,582	896	17,282	202
		Total .	92,695	1,94,559	63,165	51,821	2,164	32,188	301
V	Godhra-Rutlam-Nagda	1st half 2nd half Total .	} Included with the Rajputana-Malwa railway.						
VIII	East Coast (state) (Bezwa Extension).	1st half 2nd half Total .	} Included with the Nizam's Guaranteed State railway.						
XII	North Western (state)	1st half	1,93,659	6,68,267	2,78,851	1,43,214	22,104	56,267	50
		2nd half	1,97,047	6,61,695	2,69,314	1,35,481	24,751	53,690	116
		Total .	3,90,706	13,29,962	5,48,165	2,78,695	46,855	1,09,957	166
XIII	Hyderabad-Shadipalli	1st half 2nd half Total .	} Included with the North Western (state) railway.						
XIV	Oudh and Rohilkhand (state)	1st half	56,052	1,92,286	74,311	41,629	5,114	22,051	870
		2nd half	51,888	1,78,803	64,185	47,751	8,913	17,894	870
		Total .	1,07,940	3,71,089	1,38,496	89,380	14,027	39,945	1,740
XV	Eastern Bengal (state) (a)	1st half	84,116	4,08,411	64,885	56,856	5,763	25,885	4,102
		2nd half	88,140	4,65,933	70,925	65,943	4,516	28,930	8,485
		Total .	1,72,256	8,74,344	1,35,810	1,22,799	10,279	54,815	12,587
XVI	Bengal Central	1st half 2nd half Total .	} Included with the Eastern Bengal (state) railway (standard gauge).						
XVII	Calcutta Port Commissioners'	1st half	9,251	42,121	4,616	636	530	2,266	...
		2nd half	9,218	35,852	4,464	286	523	6,194	...
		Total .	18,469	77,973	9,080	922	1,053	8,460	...
XVIII	East Coast (state)	1st half	34,233	60,123	12,670	8,924	3,001	8,280	...
		2nd half	33,405	48,536	13,212	5,486	804	9,646	...
		Total .	67,638	1,08,659	25,882	14,410	3,805	17,926	...
XXIV	Great Indian Peninsula	1st half	1,59,427	6,69,942	4,26,386	1,41,087	6,648	65,797	6,027
		2nd half	1,46,526	6,08,884	3,50,112	1,23,514	22,276	57,305	5,525
		Total .	3,05,953	12,78,826	7,76,498	2,64,601	28,924	1,23,102	11,552
XXV	Bombay, Baroda and Central India.	1st half	55,017	2,72,916	52,274	50,076	9,357	39,776	4,387
		2nd half	53,846	2,48,302	46,362	71,396	10,217	29,522	4,152
		Total .	1,08,863	5,21,218	98,636	1,21,472	19,574	69,298	8,539
XXVI	Madras	1st half	72,660	1,88,748	49,116	39,048	4,840	42,122	874
		2nd half	72,535	1,90,841	49,846	43,561	5,790	37,451	988
		Total .	1,45,195	3,79,589	98,962	82,609	10,630	79,573	1,862
XXXIII	Bina-Gooná	1st half 2nd half Total .	} Included with the Indian Midland railway.						
XXXVI	The Nizam's Guaranteed State	1st half	21,809	51,303	17,739	13,190	203	8,163	...
		2nd half	21,405	52,297	17,865	12,038	1,940	7,495	...
		Total .	43,214	1,03,600	35,604	25,228	2,143	15,658	...
XXXVII	The Gaekwar's Petlad	1st half 2nd half Total .	} Included with the Bombay, Baroda and Central India railway.						
TOTAL STANDARD GAUGE carried over.		1st half	9,82,921	35,92,478	13,90,456	6,83,776	82,123	3,61,281	19,126
		2nd half	9,79,511	34,55,929	12,95,838	6,82,802	92,716	3,41,144	25,074
		Total .	19,62,432	70,48,407	26,86,294	13,66,578	1,74,839	7,02,425	44,200

A—continued.

RAILWAYS—(PART I)—continued.

TRAFFIC EXPENSES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R	R	R			
20,695	21,037	3,035	16,03,706	23	16,03,683	1st half	I	
31,070	25,117	3,469	15,95,377	...	15,95,377	2nd half		
51,765	46,154	6,504	31,99,083	23	31,99,060	Total.		
650	20,870	1,115	2,88,725	...	2,88,725	1st half	II	
961	22,711	1,639	2,47,630	...	2,47,630	2nd half		
1,611	43,581	2,754	5,36,355	...	5,36,355	Total.		
589	22,210	378	2,49,083	506	2,49,477	1st half	III	
1,002	22,320	439	2,33,848	...	2,33,848	2nd half		
1,591	44,530	817	4,83,831	506	4,83,325	Total.		
					44,285	1st half	V	
					37,604	2nd half		
					81,889	Total.		
					5,241	1st half	VIII	
					7,918	2nd half		
					13,159	Total.		
2,153	22,306	9,883	13,96,754	72,310	13,24,444	1st half	XII	
1,733	23,810	17,808	13,85,445	47,601	13,37,844	2nd half		
3,886	46,116	27,691	27,82,199	1,19,911	26,62,288	Total.		
					8,318	1st half	XIII	
					6,701	2nd half		
					15,019	Total.		
192	16,869	763	4,10,137	...	4,10,137	1st half	XIV	
261	20,130	926	3,91,621	...	3,91,621	2nd half		
453	36,999	1,689	8,01,758	...	8,01,758	Total.		
6,975	...	9,088	6,66,081	55,604	6,10,477	1st half	XV	
2,584	...	10,417	7,45,873	73,354	6,72,519	2nd half		
9,559	...	19,505	14,11,954	1,28,958	12,82,996	Total.		
					55,604	1st half	XVI	
					73,354	2nd half		
					1,28, 58	Total.		
...	...	...	59,420	...	59,420	1st half	XVII	
...	...	...	56,537	...	56,537	2nd half		
...	...	...	1,15,957	...	1,15,957	Total.		
155	3,213	130	1,30,729	...	1,30,729	1st half	XVIII	
223	1,668	85	1,13,065	...	1,13,065	2nd half		
378	4,881	215	2,43,794	...	2,43,794	Total.		
3,501	14,593	48,658	15,42,066	...	15,42,066	1st half	XXIV	
9,954	17,574	55,591	13,97,261	1,907	13,95,354	2nd half		
13,455	32,167	1,04,249	29,39,327	1,907	29,37,420	Total.		
1,078	20,273	—14,427	4,90,727	1,900	4,88,827	1st half	XXV	
1,067	18,354	11,538	4,94,756	2,328	4,92,428	2nd half		
2,145	38,627	—2,889	9,85,483	4,228	9,81,255	Total.		
2,593	7,397	20,429	4,27,737	5,622	4,22,115	1st half	XXVI	
2,373	7,302	5,841	4,16,528	6,767	4,09,761	2nd half		
4,876	14,699	26,270	8,44,265	12,389	8,31,876	Total.		
					506	1st half	XXXIII	
					...	2nd half		
					506	Total.		
649	11,765	60	1,24,881	5,241	1,19,640	1st half	XXXVI	
872	10,284	36	1,24,232	7,918	1,16,314	2nd half		
1,521	22,049	96	2,49,113	13,159	2,35,954	Total.		
					1,900	1st half	XXXVII	
					2,328	2nd half		
					4,228	Total.		
39,140	1,60,533	79,112	73,90,946	1,41,206	73,65,594	1st half		
52,100	1,69,270	1,07,789	72,02,173	1,39,875	71,90,203	2nd half		
91,240	3,29,803	1,86,901	1,45,93,119	2,81,081	1,45,55,797	Total.		

(a) Including the metre and special gauge sections of the undertaking, and the Bengal Central railway. From the column "Net total," the Bengal Central railway has been excluded.

APPENDIX
STATISTICS OF INDIA
DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1895.

[From Abstract D

Serial Number.	RAILWAY.	1895.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.		
	STANDARD GAUGE—concl'd.										
	Brought forward STANDARD GAUGE.	1st half 2nd half	R 9,82,921 9,79,511	R 35,92,478 34,55,929	R 13,90,456 12,95,838	R 6,83,776 6,82,802	R 82,123 92,716	R 3,61,281 3,41,144	R 19,126 25,074		
		Total	19,62,432	70,48,407	26,86,294	13,66,578	1,74,839	7,02,425	44,200		
XXXVIII	Kolar Gold-fields	1st half 2nd half	Included with the Madras railway.						
		Total	Included with the Madras railway.						
XI	Rajpura-Bhatinda	1st half 2nd half	Included with the North Western (state) railway.						
		Total	Included with the North Western (state) railway.						
	TOTAL STANDARD GAUGE	1st half 2nd half	9,82,921 9,79,511	35,92,478 34,55,929	13,90,456 12,95,838	6,83,776 6,82,802	82,123 92,716	3,61,281 3,41,144	19,126 25,074		
		Total	19,62,432	70,48,407	26,86,294	13,66,578	1,74,839	7,02,425	44,200		
XLIII	METRE GAUGE. Bengal and North-Western— Tirhoot section } Company's section }	1st half 2nd half	35,027 40,033	83,148 81,746	28,821 27,496	23,853 22,414	1,654 4,254	16,935 18,908	4,977 6,811		
		Total	75,060	1,64,894	56,317	46,267	5,908	35,843	11,788		
XLV	Rajputana-Malwa	1st half 2nd half	1,39,270 1,35,629	4,15,317 3,53,741	1,27,746 1,11,960	57,415 83,071	12,100 15,044	52,107 54,004	70 67		
		Total	2,74,899	7,69,058	2,39,706	1,40,486	27,144	1,06,111	137		
XLVI	Palanpur-Deesa	1st half 2nd half	Included with the Rajputana-Malwa railway.						
		Total	Included with the Rajputana-Malwa railway.						
XLVII	Southern Mahratta	1st half 2nd half	72,492 75,770	1,71,499 1,72,230	58,087 58,709	62,857 56,853	11,023 13,101	25,482 29,367	...		
		Total	1,48,262	3,43,729	1,16,796	1,19,710	24,124	54,849	...		
XLVIII	Guntakal-Mysore frontier	1st half 2nd half	Included with the Southern Mahratta railway.						
		Total	Included with the Southern Mahratta railway.						
XLIX	Southern Mahratta (Mysore section).	1st half 2nd half	Included with the Southern Mahratta railway.						
		Total	Included with the Southern Mahratta railway.						
L	South Indian	1st half 2nd half	55,172 53,434	1,64,548 1,65,309	34,849 34,826	56,687 54,583	473 10,422	50,808 48,245	8 4		
		Total	1,08,606	3,29,857	69,675	1,11,270	10,895	99,053	12		
LI	Máyavaram-Mutupet	1st half 2nd half	Included with the South Indian railway.						
		Total	Included with the South Indian railway.						
LII	Assam-Bengal (a)	1st half 2nd half	...	...	...	...	...	...	...
		Total	16,104	14,360	5,945	255	...	9,191	...		
LIV	Burma (state)	1st half 2nd half	50,893 51,058	1,91,939 1,80,502	48,338 46,547	39,787 39,171	7,185 10,651	15,512 21,072	...		
		Total	1,01,951	3,72,441	94,885	78,958	17,836	36,584	...		
LVII	Deoghur	1st half 2nd half	Details not furnished.						
		Total	Details not furnished.						
LVIII	Robilkund and Kumaon (Company's section) (b)	1st half 2nd half	15,119 11,001	23,120 20,872	7,948 7,455	7,175 4,578	103 244	6,351 5,932	...		
		Total	26,120	43,992	15,403	11,753	347	12,283	...		
LIX	Bengal Dooars	1st half 2nd half	2,704 2,558	3,815 7,748	266 661	289 330	... 131	438 1,085	...		
		Total	5,262	11,563	927	619	131	1,523	...		
	TOTAL METRE GAUGE carried over	1st half 2nd half	3,70,677 3,85,587	10,53,386 9,96,508	3,06,055 2,93,599	2,48,063 2,61,255	32,538 53,847	1,67,633 1,87,804	5,055 6,882		
		Total (c)	7,56,264	20,49,894	5,99,654	5,09,318	86,385	3,55,437	11,937		

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R	R	R	1st half 2nd half		
39,140 52,100	1,60,533 1,69,270	79,112 1,07,789	73,90,946 72,02,173	1,41,206 1,39,875	73,65,594 71,90,203			
91,240	3,29,803	1,86,901	1,45,93,119	2,81,081	1,45,55,797	Total.		
					5,524 6,767	1st half 2nd half	} XXXVIII	
					12,291	Total.		
					63,992 40,906	1st half 2nd half	} XL	
					1,04,892	Total.		
39,140 52,100	1,60,533 1,69,270	79,112 1,07,789	73,90,946 72,02,173	1,41,206 1,39,875	74,35,110 72,37,870	1st half 2nd half		
91,240	3,29,803	1,86,901	1,45,93,119	2,81,081	1,46,72,080	Total.		
1,378 4,201	60 24	29,130 9,462	2,24,983 2,15,349	... ...	2,24,983 2,15,349	1st half 2nd half	} XLIII	
5,579	84	38,592	4,40,332	...	4,40,332	Total.		
3,044 2,671	31,504 36,098	1,521 1,365	8,40,094 7,93,650	57,122 53,376	7,82,972 7,40,274	1st half 2nd half	} XLV	
5,715	67,602	2,886	16,33,744	1,10,498	15,23,246	Total.		
					1,305 1,166	1st half 2nd half	} XLVI	
					2,471	Total.		
4,648 4,909	23,045 21,023	1,620 840	4,30,753 4,32,802	1,07,541 1,23,956	3,23,212 3,08,846	1st half 2nd half	} XLVII	
9,557	44,068	2,460	8,63,555	2,31,497	6,32,058	Total.		
					20,647 22,205	1st half 2nd half	} XLVIII	(a) Opened for traffic on the 1st July 1895.
					42,852	Total.		
					70,294 83,986	1st half 2nd half	} XLIX	
					1,54,280	Total.		
2,444 2,375	8,843 9,719	3,413 3,275	3,77,243 3,82,192	18,032 13,254	3,59,211 3,68,938	1st half 2nd half	} L	
4,819	18,562	6,688	7,59,435	31,286	7,28,149	Total.		
					9,538 10,277	1st half 2nd half	} LI	
					19,815	Total.		
253	...	77	46,185	...	46,185	1st half 2nd half	} LII	
253	...	77	46,185	...	46,185	Total.		
1,762 1,915	...	2,080 2,110	3,57,496 3,53,026	...	3,57,496 3,53,026	1st half 2nd half	} LIV	
3,677	...	4,190	7,10,522	...	7,10,522	Total.		
			4,975	...	4,975	1st half 2nd half	} LVII	
			4,975	...	4,975	Total.		
936 623	9,806 4,279	17 20	70,575 55,004	...	70,575 55,004	1st half 2nd half	} LVIII	(b) Including the Lucknow-Bareilly section.
1,559	14,085	37	1,25,579	...	1,25,579	Total.		
170 131	...	...	7,682 12,897	...	7,682 12,897	1st half 2nd half	} LIX	
301	...	253	20,579	...	20,579	Total.		
14,382 17,078	73,256 71,143	37,781 17,402	23,08,826 22,91,105	1,82,605 1,90,586	22,27,915 22,18,153	1st half 2nd half	}	
31,460	1,44,399	55,183	46,04,906	3,73,281	44,51,043	Total (c)		

(a) Opened for traffic on the 1st July 1895.

(b) Including the Lucknow-Bareilly section.

(c) Including the Dooghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN
DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1895.

[From Abstract D of

Serial Number.	RAILWAY.	1895.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.							
			R	R	R	R	R	R	R							
	METRE GAUGE— <i>conold.</i>	1st half	3,70,677	10,53,386	3,06,055	2,48,063	32,538	1,67,633	5,055							
	Brought forward METRE GAUGE	2nd half	3,85,587	9,96,508	2,93,599	2,61,255	53,847	1,87,804	6,882							
	Total (a)		7,56,264	20,49,894	5,99,654	5,09,318	86,385	3,55,437	11,937							
LX	Dibru-Sadiya	1st half	3,820	9,321	2,093	484	33	1,031	2,377							
		2nd half	4,098	9,177	2,039	962	89	2,852	2,658							
		Total	7,918	18,498	4,132	1,446	122	3,883	5,035							
LXIII	The Gaekwar's Mehsana	1st half	}	}	}	}	}	}	}							
	2nd half	Included with the Rajputana-Malwa railway.														
	Total															
LXIV	Kolhapur	1st half	}	}	}	}	}	}	}							
	2nd half															
	Total															
LXV	Yesvantpur-Mysore frontier	1st half	}	}	}	}	}	}	}							
	2nd half	Included with the Southern Mahratta railway.														
	Total															
LXVI	Mysore-Nanjangud	1st half	}	}	}	}	}	}	}							
		2nd half														
		Total														
LXVII	Jodhpore-Bickaneer— Jodhpore section	1st half	7,900	12,839	1,827	2,847	4	2,882	...							
		2nd half	7,227	12,539	1,840	3,647	19	3,500	...							
		Total	15,127	25,378	3,667	6,494	23	6,382	...							
	Bickaneer section	1st half	829	1,533	187	271	...	255	...							
		2nd half	787	1,731	201	391	...	351	...							
		Total	1,616	3,264	388	662	...	606	...							
LXVIII	Oodeypore-Chitor (b)	1st half	}	}	}	}	}	}	}							
	2nd half	Included with the Rajputana-Malwa railway.														
	Total															
LXIX	Bhavnagar-Gondal-Junagarh- Porbandar	1st half	21,504	57,107	8,061	16,156	950	8,459	...							
		2nd half	21,004	41,337	6,176	6,353	1,097	7,092	...							
		Total	42,508	98,444	14,237	22,509	2,047	15,551	...							
LXX	Jetalsar-Rajkot	1st half	}	}	}	}	}	}	}							
	2nd half	Included with the Bhavnagar-Gondal-Junagarh-Porbandar railway.														
	Total															
	TOTAL METRE GAUGE	1st half	4,04,730	11,34,186	3,18,223	2,67,821	33,525	1,80,260	7,432							
		2nd half	4,18,703	10,61,292	3,03,855	2,72,608	55,052	2,01,599	9,540							
		Total (a)	8,23,433	21,95,478	6,22,078	5,40,429	88,577	3,81,859	16,972							
LXXVII	SPECIAL GAUGES Cherra-Companyganj (2' 6")	1st half	}	}	}	}	}	}	}							
		2nd half								Details not furnished.						
		Total														
LXXVIII	Jorbhat (2' 0")	1st half	}	}	}	}	}	}	}							
		2nd half														
		Total														
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	3,000	11,078	3,310	2,728	154	876	...							
		2nd half	3,185	11,329	3,291	2,500	149	704	...							
		Total	6,185	22,407	6,601	5,228	303	1,580	...							
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half	608	5,151	507	593	271	572	...							
		2nd half	608	4,334	550	3,886	145	596	...							
		Total	1,216	9,485	1,057	4,479	416	1,168	...							
LXXXII	Cooch Behar (2' 6")	1st half	}	}	}	}	}	}	}							
		2nd half								Details not furnished.						
		Total								1	2,718	432	720	10	176	...
LXXXIII	Morvi (2' 6")	1st half	3,409	7,472	1,547	2,703	216	2,152	1,578							
		2nd half	3,247	6,831	1,477	1,956	393	2,108	3,432							
		Total	6,656	14,303	3,024	4,659	609	4,260	5,010							
	TOTAL SPECIAL GAUGES	1st half	7,018	26,419	5,796	6,744	651	3,776	1,578							
		2nd half	7,040	22,494	5,318	8,342	687	3,408	3,432							
		Total	14,058	48,913	11,114	15,086	1,338	7,184	5,010							
TOTAL OF ALL GAUGES FOR THE YEAR.			27,99,923	92,92,798	33,19,486	19,22,093	2,64,754	10,91,468	66,182							

A—continued.

RAILWAYS—(PART I)—continued.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R	R	R			
14,382 17,078	73,256 71,143	37,781 17,402	23,08,826 22,91,105	1,82,695 1,90,586	22,27,915 22,18,153	1st half 2nd half	}	
31,460	1,44,399	55,183	46,04,906	3,73,281	44,51,043	Total (a)		
89 88	... ...	... 3	19,248 21,966	... ...	19,248 21,966	1st half 2nd half	} LX	(a) Including the Deoghur railway, for which yearly figures are shown.
177	...	3	41,214	...	41,214	Total.		
					11,533 10,380	1st half 2nd half	} LXIII	
					21,913	Total.		
					6,085 5,695	1st half 2nd half	} LXIV	
					11,780	Total.		
					8,753 10,014	1st half 2nd half	} LXV	
					18,767	Total.		
					1,762 2,056	1st half 2nd half	} LXVI	
					3,818	Total.		
21 24	453 418	1 1	28,774 29,215	... ...	28,774 29,215	1st half 2nd half	} LXVII	
45	871	2	57,989	...	57,989	Total.		
2 3	... ...	... ...	3,077 3,464	... ...	3,077 3,464	1st half 2nd half	}	
5	...	...	6,541	...	6,541	Total.		
					(b) 4,226	1st half 2nd half	} LXVIII.	(b) Opened for traffic on the 1st August 1895.
					4,226	Total.		
2,844 2,172	3,897 3,311	2,625 331	1,21,603 88,873	9,817 7,480	1,11,786 81,393	1st half 2nd half	} LXIX	
5,016	7,208	2,956	2,10,476	17,297	1,93,179	Total.		
					9,817 7,480	1st half 2nd half	} LXX	
					17,297	Total.		
17,338 19,365	77,606 74,872	40,407 17,737	24,81,528 24,34,623	1,92,512 1,98,066	24,28,750 23,94,042	1st half 2nd half	}	
36,703	1,52,478	58,144	49,21,126	3,90,578	48,27,767	Total (a)		
			2,635 2,653	... ...	2,635 2,653	1st half 2nd half	}	
			5,288	...	5,288	Total.		
			7,312 9,509	... ...	7,312 9,509	1st half 2nd half	} LXXVII	
			16,821	...	16,821	Total.		
I ...	4,237 4,099	... ...	25,384 25,257	... ...	25,384 25,257	1st half 2nd half	} LXXVIII	
I	8,336	...	50,641	...	50,641	Total.		
... ...	2,231 1,587	... ...	9,933 11,706	... ...	9,933 11,706	1st half 2nd half	} LXXX	
...	3,818	...	21,639	...	21,639	Total.		
80 ...	... ...	419 ...	4,556 4,222	... ...	4,556 4,222	1st half 2nd half	} LXXXII	
80	...	419	8,778	...	8,778	Total.		
71 70	... ...	136 92	19,284 19,606	... ...	19,284 19,606	1st half 2nd half	} LXXXIII	
141	...	228	38,890	..	38,890	Total.		
152 70	6,468 5,686	555 92	69,104 72,953	... ...	69,104 72,953	1st half 2nd half	}	
222	12,154	647	1,42,057	...	1,42,057	Total.		
1,28,165	4,94,435	2,45,692	1,96,56,302	6,72,659	1,96,42,804			

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1895.

[From Abstract E c.]

Serial Number.	RAILWAY.	1895.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE.		R	R	R	R	R	R	R
I	East Indian	1st half 2nd half	1,60,597 1,56,745	52,937 53,306	2,08,333 2,07,083	75,575 77,890	52,346 53,576	61,231 73,581	87,559 80,329
		Total .	3,17,342	1,06,743	4,15,416	1,53,465	1,05,922	1,34,812	1,67,888
II	Bengal-Nágpur	1st half 2nd half	84,465 98,808	31,959 34,612	68,629 65,078	16,961 16,507	13,387 14,446	18,135 18,561	13,105 16,458
		Total .	1,83,273	66,571	1,33,707	33,468	27,833	36,696	29,563
III	Indian Midland	1st half 2nd half	62,375 64,249	27,459 28,843	61,395 56,856	16,122 15,781	7,792 8,314	13,672 14,032	19,867 24,911
		Total .	1,26,624	56,302	1,18,251	31,903	16,106	27,704	44,778
V	Godhra-Rutlam-Nagda	1st half 2nd half	} Included with the Rajputana-Malwa railway,					..	..
		Total .	}					..	..
VI	Wardha Coal	1st half 2nd half	} Included with the Great Indian Peninsula railway					..	..
		Total .	}					..	..
VII	Dhond-Manmád	1st half 2nd half	} Included with the Great Indian Peninsula railway					..	..
		Total .	}					..	..
VII	East Coast (state) (Bez- wada extension).	1st half 2nd half Total .	} Included with the Nizam's Guaranteed State railway					..	..
XII	North Western (state)	1st half 2nd half Total .	25,855 ..	64,356 65,240	1,62,895 1,61,886	42,510 46,748	31,769 33,453	39,550 33,380	51,461 51,728
		Total .	25,855	1,29,596	3,24,781	89,258	65,222	72,930	1,03,189
XIII	Hyderabad-Shadipalli	1st half 2nd half Total .	} Included with the North Western (state) railway					611..	....
XIV	Oudh and Rohilkhand (state).	1st half 2nd half Total .	11,871 ..	27,516 24,617	61,828 59,946	15,405 14,562	11,881 11,657	15,901 10,974	13,721 13,522
		Total .	11,871	52,133	1,21,774	29,967	23,538	26,875	27,243
XV	Eastern Bengal (state) (c)	1st half 2nd half Total .	10,423 ..	40,084 40,220	81,666 80,645	8,774 8,830	20,173 20,816	18,278 15,341	18,272 18,035
		Total .	10,423	80,304	1,62,311	17,604	40,989	33,619	36,307
XVI	Bengal Central	1st half 2nd half Total .	21,258 20,791	5,283 5,132	3,300 3,300	378 378	483 483	900 1,208	....
		Total .	42,049	10,415	6,600	756	966	2,108	..
XVII	Calcutta Port Commis- sioners'.	1st half 2nd half Total .	.. ..	4,081 3,710	1,010 1,000	.. ..	.. ..	3,600 1,400	....
		Total .	..	7,791	2,010	..	..	5,000	..
XVIII	East Coast (state)	1st half 2nd half Total .	.. ..	13,349 7,842	18,063 18,792	4,434 5,615	2,517 2,190	7,419 10,074	2,477 2,491
		Total .	..	21,191	36,855	10,049	4,707	17,493	4,968
XXIV	Great Indian Peninsula	1st half 2nd half Total .	49,246 46,590	54,118 52,403	1,74,514 1,69,171	57,387 53,664	34,342 33,283	38,331 28,538	68,295 69,124
		Total .	95,836	1,06,521	3,43,685	1,11,051	67,625	66,869	1,37,419
XXV	Bombay, Baroda and Cen- tral India.	1st half 2nd half Total .	15,416 20,316	22,240 19,503	78,951 80,354	25,964 27,936	14,427 14,252	27,518 29,605	27,549 24,070
		Total .	35,732	41,743	1,59,305	53,900	28,679	57,123	51,619
XXVI	Madras	1st half 2nd half Total .	36,836 37,433	29,972 28,097	71,644 71,475	11,569 11,354	14,724 15,293	11,334 10,560	18,065 18,508
		Total .	74,269	58,069	1,43,119	22,923	30,017	21,894	36,573
XXXII	Amráoti	1st half 2nd half Total .	} Included with the Great Indian Peninsula railway					..	..
XXXIII	Bina-Gooná	1st half 2nd half Total .	} Included with the Indian Midland railway					..	..
XXXVI	The Nizam's Guaranteed State.	1st half 2nd half Total .	39,884 41,332	12,529 12,103	35,825 37,212	7,358 7,362	7,291 10,533	14,976 12,563	15,613 14,964
		Total .	81,216	24,632	73,037	14,720	17,824	27,539	30,577
XXXVII	The Gaekwar's Petlád	1st half 2nd half Total .	} Included with the Bombay, Baroda and Central India railway					..	..
		Total .	}					..	..
	TOTAL STANDARD GAUGE carried over.	1st half 2nd half Total .	5,18,226 4,86,264	3,85,883 3,76,128	10,28,053 10,12,793	2,82,437 2,86,627	2,11,132 2,18,296	2,71,456 2,59,817	3,35,984 3,34,140
		Total .	10,04,490	7,62,011	20,40,851	5,69,064	4,29,428	5,31,273	6,70,124

A—continued.

RAILWAYS—(PART I)—continued.

GENERAL CHARGES.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.*	1895.	Serial Number.	REMARKS.
R	R	R	R	R	R			
3,841 5,718	2,16,635 2,04,665	2,100 1,889	9,21,154 9,15,282	467 1,264	9,20,687 9,14,018	1st half 2nd half	} I	
9,559	4,21,300	3,989	18,36,436	1,731	18,34,705	Total.		
562 1,036	73,620 67,818	5,000 1,069	3,25,823 3,34,393	...	3,25,823 3,34,393	1st half 2nd half	} II	
1,598	1,41,438	6,069	6,60,216	...	6,60,216	Total.		
459 538	43,213 45,586	7 4	2,52,361 2,59,114	511 ...	2,51,850 2,59,114	1st half 2nd half	} III	
997	88,799	11	5,11,475	511	5,10,964	Total.		
...	...	...	...	...	26,668 27,874	1st half 2nd half	} V	
...	...	...	...	...	54,542	Total.		
...	...	...	(a) 743 (a) 743	...	(a) 743 (a) 743	1st half 2nd half	} VI	(a) Expenditure incurred direct by the State.
...	...	...	1,486	...	1,486	Total.		(b) Including Rs 4,911 charged by the North Western (state) railway for working the line. The details are included with the figures of the former line.
...	...	...	(a) 6,491 (a) 6,482	...	(a) 6,491 (a) 6,482	1st half 2nd half	} VII	
...	...	...	12,973	...	12,973	Total.		
...	...	...	...	...	6,457 9,994 16,451	1st half 2nd half	} VIII	
...	...	...	...	...	16,451	Total.		
1,020 2,164 3,184	2,24,835 2,25,001 4,49,836	643 629 1,272	6,44,894 6,20,229 12,65,123	42,705 28,111 70,816	6,02,189 5,92,118 11,94,307	1st half 2nd half	} XII	
...	611	...	(b) 5,522 3,957	1st half 2nd half		} XIII
...	...	...	611	...	9,479	Total.		
1,144 536 1,680	-61,127 60,874 1,22,001	1,027 633 1,600	2,21,421 1,97,321 4,18,742	...	2,21,421 1,97,321 4,18,742	1st half 2nd half	} XIV	
...	...	...	...	...	...	Total.		
1,095 1,388 2,483	1,06,845 1,06,262 2,13,107	232 745 977	3,05,842 2,92,282 5,98,124	25,343 28,745 54,088	2,80,499 2,63,537 5,44,036	1st half 2nd half	} XV	(c) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway. From the column "Net total" the Bengal Central railway has been excluded.
...	31,602 31,292 62,894	...	(d) 56,945 (e) 60,037 1,16,982	1st half 2nd half		} XVI	(d) Including Rs 25,343 charged by the Eastern Bengal (state) railway for working the Bengal Central railway. The details are included with the figures of the former line.
...	1,272 1,520 2,792	145 3,990 4,141	10,108 11,626 21,734	...	10,108 11,626 21,734	1st half 2nd half	} XVII	
...	...	...	...	...	...	Total.		
644 163 807	31,812 35,276 67,088	... I I	80,715 82,444 1,63,159	...	80,715 82,444 1,63,159	1st half 2nd half	} XVIII	(e) Including Rs 28,745 charged by the Eastern Bengal (state) railway for working the Bengal Central railway. The details are included with the figures of the former line.
...	...	...	...	...	...	Total.		
1,543 4,129 5,672	1,78,648 1,68,030 3,46,678	44,625 43,855 88,480	7,01,049 6,68,787 13,69,836	...	7,01,049 6,68,787 13,69,836	1st half 2nd half	} XXIV	
...	...	...	...	...	...	Total.		
998 899 1,897	47,979 49,973 97,952	18,361 11,997 30,358	2,79,403 2,78,905 5,58,308	1,082 1,312 2,394	2,78,321 2,77,593 5,55,914	1st half 2nd half	} XXV	
...	...	...	...	...	...	Total.		
2,426 2,531 4,957	66,066 68,118 1,34,184	33,172 31,527 64,699	2,95,808 2,94,896 5,90,704	7,654 9,668 17,322	2,88,154 2,85,228 5,73,382	1st half 2nd half	} XXVI	
...	...	...	...	...	...	Total.		
...	...	...	(a) 442 (a) 443	...	(a) 442 (a) 443	1st half 2nd half	} XXXII	
...	...	...	885	...	885	Total.		
...	...	...	...	...	511 (a) 1,173	1st half 2nd half	} XXXIII	
...	...	...	1,173	...	1,684	Total.		
221 278 499	20,163 20,360 40,523	51 106 157	1,53,911 1,56,813 3,10,724	6,457 9,994 16,451	1,47,454 1,46,819 2,94,273	1st half 2nd half	} XXXVI	
...	...	...	...	...	...	Total.		
...	...	...	...	...	1,082 1,312 2,394	1st half 2nd half	} XXXVII	
...	...	...	...	...	2,394	Total.		
13,953 19,380 33,333	10,72,215 10,53,483 21,25,698	1,05,363 66,451 2,01,814	42,32,378 41,52,225 83,84,603	84,219 79,094 1,63,313	42,13,131 41,45,013 83,58,144	1st half 2nd half	}	
...	...	...	...	...	...	Total.		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1895.

[From Abstract E of

Serial Number.	RAILWAY.	1895.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.		
	STANDARD GAUGE—concl'd.		R	R	R	R	R	R	R		
	Brought forward STAND- ARD GAUGE.	1st half 2nd half Total .	5,18,226 4,86,264 10,04,490	3,85,883 3,76,128 7,62,011	10,28,053 10,12,798 20,40,851	2,82,437 2,86,627 5,69,064	2,11,132 2,18,296 4,29,428	2,71,456 2,59,817 5,31,273	3,35,984 3,34,140 6,70,124		
XXX III	Kolar Gold-fields .	1st half 2nd half Total .	Included with the Madras railway						
XL	Rájpura-Bhátinda .	1st half 2nd half Total .	Included with the North Western (state) railway						
	TOTAL STANDARD GAUGE	1st half 2nd half Total .	5,18,226 4,86,264 10,04,490	3,85,883 3,76,128 7,62,011	10,28,053 10,12,798 20,40,851	2,82,437 2,86,627 5,69,064	2,11,132 2,18,296 4,29,428	2,71,456 2,59,817 5,31,273	3,35,984 3,34,140 6,70,124		
	METRE GAUGE.										
XI III	Bengal and North ^W Western Tirhoot section . Company's section .	1st half 2nd half Total .	61,620 56,167 1,17,787	17,547 14,846 32,393	41,222 40,584 81,806	6,581 6,816 13,397	6,186 6,349 12,535	9,728 10,763 20,491	16,342 16,085 32,427		
XLV	Rajputana-Malwa .	1st half 2nd half Total .	1,06,496 1,17,911 2,24,407	31,282 30,276 61,558	1,18,817 1,28,765 2,47,582	44,422 41,923 86,345	29,064 29,492 58,556	25,818 28,112 53,930	63,767 64,230 1,27,997		
XLVI	Pálanpur-Deesa .	1st half 2nd half Total .	Included with the Rajputana-Malwa railway						
XLVII	Southern Mahratta .	1st half 2nd half Total .	1,02,470 1,01,911 2,04,381	28,422 25,664 54,086	73,077 74,308 1,47,385	19,007 19,274 38,281	15,676 15,538 31,214	19,381 24,022 43,403	33,831 33,209 67,040		
XLVIII	Guntakal-Mysore fron- tier.	1st half 2nd half Total .	Included with the Southern Mahratta railway						
XLIX	Southern Mahratta (My- sore section).	1st half 2nd half Total .	Included with the Southern Mahratta railway						
L	South Indian .	1st half 2nd half Total .	93,288 96,019 1,89,307	21,193 56,460 77,653	68,467 69,595 1,38,062	14,479 14,799 29,278	12,817 13,556 26,373	18,688 18,588 37,276	16,091 18,181 34,272		
LI	Máyavaram-Mutupet .	1st half 2nd half Total .	Included with the South Indian railway						
LII	Assam-Bengal (a) .	1st half 2nd half Total .	... 13,023 13,023	... 8,167 8,167	... 17,339 17,339	... 2,943 2,943	... 1,737 1,737	... 1,357 1,357	... 544 544	
LIV	Burma (state) .	1st half 2nd half Total .	... ... ...	26,945 27,199 54,144	54,175 53,500 1,07,675	21,887 17,675 39,562	8,666 11,361 20,027	13,053 11,256 24,309	10,509 13,880 24,389	
LVII	Deoghur .	1st half 2nd half Total .	Details not furnished.						
LVIII	Rohilkund and Kumaon (Company's section) (b).	1st half 2nd half Total .	19,364 19,499 38,863	12,044 11,893 24,837	15,369 15,143 30,512	4,223 4,073 8,296	1,662 1,556 3,218	4,713 5,679 10,392	5,677 4,885 10,562		
LIX	Bengal Doocars .	1st half 2nd half Total .	9,490 8,606 18,096	1,434 2,049 3,483	1,495 1,463 2,958	180 180 360	237 358 595	465 999 1,464	389 342 731		
LX	Díbru-Sadiya .	1st half 2nd half Total .	11,086 12,921 24,007	6,646 5,469 12,115	6,199 6,153 12,352	2,615 2,801 5,416	2,196 2,193 4,389	3,015 2,908 5,923	... ... ...	
	TOTAL METRE GAUGE carried over .	1st half 2nd half Total (c)	4,03,814 4,26,057 8,29,871	1,46,413 1,82,023 3,28,436	3,78,821 4,06,850 7,85,671	1,13,394 1,10,484 2,23,878	76,504 82,140 1,58,644	94,861 1,03,684 1,98,545	1,46,606 1,51,356 2,97,962		

A—continued.

RAILWAYS—(PART I)—continued.

GENERAL CHARGES—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R	R	R			
13,953 19,380	10,72,215 10,53,483	1,05,363 96,451	42,32,378 41,52,225	84,219 79,094	42,13,131 41,45,013	1st half 2nd half	}	
33,333	21,25,698	2,01,814	83,84,603	1,63,313	83,58,144	Total.		
...	...	...	...	...	3,769 4,792 8,561	1st half 2nd half Total.	} XXXVIII	
...	37,793 24,156 61,949	1st half 2nd half Total.		} XL
13,953 19,380	10,72,215 10,53,483	1,05,363 96,451	42,32,378 41,52,225	84,219 79,094	42,54,693 41,73,961	1st half 2nd half	}	
33,333	21,25,698	2,01,814	83,84,603	1,63,313	84,28,654	Total.		
487 264	51,482 55,809	255 5	2,11,450 2,07,688	...	2,11,450 2,07,688	1st half 2nd half	} XLIII	
751	1,07,291	260	4,19,138	...	4,19,138	Total.		
388 1,360	1,94,117 1,93,994	—957 —159	6,13,214 6,35,904	36,130 40,558	5,77,084 5,95,346	1st half 2nd half	} XLV	
1,748	3,88,111	—1,116	12,49,118	76,688	11,72,430	Total.		
...	...	...	...	...	962 937 1,899	1st half 2nd half Total.	} XLVI	
1,016 750	1,11,574 1,11,825	876 1,232	4,05,330 4,07,733	99,660 1,13,287	3,05,670 2,94,446	1st half 2nd half		} XLVII
1,766	2,23,399	2,108	8,13,063	2,12,947	6,00,116	Total.		
...	...	...	...	...	16,861 18,173 35,034	1st half 2nd half Total.	} XLVIII	
...	69,243 80,576 1,49,819	1st half 2nd half Total.		} XLIX
1,913 1,120	61,203 59,025	481 417	3,08,620 3,47,760	10,186 10,737	2,98,434 3,37,023	1st half 2nd half	} L	
3,033	1,20,228	898	6,56,380	20,923	6,35,457	Total.		
...	...	...	...	...	7,925 9,386 17,311	1st half 2nd half Total.	} LI	
2,159	5,557	16	52,842	...	52,842	1st half 2nd half Total.		} LII	(a) Opened for traffic on the 1st July 1895.
2,159	5,557	16	52,842	...	52,842	Total.		
2,452 2,298	66,179 69,579	1,464 487	2,05,330 2,07,235	...	2,05,330 2,07,235	1st half 2nd half	} LIV	
4,750	1,35,758	1,951	4,12,565	...	4,12,565	Total.		
...	...	...	2,649	...	2,649	1st half 2nd half	} LVII	
...	...	...	2,649	...	2,649	Total.		
451 358	13,050 13,157	17 31	77,470 76,274	...	77,470 76,274	1st half 2nd half	} LVIII	(b) Including the Lucknow Bareilly section.
809	26,207	48	1,53,744	...	1,53,744	Total.		
...	1,553 1,922	...	15,243 15,964	...	15,243 15,964	1st half 2nd half	} LIX	
45	3,475	...	31,207	...	31,207	Total.		
16 ...	6,638 6,247	... 13	38,411 38,705	...	38,411 38,705	1st half 2nd half	} LX	
16	12,885	13	77,116	...	77,116	Total.		
6,723 8,354	5,05,796 5,17,115	2,136 2,042	18,75,068 19,90,105	1,45,976 1,64,582	18,24,083 19,34,595	1st half 2nd half	}	(c) Including the Deoghur railway, for which yearly figures are shown.
15,077	10,22,911	4,178	38,67,822	3,10,558	37,61,327	Total.		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1895.

[From Abstract E of

Serial Number.	RAILWAY.	1895.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents, and miscellaneous.	Police.	
	STANDARD GAUGE—concl'd.		R	R	R	R	R	R	R	
	Brought forward STANDARD GAUGE.	1st half	5,18,226	3,85,883	10,28,053	2,82,437	2,11,132	2,71,456	3,35,984	
		2nd half	4,86,264	3,76,128	10,12,798	2,86,627	2,18,296	2,59,817	3,34,140	
		Total .	10,04,490	7,62,011	20,40,851	5,69,064	4,29,428	5,31,273	6,70,124	
XXX III	Kolar Gold-fields .	1st half	Included with the Madras railway							...
		2nd half	Included with the Madras railway							...
		Total .	Included with the Madras railway							...
XL	Rájputra-Bhátinda .	1st half	Included with the North Western (state) railway							...
		2nd half	Included with the North Western (state) railway							...
		Total .	Included with the North Western (state) railway							...
	TOTAL STANDARD GAUGE	1st half	5,18,226	3,85,883	10,28,053	2,82,437	2,11,132	2,71,456	3,35,984	
		2nd half	4,86,264	3,76,128	10,12,798	2,86,627	2,18,296	2,59,817	3,34,140	
		Total .	10,04,490	7,62,011	20,40,851	5,69,064	4,29,428	5,31,273	6,70,124	
	METRE GAUGE.									
XI III	Bengal and North-Western Tirhoot section . Company's section .	1st half	61,620	17,547	41,222	6,581	6,186	9,728	16,342	
		2nd half	56,167	14,846	40,584	6,816	6,349	10,763	16,085	
		Total .	1,17,787	32,393	81,806	13,397	12,535	20,491	32,427	
XLV	Rajputana-Malwa .	1st half	1,06,496	31,282	1,18,817	44,422	29,064	25,818	63,767	
		2nd half	1,17,911	30,276	1,28,765	41,923	29,492	28,112	64,230	
		Total .	2,24,407	61,558	2,47,582	86,345	58,556	53,930	1,27,997	
XLVI	Pálanpur-Deesa .	1st half	Included with the Rajputana-Malwa railway							...
		2nd half	Included with the Rajputana-Malwa railway							...
		Total .	Included with the Rajputana-Malwa railway							...
XLVII	Southern Mahratta .	1st half	1,02,470	28,422	73,077	19,007	15,676	19,381	33,831	
		2nd half	1,01,911	25,664	74,308	19,274	15,538	24,022	33,209	
		Total .	2,04,381	54,086	1,47,385	38,281	31,214	43,403	67,040	
XLVIII	Guntakal-Mysore frontier.	1st half	Included with the Southern Mahratta railway							...
		2nd half	Included with the Southern Mahratta railway							...
		Total .	Included with the Southern Mahratta railway							...
XLIX	Southern Mahratta (Mysore section).	1st half	Included with the Southern Mahratta railway							...
		2nd half	Included with the Southern Mahratta railway							...
		Total .	Included with the Southern Mahratta railway							...
L	South Indian .	1st half	93,288	21,193	68,467	14,479	12,817	18,688	16,091	
		2nd half	96,019	56,460	69,595	14,799	13,556	18,588	18,181	
		Total .	1,89,307	77,653	1,38,062	29,278	26,373	37,276	34,272	
LI	Máyavaram-Mutupet .	1st half	Included with the South Indian railway							...
		2nd half	Included with the South Indian railway							...
		Total .	Included with the South Indian railway							...
LII	Assam-Bengal (a) .	1st half	...	...	...	...	...	...	...
		2nd half	13,023	8,167	17,339	2,943	1,737	1,357	544	
		Total .	13,023	8,167	17,339	2,943	1,737	1,357	544	
LIV	Burma (state) .	1st half	...	26,945	54,175	21,887	8,666	13,053	10,509	
		2nd half	...	27,199	53,500	17,675	11,361	11,256	13,880	
		Total .	...	54,144	1,07,675	39,562	20,027	24,309	24,389
LVII	Deoghur .	1st half	Details not furnished.							...
		2nd half	Details not furnished.							...
		Total .	Details not furnished.							...
LVIII	Rohilkund and Kumaon (Company's section) (b).	1st half	19,364	12,944	15,369	4,223	1,662	4,713	5,677	
		2nd half	19,499	11,893	15,143	4,073	1,556	5,679	4,885	
		Total .	38,863	24,837	30,512	8,296	3,218	10,392	10,562	
LIX	Bengal Dooars .	1st half	9,490	1,434	1,495	180	237	465	389	
		2nd half	8,606	2,049	1,463	180	358	999	342	
		Total .	18,096	3,483	2,958	360	595	1,464	731	
LX	Díbru-Sadiya .	1st half	11,086	6,646	6,199	2,615	2,196	3,015	...	
		2nd half	12,921	5,469	6,153	2,801	2,193	2,908	...	
		Total .	24,007	12,115	12,352	5,416	4,389	5,923	...	
	TOTAL METRE GAUGE carried over .	1st half	4,03,814	1,46,413	3,78,821	1,13,394	76,504	94,861	1,46,606	
		2nd half	4,26,057	1,82,023	4,06,850	1,10,484	82,140	1,03,684	1,51,356	
		Total (c)	8,29,871	3,28,436	7,85,671	2,23,878	1,58,644	1,98,545	2,97,962	

continued.

RAILWAYS—(PART I)—continued.

GENERAL CHARGES—concluded.

[The Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
6,723	5,05,796	2,136	18,75,068	1,45,976	18,24,083	1st half	}	(a) Including the Deoghur railway, for which yearly figures are shown.
8,354	5,17,115	2,042	19,90,105	1,64,582	19,34,595	2nd half		
15,077	10,22,911	4,178	38,67,822	3,10,558	37,61,327	Total (a)		
...	...	...	...	...	8,500	1st half	} LXIII
...	...	...	...	...	8,348	2nd half	
...	...	...	...	...	16,848	Total.	
...	...	...	...	...	4,970	1st half	} LXIV
...	...	...	...	...	4,660	2nd half	
...	...	...	...	...	9,630	Total.	
...	...	...	...	...	7,148	1st half	} LXV
...	...	...	...	...	8,195	2nd half	
...	...	...	...	...	15,343	Total.	
...	...	...	...	...	1,438	1st half	} LXVI
...	...	...	...	...	1,683	2nd half	
...	...	...	...	...	3,121	Total.	
...	7,247	...	18,474	...	18,474	1st half	} LXVII	(b) Opened for traffic on the 1st August 1895.
...	7,083	...	16,324	...	16,324	2nd half		
...	14,330	...	34,798	...	34,798	Total.		
...	809	...	2,036	...	2,036	1st half	}	
...	856	...	1,984	...	1,984	2nd half		
...	1,665	...	4,020	...	4,020	Total.		
...	...	...	...	...	3,399	1st half	} LXVIII
...	...	...	...	...	3,399	2nd half	
...	...	...	...	...	3,399	Total.	
54	23,223	—16	1,00,294	8,417	91,877	1st half	} LXIX		(c) Expenditure incurred direct by the Jetalpur-Rajkot railway. (d) Including ₹8,417 charged by the Bhavnagar-Gondal-Junagarh-Porbandar railway for working the line. The details are included with the figures of the former line. (e) Including ₹8,252 charged by the Bhavnagar-Gondal-Junagarh-Porbandar railway for working the line. The details are included with the figures of the former line.
401	22,226	3	99,588	8,252	91,336	2nd half		
455	45,449	—13	1,99,882	16,669	1,83,213	Total.		
...	...	...	(c) 1,340	...	(d) 9,757	1st half	} LXX
...	...	...	(e) 1,340	...	(e) 9,592	2nd half	
...	...	...	2,680	...	19,349	Total.	
6,777	5,37,075	2,120	19,97,212	1,54,393	19,68,283	1st half	}	
8,755	5,47,280	2,045	21,09,341	1,72,834	20,80,116	2nd half		
15,532	10,84,355	4,165	41,09,202	3,27,227	40,51,048	Total (a)		
...	...	...	1,290	...	1,290	1st half	}
...	...	...	1,341	...	1,341	2nd half	
...	...	...	2,631	...	2,631	Total.	
...	...	...	4,829	...	4,829	1st half	} LXXVII
...	...	...	4,941	...	4,941	2nd half	
...	...	...	9,770	...	9,770	Total.	
384	4,567	...	38,293	859	37,434	1st half	} LXXVIII	
113	4,493	...	37,977	1,051	36,926	2nd half		
497	9,060	...	76,270	1,910	74,360	Total.		
...	1,711	...	6,509	...	6,509	1st half	} LXXX	
...	1,831	...	5,969	...	5,969	2nd half		
...	3,542	...	12,478	...	12,478	Total.		
...	1,012	...	1,482	...	1,482	1st half	} LXXXII	
...	...	...	1,584	...	1,584	2nd half	
...	1,012	...	3,066	...	3,066	Total.		
90	3,156	...	17,924	...	17,924	1st half	} LXXXIII	
...	3,340	...	12,126	...	12,126	2nd half		
90	6,496	...	30,050	...	30,050	Total.		
474	10,446	...	70,327	859	69,468	1st half	}	
113	9,064	...	63,938	1,051	62,887	2nd half		
587	20,110	...	1,34,265	1,910	1,32,355	Total.		
49,452	32,30,163	2,05,979	1,26,28,070	4,92,450	1,26,12,057			

APPENDIX
STATISTICS OF INDIAN
SPECIAL AND MISCELLANEOUS

Half-years ended the 30th June and the 31st December 1895.

[From Abstract G o

Serial Number.	RAILWAY.	1895.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.	
			R	R	R	R	
STANDARD GAUGE.							
I	East Indian	{ 1st half 2nd half Total .	2,904 4,691 7,595	15,132 12,229 27,361	34,456 34,939 69,395	4,28,364 1,95,844 6,24,208	
II	Bengal-Nágpur	{ 1st half 2nd half Total .	537 133 670	104 984 1,088	10 -831 -821	25,615 28,452 54,067	
III	Indian Midland	{ 1st half 2nd half Total .	... 161 161	2,159 2,496 4,655	645 642 1,287	1,04,067 85,828 1,89,895
V	Godhra-Butlam-Nagda	{ 1st half 2nd half Total .	} Included with the Rajputana-Malwa railway				...
VIII	East Coast (state) (Bezwa Extension)	{ 1st half 2nd half Total .	} Included with the Nizam's Guaranteed State railway				...
XII	North Western (state)	{ 1st half 2nd half Total .	5,971 -388 5,583	32,458 9,715 42,173	8,252 3,571 11,823	49,889 42,090 91,979	
XIII	Hyderabad-Shadipalli	{ 1st half 2nd half Total .	} Included with the North Western (state) railway				...
XIV	Oudh and Rohilkhand (state)	{ 1st half 2nd half Total .	47 25 72	5,559 11,466 17,025	338 1,173 1,511	36,774 33,504 70,278	
XV	Eastern Bengal (state) (a)	{ 1st half 2nd half Total .	25 197 222	9,791 22,551 32,342	15,721 12,258 27,979	15,143 67,582 82,725	
XVI	Bengal Central	{ 1st half 2nd half Total .	1 27 28	... ... ...	... ... ...	... ... ...
XVII	Calcutta Port Commissioners'	{ 1st half 2nd half Total .	... ... ...	180 ... 180	2,261 2,261 4,522	1,568 1,311 2,879
XVIII	East Coast (state)	{ 1st half 2nd half Total .	40 7 47	722 1,118 1,840	457 417 874	8,989 1,783 10,772	
XXIV	Great Indian Peninsula	{ 1st half 2nd half Total .	349 5,544 5,893	10,240 12,897 23,137	23,831 23,437 47,268	1,77,740 86,581 2,64,321	
XXV	Bombay, Baroda and Central India	{ 1st half 2nd half Total .	1,211 994 2,205	23,164 59,295 82,459	14,681 13,824 28,505	57,009 20,804 77,813	
XXVI	Madras	{ 1st half 2nd half Total .	1,963 1,763 3,726	934 590 1,524	6,608 16,435 23,043	10,961 ... 10,961	
XXVIII	Tarkessur	{ 1st half 2nd half Total .	} Included with the East Indian railway				...
XXXIII	Bina-Gooná	{ 1st half 2nd half Total .	} Included with the Indian Midland railway				(d) 2,023 2,023
XXXVI	The Nizam's Guaranteed State	{ 1st half 2nd half Total .	511 540 1,051	239 328 567	... ... ...	5,161 8,204 13,365
XXXVII	The Gaekwar's Petlad	{ 1st half 2nd half Total .	} Included with the Bombay, Baroda and Central India railway.				...
XXXVIII	Kolar Gold-fields	{ 1st half 2nd half Total .	} Included with the Madras railway.				3,482 4,166 7,648
	TOTAL STANDARD GAUGE carried over.	{ 1st half 2nd half Total .	13,559 13,694 27,253	1,00,632 1,33,669 2,34,351	1,07,260 1,08,126 2,15,386	9,24,762 5,78,172 15,02,934	

A.—continued.

RAILWAYS—(PART I)—continued.

LANEIOUS EXPENDITURE.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R			
81,913	5,62,769	...	5,62,769	1st half	} I	
80,133	3,27,836	...	3,27,836	2nd half		
1,62,046	8,90,605	...	8,90,605	Total.		
59,493	85,759	...	85,759	1st half	} II	
19,881	48,619	...	48,619	2nd half		
79,374	1,34,378	...	1,34,378	Total.		
58,264	1,65,135	334	1,64,801	1st half	} III	
23,573	1,12,700	...	1,12,700	2nd half		
81,837	2,77,835	334	2,77,501	Total.		
...	...	...	959	1st half	} V	
...	...	...	1,183	2nd half		
...	...	...	2,142	Total.		
...	...	...	4,549	1st half	} VIII	
...	...	...	6,285	2nd half		
...	...	...	10,834	Total.		
1,26,380	2,22,950	12,351	2,10,599	1st half	} XII	
1,14,841	1,69,829	8,131	1,61,698	2nd half		
2,41,221	3,92,779	20,482	3,72,297	Total.		
...	...	...	1,421	1st half	} XIII	
...	...	...	1,144	2nd half		
...	...	...	2,565	Total.		
32,227	74,945	...	74,945	1st half	} XIV	
26,300	72,468	...	72,468	2nd half		
58,527	1,47,413	...	1,47,413	Total.		
41,381	82,061	6,991	75,070	1st half	} XV	
41,554	1,44,142	14,188	1,29,954	2nd half		
82,935	2,26,203	21,179	2,05,024	Total.		
...	1	...	(b)6,992	1st half	} XVI	
...	27	...	(c)14,215	2nd half		
...	28	...	21,207	Total.		
804	4,009	...	4,009	1st half	} XVII	
804	4,376	...	4,376	2nd half		
804	8,385	...	8,385	Total.		
6,295	16,503	...	16,503	1st half	} XVIII	
5,425	8,750	...	8,750	2nd half		
11,720	25,253	...	25,253	Total.		
72,310	2,84,470	5,030	2,79,440	1st half	} XXIV	
55,424	1,83,883	3,905	1,79,978	2nd half		
1,27,734	4,68,353	8,935	4,59,418	Total.		
17,166	1,13,231	439	1,12,792	1st half	} XXV	
11,255	1,06,172	1,974	1,04,198	2nd half		
28,421	2,19,403	2,413	2,16,990	Total.		
28,444	48,910	649	48,261	1st half	} XXVI	
31,284	50,072	815	49,257	2nd half		
59,728	98,982	1,464	97,518	Total.		
24,271	24,271	...	24,271	1st half	} XXVIII	
17,511	17,511	...	17,511	2nd half		
41,782	41,782	...	41,782	Total.		
...	...	...	334	1st half	} XXXIII	
...	(d)2,023	...	(d)2,023	2nd half		
...	2,023	...	2,357	Total.		
10,300	16,211	4,549	11,662	1st half	} XXXVI	
11,523	20,595	6,285	14,310	2nd half		
21,823	36,806	10,834	25,972	Total.		
...	...	...	438	1st half	} XXXVII	
...	...	...	493	2nd half		
...	...	...	931	Total.		
...	3482	...	(e)4,116	1st half	} XXXVIII	
...	4,166	...	(f)4,979	2nd half		
...	7,648	...	9,095	Total.		
5,58,444	17,04,707	30,343	16,89,690	1st half		
4,39,508	12,73,169	35,298	12,61,977	2nd half		
9,97,952	29,77,876	65,641	29,51,667	Total.		

(a) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway. From the columns "Law charges" and "Net total, the Bengal Central railway has been excluded.

(b) Including Rs6,991 charged by the Eastern Bengal (state) railway for working this railway. The details are included with the figures of the former line.

(c) Including Rs14,188 charged by the Eastern Bengal (state) railway for working this railway. The details are included with the figures of the former line.

(d) Expenditure incurred direct by the State.

(e) Including Rs634 charged by the Madras railway for working this railway. The details are included with the figures of the former line.

(f) Including Rs813 charged by the Madras railway for working this railway. The details are included with the figures of the former line.

APPENDIX
STATISTICS OF INDIAN
SPECIAL AND MISCEL

[From Abstract G of

Half-years ended the 30th June and the 31st December 1895.

Serial Number	RAILWAY.	1895.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.	
	STANDARD GAUGE—conold.		<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>	
	Brought forward STANDARD GAUGE	1st half 2nd half	13,559 13,694	1,00,682 1,33,669	1,07,260 1,08,126	9,24,762 5,78,172	
		Total	27,253	2,34,351	2,15,386	15,02,934	
XL	Rájpura-Bhátinda	1st half 2nd half	Included with the North Western (state) railway				...
		Total					
	TOTAL STANDARD GAUGE	1st half 2nd half	13,559 13,694	1,00,682 1,33,669	1,07,260 1,08,126	9,24,762 5,78,172	
		Total	27,253	2,34,351	2,15,386	15,02,934	
	METRE GAUGE.						
XLIII	Bengal and North-Western— Tirhoot section } Company's section }	1st half 2nd half	663 1,520	1,332 4,991	998 2,123	1,338 1,338	
		Total	2,183	6,323	3,121	2,676	
XLV	Rajputana-Malwa	1st half 2nd half	163 167	21,375 8,965	827 606	... ...
		Total	330	30,340	1,433	...	
XLVI	Pálanpur-Deesa	1st half 2nd half	Included with the Rajputana-Malwa railway				...
		Total					
XLVII	Southern Mahratta	1st half 2nd half	1,530 2,489	1,397 1,514	3,884 3,012	24,000 7,000	
		Total	4,019	2,911	6,896	31,000	
XLVIII	Guntakal-Mysore frontier	1st half 2nd half	Included with the Southern Mahratta railway				...
		Total					
XLIX	Southern Mahratta (Mysore section)	1st half 2nd half					...
		Total					
L	South Indian	1st half 2nd half	596 407	2,204 1,225	5,218 11,697	5,427 6,819	
		Total	1,003	3,519	16,915	12,246	
LI	Máyavaram-Mutupet	1st half 2nd half	Included with the South Indian railway				(a) 5,874 (a) 6,227
		Total					12,101
LII	Assam-Bengal (b)	1st half 2nd half	... 16	... ...	... ...	... ...
		Total	16	...	...	...
LIV	Burma (state)	1st half 2nd half	... ...	562 1,791	15,857 13,356	... ...
		Total	...	2,353	29,213	...	
LVII	Deoghur	1st half 2nd half	Details not furnished.				
		Total					
LVIII	Rohilkund and Kumaon (Company's section) (e)	1st half 2nd half	1,090 898	342 220	121 134	752 837	
		Total	1,988	562	255	1,589	
LIX	Bengal-Dooars	1st half 2nd half	24 37	848 1,798	115 90	... ...
		Total	61	2,646	205	...	
	TOTAL METRE GAUGE carried over	1st half 2nd half	4,066 5,534	28,150 20,504	27,020 31,018	37,391 22,221	
		Total (h)	9,600	48,654	58,038	59,612	

A—continued.

RAILWAYS—(PART I)—continued.

LANEIOUS EXPENDITURE—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R 5,58,444 4,39,508	R 17,04,737 12,73,169	R 30,343 35,298	R 16,89,690 12,61,977	1st half 2nd half	}	
9,97,952	29,77,876	65,641	29,51,667	Total.		
...	...	...	10,931 6,986	1st half 2nd half	} XL	
5,58,444 4,39,508	17,04,707 12,73,169	30,343 35,298	17,00,621 12,68,963	1st half 2nd half		
9,97,952	29,77,876	65,641	29,69,584	Total.		
47,783 52,592	52,114 62,564	...	52,114 62,564	1st half 2nd half	} XLIII	
1,00,375	1,14,678	...	1,14,678	Total.		
64,532 65,252	86,897 74,990	2,345 2,723	84,552 72,267	1st half 2nd half	} XLV	
1,29,784	1,61,887	5,068	1,56,819	Total.		
...	...	...	141 114	1st half 2nd half	} XLVI	
7,617 7,425	38,428 21,440	9,133 10,443	29,295 10,997	1st half 2nd half		
15,042	59,868	19,576	40,292	Total.		(a) Represent the amounts paid to the South Indian railway for use of rolling stock.
...	...	...	2,143 2,641	1st half 2nd half	} XLVIII	
...	...	...	4,784	Total.		
...	...	...	5,654 6,439	1st half 2nd half	} XLIX	
14,836 14,693	28,371 34,841	934 1,075	27,437 33,766	1st half 2nd half		
29,529	63,212	2,009	61,203	Total.		(b) Opened for traffic on the 1st July 1895.
...	5,874	...	(c) 6,603	1st half	} LI	(c) Including R729 charged by the South Indian railway for working this railway. The details are included with the figures of the former line.
...	6,227	...	(d) 7,167	2nd half		
...	12,101	...	13,770	Total.		
...	16	...	16	1st half	} LII	(d) Including R940 charged by the South Indian railway for working this railway. The details are included with the figures of the former line.
...	16	...	16	2nd half		
25,466 19,853	41,885 35,000	...	41,885 35,000	1st half 2nd half	} LIV	
45,319	76,885	...	76,885	Total.		
...	199	...	199	1st half	} LVII	(e) Including the Rohilkhand and Kumoa railway, Lucknow-Bareilly section.
...	199	...	199	2nd half		
...	199	...	199	Total.		
(f) 42,882 (g) 40,434	45,187 42,523	...	45,187 42,523	1st half 2nd half	} LVIII	(f) Including R39,702 on account of cart-road service. (g) Including R37,637 on account of cart-road service.
83,316	87,710	...	87,710	Total.		
250 10	1,237 1,935	...	1,237 1,935	1st half 2nd half	} LIX	
260	3,172	...	3,172	Total.		
2,03,366 2,00,259	2,99,993 2,79,536	12,412 14,241	2,96,248 2,75,429	1st half 2nd half	}	(h) Including the Deoghur railway, for which yearly figures are shown.
4,03,625	5,79,728	26,653	5,71,876	Total (h)		

APPENDIX
STATISTICS OF INDIAN

SPECIAL AND MISCEL

[From Abstract G of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			₹	₹	₹	₹
	METRE GAUGE— <i>conold.</i>	1st half	4,066	28,150	27,020	37,391
		2nd half	5,534	20,504	31,018	22,221
	Brought forward METRE GAUGE	Total (a)	9,600	48,654	58,038	59,612
LX	Dibru-Sadiya	1st half	600	10	18	...
		2nd half	610	...	43	...
		Total	1,210	10	61	...
LXIII	The Gaekwar's Mehsana	1st half	...	Included with the Rajputana-Malwa railway.		...
		2nd half	...			...
		Total	...			...
LXIV	Kolbapur	1st half	...			...
		2nd half	...			...
		Total	...			...
LXV	Yesvantpur-Mysore frontier	1st half	...			...
		2nd half	...	Included with the Southern Mahratta railway.		...
		Total	...			...
LXVI	Mysore-Nanjangud	1st half	...			...
		2nd half	...			...
		Total	...			...
LXVII	Jodhpore-Bickaneer—	1st half	...	386	...	2,021
	Jodhpore section	2nd half	...	98	...	965
		Total	...	484	...	2,986
	Bickaneer section	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXVIII	Oodeypore-Chitor (b)	1st half	...	Included with the Rajputana-Malwa railway		...
		2nd half	...			(c) 2,735
		Total	...			2,735
LXIX	Bhavnagar-Gondal-Junagarh-Porbandar	1st half	393	3,436	...	1,339
		2nd half	539	1,238	...	1,318
		Total	932	4,674	..	2,657
LXX	Jetalsar-Rajkot	1st half	...	Included with the Bhavnagar-Gondal-Junagarh-Porbandar railway.		(d) 4,921
		2nd half	...			(d) 4,245
		Total	...			9,166
	TOTAL METRE GAUGE	1st half	5,059	31,982	27,038	45,672
		2nd half	6,683	21,840	31,061	31,484
		Total (a)	11,742	53,822	58,099	77,156
	SPECIAL GAUGES.					
	Cherra-Companyganj (2' 6")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXVII	Jorhat (2' 0")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	256	485	3,399	...
		2nd half	1,309	101	3,504	...
		Total	1,565	586	6,903	...
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXII	Cooch Behar (2' 6")	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIII	Morvi (2' 6")	1st half	51	30	...	...
		2nd half	...	6	...	...
		Total	51	36	...	...
	TOTAL SPECIAL GAUGES	1st half	307	515	3,399	...
		2nd half	1,309	107	3,504	...
		Total	1,616	622	6,903	...
	TOTAL OF ALL GAUGES FOR THE YEAR.		40,611	2,88,795	2,80,388	15,80,090

A.—continued.

RAILWAYS—(PART I)—continued.

LANEIOUS EXPENDITURE—concluded..

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R 2,03,366 2,00,259	R 2,99,993 2,79,536	R 12,412 14,241	R 2,96,248 2,75,429	1st half 2nd half	}	
				Total (a)		
4,03,625	5,79,728	26,653	5,71,876			(a) Including the Deoghur railway, for which yearly figures are shown.
51 I	679 654	...	679 654	1st half 2nd half	} LX	
	1,333	...	1,333	Total.		
52						
...	...	...	1,245 1,013	1st half 2nd half	} LXII	
			2,258	Total.		
...	...	...	490 436	1st half 2nd half	} LXIV	
			926	Total.		
...	...	...	704 768	1st half 2nd half	} LXV	(b) Opened for traffic on the 1st August 1895.
			1,472	Total.		
...	...	...	142 158	1st half 2nd half	} LXVI	(c) Represents the amount paid to the Rajputana-Malwa railway for use of rolling stock.
			300	Total.		
1,028 1,126	3,435 2,189	...	3,435 2,189	1st half 2nd half	} LXVII	(d) Represents amount paid to the Bhavnagar-Gondal-Junagarh-Porbandar railway for use of rolling stock.
				Total.		
2,154	5,624	...	5,624			
74 89	74 89	...	74 89	1st half 2nd half	}	
				Total.		
163	163	...	163			
...	...	...	...	1st half 2nd half	} LXVIII	
	2,735	...	(e) 3,148	Total.		
...	2,735	...	3,148			
12,436 8,898	17,604 11,993	1,285 891	16,319 11,102	1st half 2nd half	} LXIX	(e) Including R418 charged by the Rajputana-Malwa railway for working this railway. The details are included with the figures of the former line.
				Total.		
21,334	29,597	2,176	27,421			
...	4,921	...	(f) 6,206	1st half	} LXX	(f) Including R1,285 charged to the Bhavnagar-Gondal-Junagarh-Porbandar railway for working this railway. The details are included with the figures of the former line.
...	4,245	...	(g) 5,136	2nd half		
...	9,166	...	11,342	Total.		
2,16,955 2,10,373	3,26,706 3,01,441	13,697 15,132	3,25,542 3,00,122	1st half 2nd half	}	(g) Including R891 charged by the Bhavnagar-Gondal-Junagarh-Porbandar railway for working this railway. The details are included with the figures of the former line.
				Total.(a)		
4,27,328	6,28,346	28,829	6,25,863			
...	118	...	118	1st half	}	
...	121	...	121	2nd half		
...	239	...	239	Total.		
...	242	...	242	1st half	} LXXVII	
...	316	...	316	2nd half		
...	558	...	558	Total.		
2,950 2,671	7,090 7,585	...	7,090 7,585	1st half 2nd half	} LXXVIII	
				Total.		
5,621	14,675	...	14,675			
...	...	...	...	1st half	} LXXX	
...	...	...	...	2nd half		
...	...	...	...	Total.		
114 116	114 116	...	114 116	1st half 2nd half	} LXXXII	
				Total.		
230	230	...	230			
142 299	223 305	...	223 305	1st half 2nd half	} LXXXIII	
				Total.		
441	528	...	528			
3,206 3,086	7,787 8,443	...	7,787 8,443	1st half 2nd half	}	
				Total.		
6,292	16,230	...	16,230			
14,31,572	36,22,452	94,470	36,11,677			

APPENDIX
STATISTICS OF INDIA

STATEMENT C

[From No. XII

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	LOCOMOTIVES.			COACHING.		
			Total stock on the list.	Average number laid by as spare or hired out.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	
I	STANDARD GAUGE. East Indian	1st half	580	...	62'00	1,219	84'57	
		2nd half	596	1'00	76'00	1,237	92'39	
		Total and average.	596	0'50	69'00	1,237	88'48	
II	Bengal-Nágpur	1st half	103	...	23'57	293	39'39	
		2nd half	111	...	25'57	293	25'82	
		Total and average.	111	...	24'57	293	32'60	
III	Indian Midland	1st half	111	...	28'00	348	55'00	
		2nd half	111	...	31'00	352	56'00	
		Total and average.	111	...	29'50	352	55'50	
V	Godhra-Rutlam-Nagda	1st half 2nd half Total and average.	Worked by the Bombay, Baroda and Central India railway.					...
VIII	East Coast (state) (Bezwada Extension)	1st half 2nd half Total and average.	Worked by the Nizam's Guaranteed State railway.					...
XII	North Western (state)	1st half	(b) 588	26'41	81'80	(b) 1,530	117'31	
		2nd half	(b) 589	28'35	78'93	(b) 1,541	139'96	
		Total and average.	589	27'38	80'37	1,541	128'64	
XIII	Hyderabad-Shadipalli	1st half 2nd half Total and average.	Worked by the North Western (state) railway					...
XIV	Oudh and Rohilkhand (state)	1st half	155	...	26'60	472	53'21	
		2nd half	166	3'26	31'38	488	52'70	
		Total and average.	166	1'63	28'99	488	52'95	
XV	Eastern Bengal (state)	1st half	97	6'49	20'60	434	61'70	
		2nd half	109	10'33	16'94	449	71'80	
		Total and average.	109	8'41	18'77	449	66'75	
XVI	Bengal Central	1st half 2nd half Total and average.	Worked by the Eastern Bengal (state) railway					...
	TOTAL STANDARD GAUGE carried over	1st half	1,634	32'90	242'57	4,296	411'18	
		2nd half	1,682	42'94	259'82	4,360	438'67	
		Total and average.	1,682	37'92	251'20	4,360	424'92	

A—continued.

RAILWAYS—(PART I)—continued.

ROLLING-STOCK.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

VEHICLES.						1895.	Serial Number.	REMARKS.
GOODS.		BRAKE-VANS.		TOTAL.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
9,314 9,669	363'54 250'65	341 341	22'80 21'72	10,874 11,247	470'91 364'76	1st half 2nd half	} I	
9,669	307'10	341	22'26	11,247	417'84	Total and average.		
3,415 3,415	151'32 198'81	123 123	10'11 7'18	3,831 3,831	200'82 231'81	1st half 2nd half	} II	(a) Including 50 composites (brake-vans and 3rd class) and 4 construction brake-vans.
3,415	175'07	123	8'65	3,831	216'32	Total and average.		
2,068 2,068	115'00 90'00	(a)126 (a)126	18'00 12'00	2,542 2,546	188'00 158'00	1st half 2nd half	} III	
2,008	102'50	126	15'00	2,546	173'00	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	} V	
...	1st half 2nd half Total and average.		} VIII
(b) 10,107 (b) 10,075	577'44 416'77	(b) 509 (b) 506	27'08 31'73	(b) 12,146 (b) 12,122	721'83 588'46	1st half 2nd half	} XII		(b) Excluding the stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Fer-ozepore tramway.
10,075	497'11	506	29'40	12,122	655'15	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	} XIII	
4,377 4,373	266'50 216'96	120 120	11'54 21'74	4,969 4,981	331'25 291'40	1st half 2nd half		} XIV
4,373	241'73	120	16'64	4,981	311'32	Total and average.		
2,073 2,073	184'45 126'73	69 71	8'43 6'48	2,576 2,593	254'58 205'01	1st half 2nd half	} XV	
2,073	155'59	71	7'45	2,593	229'79	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	} XVI	
31,354 31,673	1,658'25 1,299'92	1,288 1,287	97'96 100'85	36,938 37,320	2,167'39 1,839'44	1st half 2nd half		}
31,673	1,479'10	1,287	99'40	37,320	2'003'42	Total and average.		

APPENDIX
STATISTICS OF INDIAN

STATEMENT O

[From No. XII.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	LOCOMOTIVES.			COACHING.		
			Total stock on the list.	Average number laid by as spare or hired out.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	
I	STANDARD GAUGE. East Indian	1st half	580	...	62'00	1,219	84'57	
		2nd half	596	1'00	76'00	1,237	92'39	
		Total and average.	596	0'50	69'00	1,237	88'48	
II	Bengal-Nágpur	1st half	103	...	23'57	293	39'39	
		2nd half	111	...	25'57	293	25'82	
		Total and average.	111	...	24'57	293	32'60	
III	Indian Midland	1st half	111	...	28'00	348	55'00	
		2nd half	111	...	31'00	352	56'00	
		Total and average.	111	...	29'50	352	55'50	
V	Godhra-Rutlam-Nagda	1st half 2nd half Total and average.	Worked by the Bombay, Baroda and Central India railway.					...
VIII	East Coast (state) (Bezwada Extension)	1st half 2nd half Total and average.	Worked by the Nizam's Guaranteed State railway.					...
XII	North Western (state)	1st half	(b) 588	26'41	81'80	(b) 1,530	117'31	
		2nd half	(b) 589	28'35	78'93	(b) 1,541	139'96	
		Total and average.	589	27'38	80'37	1,541	128'64	
XIII	Hyderabad-Shadipalli	1st half 2nd half Total and average.	Worked by the North Western (state) railway.					...
XIV	Oudh and Rohilkhand (state)	1st half	155	...	26'60	472	53'21	
		2nd half	166	3'26	31'38	488	52'70	
		Total and average.	166	1'63	28'99	488	52'95	
XV	Eastern Bengal (state)	1st half	97	6'49	20'60	434	61'70	
		2nd half	109	10'33	16'94	449	71'80	
		Total and average.	109	8'41	18'77	449	66'75	
XVI	Bengal Central	1st half 2nd half Total and average.	Worked by the Eastern Bengal (state) railway.					...
TOTAL STANDARD GAUGE carried over		1st half	1,634	32'90	242'57	4,296	411'18	
		2nd half	1,682	42'94	259'82	4,360	438'67	
		Total and average.	1,682	37'92	251'20	4,360	424'92	

A—continued.

RAILWAYS—(PART I)—continued.

ROLLING-STOCK.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

VEHICLES.						1895.	Serial Number.	REMARKS.		
GOODS.		BRAKE-VANS.		TOTAL.						
Total stock the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.					
31,354 31,673	1,658'25 1,299'92	1,288 1,287	97'96 100'85	36,938 37,320	2,167'39 1,839'44	1st half 2nd half				
31,673	1,479'10	1,287	99'40	37,320	2,003'42	Total and average.				
172 172	2'00 3'00	172 172	2'00 3'00	1st half 2nd half			} XVII	
172	2'50	...	...	172	2'50	Total and average.		
1,010 1,088	5'14 20'70	30 35	0'47 0'55	1,202 1,316	7'55 26'21	1st half 2nd half	} XVIII			
1,088	12'92	35	0'51	1,316	16'88	Total and average.				
7,907 7,871	552'00 536'00	(a) 602 (a) 632	60'00 82'00	9,635 9,640	753'00 767'00	1st half 2nd half			} XXIV	(a) Including 80 composite (brake-vans and 3rd class).
7,871	544'00	632	71'00	9,640	760'00	Total and average.				
4,119 4,219	188'00 211'00	94 94	5'00 8'00	4,652 4,758	251'00 262'00	1st half 2nd half	} XXV			
4,219	199'50	94	6'50	4,758	256'50	Total and average.				
2,788 2,816	118'00 183'00	173 174	15'00 15'00	3,593 3,622	179'00 257'00	1st half 2nd half			} XXVI	
2,816	150'50	174	15'00	3,622	218'00	Total and average.				
...	1st half 2nd half Total and average.	} XXXIII			
...	1st half 2nd half Total and average.			} XXXIV	
755 778	32'96 71'20	41 41	3'66 5'52	907 930	48'99 91'81	1st half 2nd half					} XXXVI
778	52'08	41	4'59	930	70'40	Total and average.				
...	1st half 2nd half Total and average.	} XXXVII			
...	1st half 2nd half Total and average.			} XXXVIII	
48,105 48,617	2,556'35 2,324'82	2,228 2,263	182'09 211'92	57,099 57,758	3,408'93 3,246'46	1st half 2nd half					} XXXIX
48,617	2,440'60	2,263	197'00	57,758	3,327'70	Total and average.				

APPENDIX
STATISTICS OF INDIAN
STATEMENT OF
[From No. XII of

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	LOCOMOTIVES.			COACHING.	
			Total stock on the list.	Average number laid by as spare or hired out.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.
XL	STANDARD GAUGE— <i>conold.</i> Brought forward STANDARD GAUGE	1st half	2,650	33'75	473'58	6,766	670'49
		2nd half	2,714	42'94	494'40	6,878	709'72
		Total and average.	2,714	38'34	483'99	6,878	690'10
		Worked by the North Western (state) railway					...
XLIII	Rájpura-Bhátinda	1st half	2,650	33'75	473'58	6,766	670'49
		2nd half	2,714	42'94	494'40	6,878	709'72
		Total and average.	2,714	38'34	483'99	6,878	690'10
		TOTAL STANDARD GAUGE					...
XLIV	METRE GAUGE. Bengal and North-Western— Tirhoot section Company's section	1st half	100	...	19'68	350	41'66
		2nd half	105	...	13'15	351	34'71
		Total and average.	105	...	16'42	351	38'19
		Worked by the Rohilkund and Kumaon railway (Company's section)					...
XLV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	445	0'62	80'19	1,279	112'54
		2nd half	446	0'07	97'19	1,299	113'84
		Total and average.	446	0'35	88'70	1,299	113'19
		Worked by the Rajputana-Malwa railway					...
XLVI	Rajputana-Malwa	1st half	(b) 178	3'00	61'48	553	82'38
		2nd half	(b) 178	3'00	61'57	553	62'40
		Total and average.	178	3'00	61'52	553	72'39
		Worked by the Southern Mahratta railway					...
XLVII	Pálanpur-Deesa	1st half	42	3'00	13'21	162	30'81
		2nd half	42	3'00	14'96	162	26'91
		Total and average.	42	3'00	14'08	162	28'86
		Worked by the Southern Mahratta railway					...
XLVIII	Southern Mahratta (Mysore section).	1st half	204	1'00	38'34	868	113'05
		2nd half	204	2'00	35'33	888	215'41
		Total and average.	204	1'50	36'83	888	164'23
		Worked by the South Indian railway					...
XLIX	South Indian	1st half	...	...	...	...	...
		2nd half	22	...	0'11	30	0'07
		Total and average.	22	...	0'06	30	0'03
		Worked by the South Indian railway					...
L	Májavaram-Mutupet	1st half	91	11'70	17'12	362	40'59
		2nd half	91	14'92	14'50	371	46'82
		Total and average.	91	13'31	15'81	371	43'70
		Worked by the South Indian railway					...
LII	Assam-Bengal (f)	1st half	134	...	19'98	604	71'29
		2nd half	139	19'00	29'50	606	76'97
		Total and average.	139	9'50	24'74	606	74'13
		Information not recorded in Revenue Accounts					...
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharilla 2' 6" gauge branch). Dacca section ..	1st half	27	1'00	4'57	148	11'68
		2nd half	27	1'00	6'42	148	13'23
		Total and average.	27	1'00	5'49	148	12'45
		Information not recorded in Revenue Accounts					...
LIV	Burma (state)	1st half	4	...	1'00	19	...
		2nd half	4	...	1'00	19	...
		Total and average.	4	...	1'00	19	...
		Information not recorded in Revenue Accounts					...
LVII	Deoghur	1st half	1,225	20'32	255'57	4,345	504'00
		2nd half	1,258	42'99	273'73	4,427	590'36
		Total and average.	1,258	31'66	264'65	4,427	547'17
		Information not recorded in Revenue Accounts					...
LVIII	Rohilkund and Kumaon (Company's section).	1st half	27	1'00	4'57	148	11'68
		2nd half	27	1'00	6'42	148	13'23
		Total and average.	27	1'00	5'49	148	12'45
		Information not recorded in Revenue Accounts					...
LIX	Bengal-Dooars	1st half	4	...	1'00	19	...
		2nd half	4	...	1'00	19	...
		Total and average.	4	...	1'00	19	...
		Information not recorded in Revenue Accounts					...
LX	TOTAL METRE GAUGE carried over	1st half	1,225	20'32	255'57	4,345	504'00
		2nd half	1,258	42'99	273'73	4,427	590'36
		Total and average.	1,258	31'66	264'65	4,427	547'17

A—continued.

RAILWAYS—(PART I)—continued.

ROLLING-STOCK—continued.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

VEHICLES.						1895.	Serial Number.	REMARKS.
GOODS.		BRAKE-VANS.		TOTAL.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
48,105	2,556'35	2,228	182'09	57,099	3,408'93	1st half		
48,617	2,324'82	2,263	211'92	57,758	3,246'46	2nd half		
48,617	2,440'60	2,263	197'00	57,758	3,327'70	Total and average.		
...	1st half	} XL	
...	...	...	...	...	...	2nd half
...	...	...	...	...	...	Total and average.
48,105	2,556'35	2,228	182'09	57,099	3,408'93	1st half		
48,617	2,324'82	2,263	211'92	57,758	3,246'46	2nd half		
48,617	2,440'60	2,263	197'00	57,758	3,327'70	Total and average.		
2,652	119'40	67	8'76	3,069	169'76	1st half	} XLIII	
2,852	82'99	67	8'38	3,270	126'08	2nd half		
2,852	101'19	67	8'54	3,270	147'92	Total and average.		
...	1st half	} XLIV	
...	...	...	...	...	...	2nd half
...	...	...	...	...	...	Total and average.
7,224	331'87	(a) 282	16'38	8,785	460'79	1st half	} XLV	(a) Including 16 composites (brake-vans and postal).
7,195	338'00	(a) 282	19'08	8,776	470'92	2nd half		
7,195	334'94	282	17'73	8,776	465'86	Total and average.		
...	1st half	} XLVI	(b) Excluding the tender of a condemned engine.
...	...	...	...	...	...	2nd half
...	...	...	...	...	...	Total and average.
4,009	263'66	(c) 158	22'50	4,720	368'54	1st half	} XLVII	(c) Including 119 composites (brake-vans and 3rd class).
4,009	288'88	(c) 158	22'58	4,720	373'86	2nd half		
4,009	276'27	158	22'54	4,720	371'20	Total and average.		
...	1st half	} XLVIII	
...	...	...	...	...	...	2nd half
...	...	...	...	...	...	Total and average.
695	26'61	(d) 30	1'32	887	58'74	1st half	} XLIX	(d) Composites (brake-vans and 3rd class).
695	42'15	(d) 30	2'25	887	71'31	2nd half		
695	34'38	30	1'78	887	65'02	Total and average.		
3,320	352'50	(e) 60	3'24	4,248	468'79	1st half	} L	(e) Including 8 composite (brake-vans and 3rd class).
3,324	271'62	(e) 60	66'88	4,272	553'91	2nd half		
3,324	312'06	60	35'06	4,272	511'35	Total and average.		
...	1st half	} LI	
...	...	...	...	...	...	2nd half
...	...	...	...	...	...	Total and average.
...	1st half	} LII	(f) Opened for traffic on the 1st July 1895.
539	1'42	16	0'03	585	1'52	2nd half		
539	0'71	16	0'02	585	0'76	Total and average.		
2,209	105'23	64	9'59	2,635	155'41	1st half	} LIII	
2,219	145'58	64	9'90	2,654	202'30	2nd half		
2,219	125'40	64	9'75	2,654	178'85	Total and average.		
3,290	203'23	139	11'27	4,033	285'79	1st half	} LIV	
3,458	316'63	139	17'14	4,203	410'74	2nd half		
3,458	259'93	139	14'21	4,203	348'27	Total and average.		
...	1st half	} LVII	
...	...	...	...	...	...	2nd half
...	...	...	...	...	...	Total and average.
665	33'09	(g) 27	2'48	840	47'25	1st half	} LVIII	(g) Including 18 composites (brake-vans and postal).
665	34'61	(g) 27	3'17	840	51'01	2nd half		
665	33'85	27	2'83	840	49'13	Total and average.		
81	...	5	...	105	...	1st half	} LIX	
81	...	5	...	105	...	2nd half		
81	...	5	...	105	...	Total and average.		
24,145	1,435'59	832	75'48	29,322	2,015'07	1st half	} (h)	(h) Excluding the Deoghur railway.
25,037	1,521'88	848	149'41	30,312	2,261'65	2nd half		
25,037	1,478'73	848	112'46	30,312	2,138'36	Total and average.		

APPENDIX
STATISTICS OF INDIAN

STATEMENT C

[From No. XII.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	LOCOMOTIVES.			COACHING.	
			Total stock on the list.	Average number laid by as spare or hired out.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.
	METRE GAUGE—concl'd.						
	Brought forward METRE GAUGE	1st half 2nd half Total and average.	1,225 1,258 1,258	20'32 42'99 31'66	255'57 273'73 264'65	4,345 4,427 4,427	504'00 590'36 547'17
LX	Dibru-Sadiya	1st half 2nd half Total and average.	18 18 18	... ... ...	2'87 4'28 3'57	28 31 31	2'35 2'21 2'28
LXIII	The Gaekwar's Mehsana	1st half 2nd half Total and average.	Worked by the Rajputana-Malwa railway			...	...
LXIV	Kolhapur	1st half 2nd half Total and average.	Worked by the Southern Mahratta railway			...	...
LXV	Yesvantpur-Mysore frontier	1st half 2nd half Total and average.	Worked by the Southern Mahratta railway			...	...
LXVI	Mysore-Nanjangud	1st half 2nd half Total and average.	Worked by the Southern Mahratta railway			...	...
LXVII	Jodhpore-Bickaneer— Jodhpore section	1st half 2nd half Total and average.	17 17 17	... ... ...	2'66 2'52 2'59	69 69 69	3'74 3'45 3'60
	Bickaneer section	1st half 2nd half Total and average.	Worked by the Jodhpore-Bickaneer railway (Jodhpore section)			...	...
LXVIII	Oodeypore-Chitore (c)	1st half 2nd half Total and average.	Worked by the Rajputana-Malwa railway as a temporary measure, until the rolling			...	...
LXIX	Bhavnagar-Gondal-Junagarh- Porbandar.	1st half 2nd half Total and average.	33 33 33	... ... ...	7'56 6'22 6'89	190 190 190	23'62 18'34 20'98
LXX	Jetalsar-Rajkot	1st half 2nd half Total and average.	Worked by the Bhavnagar-Gondal-Junagarh-Porbandar railway			...	...
	TOTAL METRE GAUGE	1st half 2nd half Total and average.	1,293 1,326 1,326	20'32 42'99 31'66	268'66 286'75 277'70	4,632 4,717 4,717	533'71 614'36 574'03
	SPECIAL GAUGES.						
	Cherra-Companyganj (2' 6")	1st half 2nd half Total and average.	Information not recorded in Revenue Accounts.			...	...
LXXVII	Jorhat (2' 0")	1st half 2nd half Total and average.	Information not recorded in Revenue Accounts.			...	...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half Total and average.	14 14 14	... ... ...	... 1'00 0'50	60 61 61	4'00 ... 2'00
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half Total and average.	8 8 8	... ... ...	2'00 2'00 2'00	34 39 39	1'00 1'00 1'00
LXXXII	Cooch Behar (2' 6")	1st half 2nd half Total and average.	3 3 3	... 1'34 0'67	1'17 0'48 0'82	9 9 9	2'05 0'85 1'45
LXXXIII	Morvi (2' 6")	1st half 2nd half Total and average.	10 10 10	... ... ...	2'00 2'00 2'00	39 39 39	3'00 6'00 4'50
	TOTAL SPECIAL GAUGES(e)	1st half 2nd half Total and average.	35 35 35	... 1'34 0'67	5'17 5'48 5'32	142 148 148	10'05 7'85 8'95
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR.(f)	...	4,075	70'67	767'01	11,743	1,273'08

A—continued.

RAILWAYS (PART I)—continued.

ROLLING-STOCK—concluded.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

VEHICLES.						1895.	Serial Number.	REMARKS.
GOODS.		BRAKE-VANS.		TOTAL.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
24,145	1,435.59	832	75.48	29,322	2,015.07	1st half } 2nd half }		(a) Excluding the Deoghur railway.
25,037	1,521.88	848	149.41	30,312	2,261.65			
25,037	1,478.73	848	112.46	30,312	2,138.36	Total and average.		
690	57.18	(b) 18	2.39	736	61.92	1st half } 2nd half }	LX	(b) Including 6 composites (brake-vans and postal).
710	24.29	(b) 18	3.51	759	30.01			
710	40.74	18	2.95	759	45.96	Total and average.		
...	...	...	...	...	...	1st half } 2nd half }	LXIII	
...	...	...	...	...	...	Total and average.		
...	...	...	...	...	...	1st half } 2nd half }	LXIV	
...	...	...	...	...	...	Total and average.		
...	...	...	...	...	...	1st half } 2nd half }	LXV	
...	...	...	...	...	...	Total and average.		
...	...	...	...	...	...	1st half } 2nd half }	LXVI	
...	...	...	...	...	...	Total and average.		
220	1.99	12	0.16	301	5.89	1st half } 2nd half }	LXVII	
220	6.16	12	0.41	301	10.02			
220	4.08	12	0.28	301	7.96	Total and average.		
...	...	...	...	...	...	1st half } 2nd half }	LXVIII	
...			
stock ordered for that line from England is received				...	...	Total and average.		
894	25.02	37	2.86	1,121	51.50	1st half } 2nd half }	LXIX	
894	66.14	37	3.00	1,121	87.48			
894	45.58	37	2.93	1,121	69.49	Total and average.		
...	...	...	...	...	...	1st half } 2nd half }	LXX	(c) Opened for traffic on the 1st August 1895.
...			
25,949	1,519.78	899	80.89	31,480	2,134.38	1st half } 2nd half }		
26,861	1,618.47	915	156.33	32,493	2,389.16			
26,861	1,569.13	915	118.61	32,493	2,261.77	Total and average.		
...	...	...	...	...	...	1st half } 2nd half }	LXXVII	
...			
...	...	...	...	...	...	Total and average.		
188	6.00	...	...	248	10.00	1st half } 2nd half }	LXXVIII	
188	...	...	...	249	...			
188	3.00	...	...	249	5.00	Total and average.		
218	5.00	8	1.00	260	7.00	1st half } 2nd half }	LXXX	
216	4.00	8	1.00	263	6.00			
216	4.50	8	1.00	263	6.50	Total and average.		
21	0.97	(d) 4	1.37	34	4.39	1st half } 2nd half }	LXXXII	(d) Including three composites (brake-vans and third class) and one composite (brake-van, intermediate and third class).
21	1.05	(d) 4	0.56	34	2.46			
21	1.01	4	0.96	34	3.42	Total and average.		
113	3.00	6	0.50	158	6.50	1st half } 2nd half }	LXXXIII	
113	6.00	6	2.00	158	14.00			
113	4.50	6	1.25	158	10.25	Total and average.		
540	14.97	18	2.87	700	27.89	1st half } 2nd half }		(e) Excluding the Cherra Company and the Jorhat railways.
538	11.05	18	3.57	704	22.46			
538	13.01	18	3.21	704	25.17	Total and average.		(f) Excluding the Deoghur, the Cherra Company and the Jorhat railways.
76,016	4,022.74	3,196	318.82	90,955	5,614.64	...		

APPENDIX
STATISTICS OF INDIAN

STATEMENT OF

[From No. XIV o

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	TRAIN-MILES.			
			Passengers.	Goods.	Mixed.	Light.
I	STANDARD GAUGE. East Indian	1st half	765,857	3,066,935	1,767,135	272,425
		2nd half	774,328	2,765,771	1,857,505	227,489
		Total .	1,540,185	5,832,706	3,624,640	499,914
II	Bengal-Nágpur	1st half	905	316,955	552,783	3,506
		2nd half	1,017	119,643	572,608	1,360
		Total .	1,922	436,598	1,125,391	4,866
III	Indian Midland	1st half	212,510	216,537	277,854	17,109
		2nd half	212,979	161,632	298,029	13,874
		Total .	425,489	378,169	575,883	30,983
V	Godhra-Rutlam-Nagda	1st half	Included with the Rajputana-Malwa railway. Details not furnished.			
		2nd half				
		Total .				
VIII	East Coast (state) (Bezvada Extension)	1st half	...	9,492	7,964	22
		2nd half	22	10,764	7,736	...
		Total .	22	20,256	15,700	22
XII	North Western (state)	1st half	1,003,987	2,632,558	1,163,278	190,858
		2nd half	987,050	1,886,617	1,328,913	129,048
		Total .	1,991,037	4,519,175	2,492,191	319,906
XIII	Hyderabad-Shadipalli	1st half	...	7,691	22,313	...
		2nd half	118	2,611	21,667	26
		Total .	118	10,302	43,980	26
XIV	Oudh and Rohilkhand (state)	1st half	219,438	657,261	793,326	31,358
		2nd half	218,756	234,741	810,808	16,061
		Total .	438,194	892,002	1,604,134	47,419
XV	Eastern Bengal (state)	1st half	267,087	262,186	243,410	5,808
		2nd half	278,728	440,703	233,433	1,928
		Total .	545,815	702,889	476,843	7,736
XVI	Bengal Central	1st half	22,232	4,724	124,429	104
		2nd half	25,445	24,048	123,328	...
		Total .	47,677	28,772	247,757	104
XVII	Calcutta Port Commissioners'	1st half	Information not furnished.			
		2nd half				
		Total .				
XVIII	East Coast (state)	1st half	840	95,348	231,340	3,949
		2nd half	218	150,909	234,015	4,897
		Total .	1,058	246,257	465,355	8,846
XXIV	Great Indian Peninsula (a)	1st half	1,516,732	2,577,671	581,846	160,595
		2nd half	1,536,378	1,684,222	571,276	123,346
		Total .	3,053,110	4,261,893	1,153,122	283,941
XXV	Bombay, Baroda and Central India	1st half	540,921	683,201	235,563	1,851
		2nd half	559,756	346,667	239,476	3,458
		Total .	1,100,677	1,029,868	475,039	5,309
XXVI	Madras	1st half	450,796	136,736	646,048	24,985
		2nd half	465,074	130,596	655,134	27,655
		Total .	915,870	267,332	1,301,182	52,640
XXXIII	Bina-Goonsa	1st half	...	1,318	...	...
		2nd half	Included with the Indian Midland railway.			
		Total .	...	1,318	...	...
XXXVI	The Nizam's Guaranteed State	1st half	44,740	106,663	220,186	1,257
		2nd half	46,915	79,052	224,090	689
		Total .	91,655	185,715	444,276	1,946
XXXVII	The Gaekwar's Petlad	1st half	40	...	9,593	...
		2nd half	159	...	9,752	...
		Total .	199	...	19,345	...
XXXVIII	Kolar-Gold Fields	1st half	...	1,792	14,478	...
		2nd half	...	1,364	14,762	78
		Total .	...	3,156	29,240	78
TOTAL STANDARD GAUGE carried over		1st half	5,046,085	10,777,068	6,891,546	713,827
		2nd half	5,106,943	8,039,340	7,202,532	549,909
		Total .	10,153,028	18,816,408	14,094,078	1,263,736

A—continued.

RAILWAYS—(PART I)—continued.

TRAIN-MILEAGE.

Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1895.	Serial Number.	REMARKS.
Coaching.	Goods.						
2,263,299 2,311,918	3,609,053 3,313,175	5,872,352 5,625,093	1,188,244 1,052,453	7,060,596 6,677,546	1st half 2nd half	I	
4,575,217	6,922,228	11,497,445	2,240,697	13,738,142	Total		
226,177 265,055	647,972 429,573	874,149 694,628	102,217 90,966	976,366 785,594	1st half 2nd half	II	
491,232	1,077,545	1,568,777	193,183	1,761,960	Total		
341,902 361,158	382,108 325,356	724,010 686,514	72,043 82,798	796,053 769,312	1st half 2nd half	III	
703,060	707,464	1,410,524	154,841	1,565,365	Total		
...	...	...	...	...	1st half 2nd half	V	
...	...	...	...	...	Total		
4,860 4,671	12,618 13,851	17,478 18,522	2,053 6,575	19,531 25,097	1st half 2nd half	VIII	
9,531	26,469	36,000	8,628	44,628	Total		
1,773,657 1,776,612	3,217,024 2,555,016	4,990,681 4,331,628	606,678 545,024	5,597,359 4,876,652	1st half 2nd half	XII	
3,550,269	5,772,040	9,322,309	1,151,702	10,474,011	Total		
9,692 12,136	20,312 12,286	30,004 24,422	2,120 1,679	32,124 26,101	1st half 2nd half	XIII	
21,828	32,598	54,426	3,799	58,225	Total		
587,754 550,075	1,113,629 730,291	1,701,383 1,280,366	286,447 245,197	1,987,830 1,525,563	1st half 2nd half	XIV	
1,137,829	1,843,920	2,981,749	531,644	3,513,393	Total		
434,447 435,921	344,044 518,871	778,491 954,792	265,459 301,602	1,043,950 1,256,394	1st half 2nd half	XV	
870,368	862,915	1,733,283	567,061	2,300,344	Total		
90,071 98,343	61,418 74,478	151,489 172,821	24,878 25,729	176,367 198,550	1st half 2nd half	XVI	
188,414	135,896	324,310	50,607	374,917	Total		
					1st half 2nd half	XVII	
					Total		
144,142 144,605	187,335 245,434	331,477 390,039	59,560 56,420	391,037 446,459	1st half 2nd half	XVIII	
288,747	432,769	721,516	115,980	837,496	Total		
1,930,171 1,963,654	2,906,673 1,951,568	4,836,844 3,915,222	615,798 551,953	5,452,642 4,467,175	1st half 2nd half	XXIV	
3,893,825	4,858,241	8,752,066	1,167,751	9,919,817	Total		
637,044 661,105	824,492 488,252	1,461,536 1,149,357	252,919 172,538	1,714,455 1,321,895	1st half 2nd half	XXV	
1,298,149	1,312,744	2,610,893	425,457	3,036,350	Total		
629,499 649,602	629,066 628,857	1,258,565 1,278,459	222,898 232,486	1,481,463 1,510,945	1st half 2nd half	XXVI	
1,279,101	1,257,923	2,537,024	455,384	2,992,408	Total		
...	1,318	1,318	...	1,318	1st half 2nd half	XXXIII	
...	...	...	...	...	Total		
107,796 112,350	265,050 238,396	372,846 350,746	63,241 54,009	436,087 405,655	1st half 2nd half	XXXVI	
220,146	503,446	723,592	118,150	841,742	Total		
6,267 7,674	3,366 2,237	9,633 9,911	3,609 2,915	13,242 12,826	1st half 2nd half	XXXVII	
13,941	5,603	19,544	6,524	26,068	Total		
7,269 6,725	9,001 9,479	16,270 16,204	881 183	17,151 16,387	1st half 2nd half	XXXVIII	
13,994	18,480	32,474	1,064	33,538	Total		
9,194,047 9,361,604	14,234,479 11,537,120	23,428,526 20,898,724	3,769,045 3,423,427	27,197,571 24,322,151	1st half 2nd half		
18,555,651	25,771,599	44,327,250	7,192,472	51,519,722	Total		

(a) Including the train-mileage (325,747 miles) of Foreign Line worked by the Company.

APPENDIX
STATISTICS OF INDIAN

STATEMENT OF

[From No. XIV

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	TRAIN-MILES.			
			Passengers.	Goods.	Mixed.	Light.
XL	STANDARD GAUGE— <i>concl'd.</i> Brought forward STANDARD GAUGE	1st half	5,046,085	10,777,068	6,891,546	713,827
		2nd half	5,106,943	8,039,340	7,202,532	549,909
		Total .	10,153,028	18,816,408	14,094,078	1,263,736
		Rájpura-Bhátinda	1st half	926	78,935	85,553	7,535
2nd half	615		32,755	86,285	6,635	
Total .	1,541		111,690	171,838	14,170	
XLIII	TOTAL STANDARD GAUGE.	1st half	5,047,011	10,856,003	6,977,099	721,362
		2nd half	5,107,558	8,072,095	7,288,817	556,544
		Total .	10,154,569	18,928,098	14,265,916	1,277,906
XLIV	METRE GAUGE. Bengal and North-Western— Tirhoot section Company's section	1st half	11,027	148,766	722,138	15,117
		2nd half	10,298	84,648	734,432	10,609
		Total .	21,325	233,414	1,456,570	25,726
XLV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	362,223	2,144,357	1,233,005	109,347
		2nd half	375,397	983,519	1,294,376	41,680
XLVI	Rajputana-Malwa (a)	1st half	34	62	6,154	...
		2nd half	17	17	6,256	34
XLVII	Palanpur-Deesa	1st half	51	79	12,410	34
		Total .	51	79	12,410	34
XLVIII	Southern Mahratta	1st half	109,126	269,229	791,575	15,858
		2nd half	124,577	259,064	809,590	29,210
		Total .	233,703	528,293	1,601,165	45,068
XLIX	Guntakal-Mysore frontier	1st half	6,320	6,629	80,431	4,366
		2nd half	7,632	18,521	80,557	5,961
		Total .	13,952	25,150	160,988	10,327
L	Southern Mahratta (Mysore section)	1st half	791	40,119	238,846	1,218
		2nd half	3,029	29,982	254,252	3,422
		Total .	3,820	70,101	493,098	4,640
LI	South Indian	1st half	456,269	585,915	544,341	34,300
		2nd half	465,389	645,916	553,515	40,059
		Total .	921,658	1,231,831	1,097,856	74,359
LII	Májavaram-Mutupet	1st half	80	8,062	56,610	389
		2nd half	168	6,374	57,588	240
		Total .	248	15,336	114,198	629
LIII	Assam-Bengal (b)	1st half	...	...	...	...
		2nd half	761	114,228	42,857	2,431
		Total .	761	114,228	42,857	2,431
LIV	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch). Dacca section	1st half	136,261	224,156	441,778	3,711
		2nd half	132,118	273,420	451,155	1,291
		Total .	268,379	497,576	892,933	5,002
LV	Burma (state)	1st half	223,041	298,524	476,614	36,469
		2nd half	241,719	180,341	529,486	22,585
		Total .	44,760	478,865	1,006,100	59,054
LVII	Deoghur	1st half	Details not furnished.			
		2nd half	...			
LVIII	Rohilkund and Kumaon (Company's section).	1st half	15,188	49,171	180,126	8,498
		2nd half	897	31,600	176,194	3,862
		Total .	16,085	80,771	356,320	12,360
LIX	Bengal Dooars	1st half	...	89	16,377	2,177
		2nd half	...	2,232	15,612	2,379
		Total .	...	2,321	31,989	4,556
LX	TOTAL METRE GAUGE carried over	1st half	1,320,360	3,775,979	4,787,995	231,450
		2nd half	1,362,002	2,629,862	5,005,870	163,763
		Total (c)	2,682,362	6,405,841	9,793,865	395,213

A—continued.

RAILWAYS—(PART I)—continued.

TRAIN-MILEAGE—continued.

of Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1895.	Serial Number.	REMARKS.
Coaching.	Goods.						
9,194,047 9,361,604	14,234,479 11,537,120	23,428,526 20,898,724	3,769,045 3,423,427	27,197,571 24,322,151	1st half 2nd half	}	
18,555,651	25,771,599	44,327,250	7,192,472	51,519,722	Total		
42,339 45,282	130,610 81,008	172,949 126,290	29,569 19,623	202,518 145,913	1st half 2nd half	}	XL
87,621	211,618	299,239	49,192	348,431	Total		
9,236,386 9,406,886	14,365,089 11,618,128	23,601,475 21,025,014	3,798,614 3,443,050	27,400,089 24,468,064	1st half 2nd half	}	
18,643,272	25,983,217	44,626,489	7,241,664	51,868,153	Total		
361,832 409,195	535,216 430,792	897,048 839,987	179,471 161,071	1,076,519 1,001,058	1st half 2nd half	}	XLI
771,027	966,008	1,737,035	340,542	2,077,577	Total		
...	...	...	...	...	1st half 2nd half	}	XLIV
1,112,901 1,132,542	2,736,031 1,562,430	3,848,932 2,694,972	509,093 421,490	4,358,025 3,116,462	1st half 2nd half			}	XLV
2,245,443	4,298,461	6,543,904	930,583	7,474,487	Total	}	XLVI
3,157 4,199	3,093 2,125	6,250 6,324	1,319 1,019	7,569 7,343	1st half 2nd half			}	XLVII
7,356	5,218	12,574	2,338	14,912	Total		
412,877 439,975	772,911 782,466	1,185,788 1,222,441	110,517 110,713	1,296,305 1,333,154	1st half 2nd half	}	XLVIII
852,852	1,555,377	2,408,229	221,230	2,629,459	Total		
37,266 39,046	60,480 73,625	97,746 112,671	2,837 2,889	100,583 115,560	1st half 2nd half	}	XLIX
76,312	134,105	210,417	5,726	216,143	Total		
119,117 123,604	161,857 167,081	280,974 290,685	22,677 25,859	303,651 316,544	1st half 2nd half	}	L
242,721	328,938	571,659	48,536	620,195	Total		
748,879 767,932	871,946 936,947	1,620,825 1,704,879	290,774 291,740	1,911,599 1,996,619	1st half 2nd half	}	LI
1,516,811	1,808,893	3,325,704	582,514	3,908,218	Total		
42,062 45,269	23,979 19,101	66,041 64,370	8,351 10,526	74,392 74,896	1st half 2nd half	}	LII
87,331	43,080	130,411	18,877	149,288	Total		
24,437	135,840	160,277	38,521	198,798	1st half	}	LIII
24,437	135,840	160,277	38,521	198,798	2nd half		
364,037	441,869	805,906	189,433	995,339	Total	}	LIV
366,423	491,561	857,984	187,437	1,045,421	Total		
730,460	933,430	1,663,890	376,870	2,040,760	Total	}	LVI
452,169 474,669	582,479 499,462	1,034,648 974,131	185,756 166,696	1,220,404 1,140,827	1st half 2nd half		
926,338	1,081,941	2,008,779	352,452	2,361,231	Total	}	LVIII
...	...	11,860	...	11,860	1st half		
89,298 89,141	163,685 123,412	252,983 212,553	65,021 38,594	318,004 251,147	1st half 2nd half	}	LIX
178,439	287,097	465,536	103,615	569,151	Total		
10,221 10,810	8,422 9,413	18,643 20,223	2,538 4,218	21,181 24,441	1st half 2nd half	}	LX
21,031	17,835	38,866	6,756	45,622	Total		
3,753,816 3,927,242	6,361,968 5,234,255	10,115,784 9,161,497	1,567,787 1,460,773	11,683,571 10,622,270	1st half 2nd half	}	(c) Including the Deoghur railway for which yearly figures are shown.
7,681,058	11,596,223	19,289,141	3,028,560	22,317,701	Total (c)		

(a) Including the Godhra-Bulandshahr (standard gauge) railway, except in the case of total "train-mileage," "assisting, shunting, and miscellaneous mileage" and "total engine-mileage."

(b) Opened for traffic on the 1st July 1895.

(c) Including the Deoghur railway for which yearly figures are shown.

APPEND
STATISTICS OF INDI
STATEMENT

[From No.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	TRAIN-MILES.			
			Passengers.	Goods.	Mixed.	Light.
	METRE GAUGE—concl'd.					
	Brought forward METRE GAUGE	1st half 2nd half	1,320,360 1,362,002	3,775,979 2,629,862	4,787,995 5,005,870	231,450 163,763
		Total . (a)	2,682,362	6,405,841	9,793,865	395,213
LX	Dibru-Sadiya	1st half 2nd half	... ...	37,334 30,169	56,210 57,286	......
		Total .	...	67,503	113,496	...
LXIII	The Gaekwar's Mehsana	1st half 2nd half	40 24	22,207 3,985	41,054 41,955	180 37
		Total .	64	26,192	83,009	217
LXIV	Kolhapur	1st half 2nd half	3,773 5,850	620 696	17,521 15,737	......
		Total .	9,623	1,316	33,258	...
LXV	Yesvantpur-Mysore frontier	1st half 2nd half	5,312 5,494	3,317 7,280	32,239 32,703	1,280 3,281
		Total .	10,806	10,597	64,942	4,561
LXVI	Mysore-Naujangud	1st half 2nd half	6,945 7,905	249 15	3,930 3,480	30 30
		Total .	14,850	264	7,410	60
LXVII	Jodhpore-Bickaneer— Jodhpore section	1st half 2nd half	876 824	9,374 3,376	139,431 141,606	447 396
		Total .	1,700	12,750	281,037	843
	Bickaneer section	1st half 2nd half	87 175	... ...	15,747 16,008	... 86
		Total .	262	...	31,755	86
LXVIII	Oodeypore-Chitor	1st half 2nd half	... 318	... 2,088	... 18,360	... 114
		Total .	318	2,088	18,360	114
LXIX	Bhavnagar-Gondal-Junagarh- Porbandar	1st half 2nd half	40,158 40,422	129,833 42,418	162,820 131,955	5,379 4,776
		Total .	80,580	172,251	294,775	10,155
LXX	Jetalsar-Rajkot	1st half 2nd half	2,465 988	4,734 2,453	15,640 16,192	276 648
		Total .	3,453	7,187	31,832	924
	TOTAL METRE GAUGE	1st half 2nd half	1,380,016 1,424,002	3,983,647 2,722,342	5,272,587 5,481,152	239,042 173,131
		Total .	2,804,018	6,705,989	10,753,739	412,173
	SPECIAL GAUGES.	(a)				
	Cherra-Companyganj (2' 6")	1st half 2nd half	......	......	......	......
		Total .	...	...	...	...
LYXVII	Jorhat (2' 0")	1st half 2nd half	......	......	......	......
		Total .	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half 2nd half	18,373 18,677	71,571 51,982	......	......
		Total .	37,050	123,553	...	...
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half	1,882 502	19,152 2,786	25,974 26,356	20 272
		Total .	2,384	21,938	52,330	292
LXXXII	Cooch Behar (2' 6")	1st half 2nd half	87 114	44 635	8,007 7,740	... 29
		Total .	201	679	15,753	29
LXXXIII	Morvi (2' 6")	1st half 2nd half	34,442 34,808	16,698 3,108	34,028 34,592	......
		Total .	69,250	19,806	68,620	...
	TOTAL SPECIAL GAUGES	1st half 2nd half	54,784 54,101	107,465 58,511	68,009 68,694	20 301
		Total .	108,885	165,976	136,703	321
	TOTAL OF ALL GAUGES FOR THE YEAR	...	13,067,472	25,800,063	25,156,358	1,690,400

continued.

ILWAYS—(PART I)—continued.

IN-MILEAGE—concluded.

venue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

RAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1895.	Serial Number.	REMARKS.
Coaching.	Goods.						
3,753,816 3,927,242	6,361,968 5,234,255	10,115,784 9,161,497	1,567,787 1,460,773	11,683,571 10,622,270	1st half 2nd half	(a) Including the Deoghur railway, for which yearly figures are shown.	
7,681,058	11,596,223	19,289,141	3,028,560	22,317,701	Total		
18,737 19,095	74,807 68,360	93,544 87,455	32,146 31,134	125,690 118,589	1st half 2nd half		} LX
37,832	143,167	180,999	63,280	244,279	Total		
28,407 30,201	35,074 15,800	63,481 46,001	13,086 8,189	76,567 54,190	1st half 2nd half		} LXIII
58,608	50,874	109,482	21,275	130,757	Total		
16,584 17,348	5,330 4,935	21,914 22,283	86 87	22,000 22,370	1st half 2nd half		} LXIV
33,932	10,265	44,197	173	44,370	Total		
18,760 18,931	23,388 29,827	42,148 48,758	610 291	42,758 49,049	1st half 2nd half		} LXV
37,691	53,215	90,906	901	91,807	Total		
9,749 10,463	1,405 967	11,154 11,430	45 45	11,199 11,475	1st half 2nd half		} LXVI
20,212	2,372	22,584	90	22,674	Total		
77,498 80,185	72,630 66,017	150,128 146,202	10,342 9,742	160,470 155,944	1st half 2nd half		} LXVII
157,683	138,647	295,330	20,084	316,414	Total		
8,567 9,208	7,267 7,061	15,834 16,269	451 380	16,285 16,649	1st half 2nd half		}
17,775	14,328	32,103	831	32,934	Total		
13,204	7,676	20,880	2,634	23,514	1st half 2nd half		} LXVIII
13,204	7,676	20,880	2,634	23,514	Total		
150,138 133,254	188,052 86,317	338,190 219,571	27,604 16,231	365,794 235,802	1st half 2nd half		} LXIX
283,392	274,369	557,761	43,835	601,596	Total		
14,729 13,675	8,386 6,006	23,115 20,281	2,606 2,751	25,721 23,032	1st half 2nd half	} LXX	
28,404	14,992	43,396	5,357	48,753	Total		
4,096,985 4,272,806	6,778,307 5,527,821	10,875,292 9,800,627	1,654,763 1,532,257	12,530,055 11,332,884	1st half 2nd half	}	
8,369,791	12,306,128	20,687,779	3,187,020	23,874,799	Total		
...	...	6,750	...	6,750	1st half	}	
...	...	6,642	...	6,642	2nd half		
...	...	13,392	...	13,392	Total	} LXXVII	
...	...	12,526	...	12,526	1st half		
...	...	12,730	...	12,730	2nd half	}	
...	...	25,256	...	25,256	Total		
18,373 18,677	71,571 51,982	89,944 70,659	...	89,944 70,659	1st half 2nd half	} LXXVIII	
37,050	123,553	160,603	...	1,60,603	Total		
16,798 17,214	30,230 12,705	47,028 29,916	446 350	47,474 30,266	1st half 2nd half	} LXXX	
34,009	42,935	76,944	796	77,740	Total		
4,624 4,939	3,514 3,585	8,138 8,524	494 293	8,632 8,817	1st half 2nd half	} LXXXII	
9,563	7,099	16,662	787	17,449	Total		
51,119 54,833	34,049 17,675	85,168 72,508	8,865 9,184	94,033 81,692	1st half 2nd half	} LXXXII	
105,952	51,724	157,676	18,049	175,725	Total		
90,914 95,660	139,364 85,947	249,554 200,979	9,805 9,827	259,359 210,806	1st half 2nd half	}	
186,574	225,311	450,533	19,632	470,165	Total		
27,199,637	38,514,656	65,764,801	10,448,316	76,213,117	...		

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Interest on capital.	Net earnings.	DIFFERENCE.	
					Excess.	Deficiency.
			R	R	R	R
STANDARD GAUGE.						
I	East Indian	1st half	(a) 1,55,27,162	2,00,62,377	45,35,215	...
		2nd half	(a) 1,55,29,663	1,76,33,079	21,03,416	...
		Total .	3,10,56,825	3,76,95,456	66,38,631	...
II	Bengal-Nágpur	1st half	24,23,205	27,13,484	2,90,279	...
		2nd half	24,33,595	8,27,959	...	16,05,636
		Total .	48,56,800	35,41,443	...	13,15,357
III	Indian Midland	1st half	22,97,481	9,08,122	...	13,89,359
		2nd half	23,00,015	7,40,239	...	15,59,776
		Total .	45,97,496	16,48,361	...	29,49,135
IV	Bhopal-Itársi (British section)	1st half	44,471	23,827	...	20,644
		2nd half	44,852	22,287	...	22,565
		Total .	89,323	46,114	...	43,209
VI	Wardha Coal	1st half	99,754	50,381	...	49,373
		2nd half	99,785	25,981	...	73,804
		Total .	1,99,539	76,362	...	1,23,177
II	Dhond-Manmád	1st half	2,24,599	2,28,511	3,912	...
		2nd half	2,25,505	1,79,723	...	45,782
		Total .	4,50,104	4,08,234	...	41,870
VIII	East Coast (state) (Bezwada extension)	1st half	28,623	49,013	20,390	...
		2nd half	28,616	46,106	17,490	...
		Total .	57,239	95,119	37,880	...
XII	North Western (state)	1st half	(b) 1,13,37,290	97,80,029	...	15,57,261
		2nd half	(b) 1,12,03,707	66,66,968	...	45,36,739
		Total .	2,25,40,997	1,64,46,997	...	60,94,000
XIII	Hyderabad-Shadipalli	1st half	35,662	29,195	...	6,467
		2nd half	35,418	17,413	...	18,005
		Total .	71,080	46,608	...	24,472
XIV	Oudh and Robilkhand (state)	1st half	32,27,419	33,74,748	1,47,329	...
		2nd half	31,42,530	18,81,198	...	12,61,332
		Total .	63,69,949	52,55,946	...	11,14,003
XV	Eastern Bengal (state)	1st half	(b) 21,09,964	19,02,828	...	2,07,136
		2nd half	(b) 20,47,032	35,99,075	15,52,043	...
		Total .	41,56,996	55,01,903	13,44,907	...
XVI	Bengal Central	1st half	3,09,609	1,79,158	...	1,30,451
		2nd half	2,99,335	2,19,651	...	79,684
		Total .	6,08,944	3,98,809	...	2,10,135
XVII	Calcutta Port Commissioners'	1st half	(c) 37,254	84,527	47,273	...
		2nd half	(c) 37,254	92,612	55,358	...
		Total .	74,508	1,77,139	1,02,631	...
TOTAL STANDARD . UGE carried over		1st half	3,77,02,493	3,93,86,200	16,83,707	...
		2nd half	3,74,27,307	3,19,52,291	...	54,75,016
		Total .	7,51,29,800	7,13,38,491	...	37,91,309

(a) Including contribution to Provident Fund and Annuity.
(b) Including Annuity.
(c) Including contribution to Sinking Fund.

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Interest on capital.	Net earnings	DIFFERENCE.	
					Excess.	Deficiency.
			R	R	R	R
	STANDARD GAUGE—<i>consolid.</i>					
	Brought forward STANDARD GAUGE	{ 1st half 2nd half Total .	3,77,02,493 3,74,27,307 7,51,29,800	3,93,86,200 3,19,52,291 7,13,38,491	16,83,707	54,75,016 ... 37,91,309
XVIII	East Coast (state)	{ 1st half 2nd half Total .	9,22,063 9,72,029 18,94,092	2,39,087 90,097 3,29,184	... ... ...	6,82,976 8,81,932 15,64,908
XXIV	Great Indian Peninsula	{ 1st half 2nd half Total .	(a) 66,75,065 65,51,947 1,32,27,012	99,34,252 49,01,751 1,48,36,003	32,59,187 ... 16,08,991	... 16,50,196 ...
XXV	Bombay, Baroda and Central India	{ 1st half 2nd half Total .	23,27,816 (a) 24,44,484 47,72,300	73,88,775 36,58,763 1,10,47,538	50,60,959 12,14,279 62,75,238	.........
XXVI	Madras	{ 1st half 2nd half Total .	(a) 29,16,992 29,07,475 58,24,467	30,24,901 28,53,828 58,78,729	1,07,909 ... 54,262	... 53,647 ...
XXXI	Khámgaon.	{ 1st half 2nd half Total .	10,212 10,391 20,603	17,552 8,478 26,030	7,340 ... 5,427	... 1,913 ...
XXXII	Amráoti	{ 1st half 2nd half Total .	8,979 8,998 17,977	24,786 13,466 38,252	15,807 4,468 20,275	.........
XXXV	Bhopal-Itársi (Native state section)	{ 1st half 2nd half Total .	1,00,000 1,00,000 2,00,000	53,250 49,571 1,02,821	... ... ...	46,750 50,429 97,179
XXXVI	The Nizam's Guaranteed State	{ 1st half 2nd half Total .	(b) 13,96,363 (b) 13,01,695 26,98,058	9,19,245 6,57,904 15,77,149	... ... ...	4,77,118 6,43,791 11,20,909
XXXVII	The Gaekwar's Petlád	{ 1st half 2nd half Total .	14,464 14,460 28,924	28,719 17,867 46,586	14,255 3,407 17,662	.........
XXXVIII	Kolar Gold-fields	{ 1st half 2nd half Total .	13,057 13,171 26,228	31,046 35,333 66,379	17,989 22,162 40,151	.........
XI	Rájpura-Bhátinda	{ 1st half 2nd half Total .	1,34,476 1,34,137 2,68,613	3,62,085 2,31,421 5,93,506	2,27,609 97,284 3,24,893	.........
XLI	Jammu and Kashmir (Native state section).	{ 1st half 2nd half Total .	19,209 19,200 38,409	9,270 8,993 18,263	... ... ...	9,939 10,207 20,146
	TOTAL STANDARD GAUGE carried over (c)	{ 1st half 2nd half Total .	5,22,41,189 5,19,05,294 10,41,46,483	6,14,19,168 4,44,79,763 10,58,98,931	91,77,979 ... 17,52,448	... 74,25,531 ...

(a) Including contribution to Provident Fund.

(b) Including contribution to Sinking Fund.

(c) Excluding the Godhra-Butlam, the Delhi-Umballa-Kalka and the Tarkessur, the Bina-Gooná and the Bhopal-Ujjain railways.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—continued.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Interest on capital.	Net earnings.	DIFFERENCE.	
					Excess.	Deficiency.
			R	R	R	R
XLIII	Brought forward STANDARD GAUGE METRE GAUGE.	1st half	5,22,41,189	6,14,19,168	91,77,979	...
		2nd half	5,19,05,294	4,44,79,763	...	74,25,531
		Total .	10,41,46,483	10,58,98,931	17,52,448	...
XLIII	Bengal and North-Western— Tirhoot section	1st half	5,08,041	9,36,887	4,28,846	...
		2nd half	5,09,972	5,57,705	47,733	...
		Total .	10,18,013	14,94,592	4,76,579	...
XLIII	Company's section	1st half	7,24,505	11,21,842	3,97,337	...
		2nd half	7,24,505	6,41,391	...	83,114
		Total .	14,49,010	17,63,233	3,14,223	...
XLIV	Rohilkund and Kumaon (Lucknow- Bareilly section).	1st half	1,75,107	2,14,027	38,920	...
		2nd half	(a) 1,75,190	1,00,664	...	74,526
		Total .	3,50,297	3,14,691	...	35,606
XLV	Rajputana-Malwa (b)	1st half	(c) 40,90,929	92,23,500	51,32,571	...
		2nd half	(c) 33,36,120	52,45,695	19,09,574	...
		Total .	74,27,049	1,44,69,195	70,42,145	...
XLVI	Palanpur-Deesa	1st half	7,807	14,705	6,898	...
		2nd half	7,971	8,140	169	...
		Total .	15,778	22,845	7,067	...
XLVII	Southern Mahratta	1st half	(c) & (d) 27,19,726	14,17,715	...	13,02,011
		2nd half	(c) & (d) 26,32,498	11,92,395	...	14,40,103
		Total .	53,52,224	26,10,110	...	27,42,114
XLVIII	Guntakal-Mysore frontier	1st half	1,17,208	93,884	...	23,324
		2nd half	1,17,430	(a) 87,773	...	29,657
		Total .	2,34,638	1,81,657	...	52,981
XLIX	Southern Mahratta (Mysore section)	1st half	(a) & (c) 5,18,122	3,11,622	...	2,06,500
		2nd half	(a) & (c) 5,16,113	3,24,120	...	1,91,992
		Total .	10,34,235	6,35,742	...	3,98,492
L	South Indian	1st half	(a) & (c) 23,18,193	20,48,731	...	2,69,462
		2nd half	(a) & (c) 22,34,250	18,62,564	...	3,71,686
		Total .	45,52,443	39,11,295	...	6,41,148
LI	Mayavaram-Mutupet	1st half	47,055	48,367	1,312	...
		2nd half	48,645	45,302	...	3,343
		Total .	95,700	93,669	...	2,031
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	1st half	7,97,772	13,93,596	5,95,824	...
		2nd half	7,98,963	18,17,950	10,18,987	...
		Total .	15,96,735	32,11,546	16,14,811	...
LIII	Dacca section	1st half	1,34,748	1,17,752	...	16,996
		2nd half	1,34,501	1,43,273	8,772	...
		Total .	2,69,249	2,61,025	...	8,224
LIV	Burma (state)	1st half	13,00,717	19,70,688	6,69,971	...
		2nd half	13,84,398	7,31,669	...	6,52,729
		Total .	26,85,115	27,02,357	17,242	...
	TOTAL METRE GAUGE carried over	1st half	1,34,59,930	1,89,13,316	54,53,386	...
		2nd half	1,26,20,556	1,27,58,641	1,38,085	...
		Total .	2,60,80,486	3,16,71,957	55,91,471	...

(a) Including contribution to Provident Fund.

(b) Including the Godhra-Bunlam railway.

(c) Including share of surplus profits payable to the working company.

(d) Including contribution to Provident Fund and interest on advance by the Secretary of State.

(e) Opened for traffic on 1st July 1895.

A—continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—concluded.

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—concluded.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	RAILWAY.	1895.	Interest on capital.	Net earnings.	DIFFERENCE.	
					Excess.	Deficiency.
	METRE GAUGE—concl'd.					
	Brought forward METRE GAUGE	1st half 2nd half Total .	R 1,34,59,930 1,26,20,556 2,60,80,486	R 1,89,13,316 1,27,58,641 3,16,71,957	R 54,53,386 1,38,085 55,91,471	R
LX	Dibru-Sadiya	1st half 2nd half Total .	(a)2,28,028 2,28,391 4,56,419	1,32,975 1,36,568 2,69,543	... ... ...	95,053 91,823 1,86,876
LXIII	The Gaekwar's Mehsāna	1st half 2nd half Total .	64,149 64,933 1,29,082	1,29,965 72,475 2,02,440	65,816 7,542 73,358	.........
LXIX	Bhāvnagar-Gondal-Junāgarh-Porbandar	1st half 2nd half Total .	3,49,174 3,51,519 7,00,693	6,15,649 2,05,571 8,21,220	2,66,475 ... 1,20,527	... 1,45,948 ...
LXX	Jetalsar-Rājkot	1st half 2nd half Total .	29,931 29,970 59,901	42,424 35,024 77,448	12,493 5,053 17,546	.........
	TOTAL METRE GAUGE (b)	1st half 2nd half Total .	1,41,31,212 1,32,95,369 2,74,26,581	1,98,34,329 1,32,08,279 3,30,42,608	57,03,117 ... 56,16,027	... 87,090 ...
	SPECIAL GAUGES.					
	Cherra-Companyganj (2' 6")	1st half 2nd half Total .	7,035 7,027 14,062	1,437 1,324 2,761	... ... ...	5,598 5,703 11,301
LXXVII	Jorhāt (2' 0")	1st half 2nd half Total .	16,413 16,506 32,919	6,623 12,096 18,719	... ... ...	9,790 4,410 14,200
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half 2nd half Total .	37,962 38,162 76,124	71,900 24,864 96,764	33,938 ... 20,640	... 13,298 ...
LXXXII	Cooch Behar (2' 6")	1st half 2nd half Total .	14,450 14,617 29,067	12,660 6,540 19,200	... ... ...	1,790 8,077 9,867
LXXXIII	Morvi (2' 6")	1st half 2nd half Total .	45,198 47,988 93,186	1,19,406 80,721 2,00,127	74,208 32,733 1,06,941	.........
	TOTAL SPECIAL GAUGES (c)	1st half 2nd half Total .	1,21,058 1,24,300 2,45,358	2,13,026 1,24,545 3,37,571	91,968 245 92,213	.........
	TOTAL OF ALL GAUGES FOR THE YEAR	...	13,18,18,422	13,92,79,110	74,60,688	...

(a) Figures obtained from chapter II, part II of the Administration Report.

(b) Excluding the Assam-Bengal, the Deoghur, the Rohilkund and Kumaon (Company's section), Bengal Doonars, Kolhāpur, Yesvantpur-Mysore frontier, and Mysore-Nanjangūd and the Jodhpore-Bikaner railways, but including the Godhra-Batlam railway.

(c) Excluding the Darjeeling-Himalayan railway.

APPENDIX A—continued.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1895.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

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Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY THE STATE.	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.
			East Indian railway system.	Bengal-Nagpur.	Indian Midland railway system.	North Western (state) railway system, excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state). (f)	East Coast (state).	Great Indian Peninsula railway system. (g)	Bombay, Baroda and Central India.
DESCRIPTION OF RAILWAY WORKED.											
1	Gauge of railway	{ 1st half 2nd ,,	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"
2	Mean mileage worked Miles	{ 1st half 2nd ,,	(a)1,890'80 (b)1,918'10	862'33 862'33	753'78 859'12	1,772'63 1,802'39	797'18 797'18	373'61 373'97	374'46 416'95	1,490'23 1,490'23	460'90 460'90
3	Number of stations No.	{ 1st half 2nd ,,	258 263	94 94	(c)102 (c)121	247 249	120 120	94 98	60 64	217 217	88 88
4	Total length of the following gradients :										
	(a) $\frac{1}{10}$ and less Miles	{ 1st half 2nd ,,	5'78 5'78	... ...	... ...	5'48 1'23	... ...	... ...	... ...	19'31 19'31	......
	(b) $\frac{1}{11}$ to $\frac{1}{10}$ "	{ 1st half 2nd ,,	13'70 13'70	... ...	6'75 6'75	28'14 19'16	... ...	... ...	... ...	2'36 2'36	1'31 1'31
	(c) $\frac{1}{12}$ to $\frac{1}{11}$ "	{ 1st half 2nd ,,	27'54 27'54	83'44 83'44	4'20 4'20	77'26 76'85	... ...	... ...	... ...	62'10 62'10	0'21 0'21
	(d) $\frac{1}{13}$ to $\frac{1}{12}$ "	{ 1st half 2nd ,,	161'20 161'20	274'66 274'66	199'00 232'69	83'83 100'14	5'04 5'04	0'55 0'55	88'91 99'18	516'07 516'07	6'21 6'21
	(e) $\frac{1}{14}$ to $\frac{1}{13}$ "	{ 1st half 2nd ,,	120'72 120'72	80'48 80'48	67'32 70'63	78'27 89'02	18'05 18'05	1'09 1'09	35'17 39'63	204'78 204'78	12'9 12'9
5	Steepest gradient worked—										
	(a) Inclination	{ 1st half 2nd ,,	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{24}$ $\frac{1}{24}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{24}$ $\frac{1}{24}$	$\frac{1}{20}$ $\frac{1}{20}$	$\frac{1}{27}$ $\frac{1}{27}$	$\frac{1}{27}$ $\frac{1}{27}$
	(b) Length Miles	{ 1st half 2nd ,,	3'98 3'98	0'40 0'40	2'40 2'40	1'19 0'62	0'40 0'40	0'14 0'14	10'70 63'84	5'85 5'85	1'3 1'3
FINANCIAL RESULTS.											
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay Per cent.	{ 1st half 2nd ,,	5'17 4'50	2'76 0'84	(d)1'03 (d)0'84	(e)3'27 (e)2'31	3'23 1'79	3'17 5'91	0'58 0'19	3'52 1'75	7'3 3'6
7	Percentage of net earnings for each half-year on paid up capital "	{ 1st half 2nd ,,	... ...	2'73 0'83	(d)1'02 (d)0'83	... ...	... ...	... ...	... ...	3'52 1'75	7'3 3'6
OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)											
8	Capital outlay per mile open R	{ 1st half 2nd ,,	2,04,943 2,06,072	1,11,052 1,11,482	(d)1,27,439 (d)1,27,307	(e)1,81,489 (e)1,77,785	1,27,220 1,28,108	2,26,129 2,28,835	97,750 1,03,785	2,13,069 2,13,427	2,10,14 2,13,01
9	Total earnings per mile open per week "	{ 1st half 2nd ,,	600 527	199 107	137 104	404 315	293 203	392 570	101 81	507 365	90 56
10	Total working expenses per mile open per week "	{ 1st half 2nd ,,	185 168	78 70	86 66	180 159	130 113	181 174	72 70	245 233	29 25
11	Total earnings per train-mile "	{ 1st half 2nd ,,	5'02 4'67	5'11 3'46	3'70 3'38	4'13 3'84	3'57 3'29	4'10 4'91	2'95 2'26	4'06 3'61	7'4 5'8
12	Total working expenses per train-mile "	{ 1st half 2nd ,,	1'55 1'49	2'01 2'27	2'34 2'16	1'84 1'93	1'59 1'82	1'89 1'50	2'11 1'96	1'96 2'30	2'4 2'7
13	Net earnings per train-mile "	{ 1st half 2nd ,,	3'47 3'18	3'10 1'19	1'36 1'22	2'29 1'91	1'98 1'47	2'21 3'41	0'84 0'31	2'10 1'31	5'0 3'1
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) "	{ 1st half 2nd ,,	3'97 3'94	4'76 6'33	6'94 6'78	5'09 5'57	4'67 5'67	6'54 4'36	6'35 6'78	6'65 8'51	5'5 7'6
15	Percentage of total working expenses on total earnings Per cent.	{ 1st half 2nd ,,	30'91 31'95	39'26 55'60	63'22 63'96	44'55 50'35	44'49 55'38	46'21 30'62	71'59 86'48	48'24 63'69	32'4 46'1
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores "	{ 1st half 2nd ,,	29'47 30'19	37'90 64'22	62'28 63'14	42'36 48'38	42'62 54'05	45'31 30'07	69'83 85'85	46'36 62'15	31'5 44'7
(Inclusive of Steam-boat Service.)											
17	Percentage of total working expenses on total earnings (for details, see items 123-29) Per cent.	{ 1st half 2nd ,,	31'04 32'11	39'26 65'60	63'22 63'96	44'65 50'40	44'49 55'38	47'84 31'18	76'25 89'96	48'24 63'69	32'4 46'1

(a) Including 33'75 miles of the Eastern Bengal (state) railway, and 1 mile of the Rajputana-Malwa railway, worked over by the undertaking.
 (b) Including 34'50 miles of the Eastern Bengal (state) railway, and 1 mile of the Rajputana-Malwa railway, worked over by the undertaking.
 (c) Including Agra junction and Tundla.
 (d) Indian Midland railway only.
 (e) Excluding the Hyderabad-Shadipalli and the Rajputana-Bhatinda railways, and the Jammu and Kashmir railway (Native state section).
 (f) Including the Bengal Central railway, excepting items 6, 8 and 196 to 199.
 (g) Including the Dhond-Manmad, the Wardha Coal, the Khamsaon, and the Amraoti railways, excepting items 6 to 8 and 196 to 199.

—continued.

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1895

Table with columns: GAUGE, STATE LINES WORKED BY COMPANIES, STATE LINES WORKED BY THE STATE, ASSISTED COMPANY, LINES OWNED AND WORKED BY NATIVE STATES, 1895, Progressive number. Rows include various railway systems like Madras, Nizam's, Bengal, Rajputana, Southern Mahratta, South Indian, Assam-Bengal, Eastern Bengal, Burma, Rohilkund and Kumaon, Jodhpore-Bickaneer, Bhavnagar-Gondal-Junagarh-Porbandar.

(h) Including the Bezwada extension (East Coast state railway) excepting items 6 to 8. (i) Although for convenience classed amongst state railways, the company's section of the line is the property of the Bengal and North-Western Railway Company. (j) The line having been only recently opened for traffic, reliable statistics are not available. (k) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native States as separate undertakings from the Bhavnagar-Gondal-Junagarh-Porbandar railway.

APPENDIX STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

Table with columns for Progressive number, HEADINGS, 1895, STATE LINES WORKED BY COMPANIES (I, II, III, XII, XIV, XV, XVIII), and LINES WORKED BY COM (XXIV, XXV). Rows include expenditure details, coaching traffic, and unit-mileage statistics.

* Excluding steam boat expenses, and after deducting telegraph and sundry receipts... Plus the ton-mileage of other coaching traffic. (a) Third class by mail trains. (b) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.												
GUARANTEED LINES.	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
		XLIII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.		LXVII.	LXIX.			
XXVI.	XXXVI.	Bengal and North- Western railway system.	Rajputana- Malwa.	Southern Maharatta railway system.	South Indian railway system.	Assam- Bengal. (c)	Eastern Bengal (state), including the Kaunia- Dharila (27 6" gauge) branch.	Burma (state).	LVIII. Rohilkund and Kumaon railway system.	Jodhpore- Bikaner.	Bikaner section.	Bhavnagar- Gondal- Junagarh- Porbandar railway system.		
Madras railway system.	The Nizam's Guaranteed State railway system.									Jodhpore section.				
26,27,789 26,18,411	8,40,170 8,21,490	9,73,147 10,23,983	48,24,951 42,45,117	26,35,160 24,94,895	24,24,383 26,54,583		10,44,022 10,03,986	18,55,228 19,62,917	3,50,499 3,06,391	2,15,020 1,74,563	15,964 17,120	6,41,852 5,43,177	1st half 2nd "	18
9,27,167 9,50,603	2,00,191 2,24,107	3,32,428 4,34,469	9,45,860 13,93,641	9,35,284 9,12,341	11,36,619 12,15,074		3,78,282 3,41,466	6,65,338 8,49,891	1,17,817 1,21,844	1,11,438 96,744	8,769 9,878	2,59,088 3,11,369	1st half 2nd "	19
17,00,622 16,67,808	6,39,979 5,97,383	6,40,719 5,89,514	38,89,091 28,51,476	16,99,876 15,82,554	12,87,764 14,39,509		6,65,740 6,62,520	11,89,890 11,13,026	2,32,682 1,84,547	1,03,582 77,819	7,195 7,242	3,82,764 2,31,808	1st half 2nd "	21
1'42 1'40	1'21 1'16	1'18 1'15	1'51 1'31	1'06 1'04	1'00 1'00		1'25 1'26	1'22 1'12	1'05 1'05	1'00 0'99	0'98 0'98	1'13 1'07	1st half 2nd "	
0'77 0'77	0'93 0'94	0'91 0'89	0'88 0'85	0'97 0'98	1'00 1'00		0'86 0'87	0'88 0'90	0'97 0'96	1'00 1'01	1'02 1'03	0'91 0'91	1st half 2nd "	
1'19 1'20	1'12 1'02	1'29 1'20	1'43 1'20	1'14 1'20	1'15 1'16		1'32 1'11	1'42 1'31	1'37 1'33	1'01 0'95	0'91 0'87	1'11 1'15	1st half 2nd "	
0'89 0'89	0'96 0'99	0'85 0'85	0'90 0'90	0'92 0'88	0'87 0'87		0'82 0'94	0'76 0'76	0'81 0'78	0'99 1'06	1'10 1'17	0'92 0'80	1st half 2nd "	
23,90,928 23,91,390	4,81,606 4,29,697	12,81,614 10,78,310	38,02,198 37,02,666	18,20,597 18,18,874	24,38,813 24,18,166		12,21,005 10,89,034	19,54,486 15,93,530	3,02,089 2,46,439	2,85,153 2,18,993	20,673 18,519	5,85,021 5,15,935	1st half 2nd "	
636,768 656,327	112,656 117,021	361,832 409,195	1,001,118 1,108,737	614,352 649,367	794,348 816,411		364,037 366,423	452,169 474,670	89,298 89,141	77,498 80,185	8,567 9,208	164,867 146,929	1st half 2nd "	
3'75 3'64	4'28 3'67	3'54 2'64	3'48 3'34	2'96 2'80	3'07 2'96		3'35 2'97	4'32 3'36	3'38 2'77	3'68 2'73	2'41 2'01	3'55 3'51	1st half 2nd "	
1,828,406 2,159,259	347,751 362,365	275,852 230,375	1,113,173 805,194	836,383 1,113,422	593,426 685,603		511,111 434,622	557,289 616,459	122,258 114,952	53,025 29,283	4,110 2,543	170,831 146,119	1st half 2nd "	
4,589,046 5,975,574	1,364,274 1,264,420	443,141 399,437	3,387,415 3,787,725	2,485,907 3,478,431	4,548,225 4,608,276		1,234,595 1,310,223	3,096,833 3,917,776	497,210 393,464	228,164 195,930	14,772 17,125	1,054,591 947,435	1st half 2nd "	
...	(a)6,960,060	860,958	11,295,580	...	...		4,609,550	...	220,984	...	...	...	1st half 2nd "	
...	(a)6,124,137	832,539	9,895,638	...	...		4,575,631	...	199,030	...	...	...	1st half 2nd "	
172,541,004 164,742,112	(b)25,743,234 (b)22,697,280	107,747,238 90,606,791	288,545,432 281,765,028	147,205,657 137,316,165	209,851,076 208,683,515		72,384,622 63,792,285	111,662,992 86,720,178	18,756,835 14,173,023	23,631,283 18,465,107	1,697,305 1,500,252	35,666,692 31,557,409	1st half 2nd "	
178,958,456 172,876,945	34,415,319 30,448,202	109,327,239 92,069,142	304,341,600 296,253,585	150,527,947 141,908,018	214,992,727 213,977,394		78,739,878 70,112,761	115,317,114 91,254,413	19,597,287 14,880,469	23,912,472 18,690,320	1,716,187 1,519,920	36,892,114 32,651,023	1st half 2nd "	
1,490,360 1,722,786	266,559 249,786	360,033 283,256	2,861,366 3,188,599	714,871 1,070,935	447,541 414,179		470,478 423,227	458,931 443,145	110,056 82,263	137,039 101,642	10,747 11,346	143,939 117,529	1st half 2nd "	
10'46 10'37	15'42 15'33	20'47 21'13	13'37 13'15	11'54 11'42	11'82 11'31		14'10 13'86	13'86 13'68	26'83 29'88	18'00 18'00	18'00 18'00	10'85 10'97	1st half 2nd "	
5'01 4'72	5'03 4'88	10'16 10'16	6'07 5'58	5'48 4'74	3'87 3'82		6'38 6'12	5'51 4'88	11'60 13'17	6'00 6'00	6'00 6'00	5'32 5'41	1st half 2nd "	
...	(a)2'50	4'79	2'99	...	...		3'07	...	4'00	...	...	...	1st half 2nd "	
...	(a)2'50	4'84	3'00	...	...		3'04	...	3'99	...	...	...	1st half 2nd "	
2'10 2'11	(b)2'00 (b)2'00	2'00 2'00	2'00 2'00	2'00 2'00	2'00 1'99		2'51 2'50	3'00 3'00	2'19 2'23	2'00 2'00	2'00 2'00	2'75 2'75	1st half 2nd "	
2'26 2'30	2'36 2'38	2'10 2'11	2'12 2'10	2'11 2'14	2'07 2'06		2'68 2'68	3'12 3'15	2'60 2'75	2'07 2'07	2'07 2'07	2'86 2'86	1st half 2nd "	
36'98 35'69	42'59 40'26	45'18 45'27	29'70 27'51	44'71 44'74	53'79 56'65		49'68 50'52	33'77 41'30	59'75 77'30	37'68 33'59	38'34 35'84	47'10 47'18	1st half 2nd "	

† To arrive at the average profit on working, convert the items showing cost per unit (77 to 80 for coaching, and 113 to 115(a) for goods) into their respective equivalents on the train-mileage basis, and then deduct the items so converted from the receipts per unit (items 23, 34, and 56 to 60 for coaching, and 93 and 102 for goods).

(c) The line having been only recently opened for traffic, reliable statistics are not available.

**APPENDIX
STATISTICS OF INDIAN**

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STANDARD										
			STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.				LINES WORKED BY TEED COM.	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.		
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North West-ern (state) railway system, excluding military lines.	Oudh and Rohil-khand (state).	Eastern Bengal (state).	East Coast (state.)	Great Indian Peninsula railway system.	Bombay, Baroda and Central India.		
COACHING TRAFFIC—contd. UNITS AND UNIT-MILEAGE— concl'd.													
Average number of units in a train—													
36	1st class No.	{ 1st half 2nd "	1'73 1'78	1'13 1'01	2'85 2'74	1'70 1'83	1'69 1'71	1'57 1'46	0'70 0'76	2'01 2'30	2'45 1'91		
37	2nd " "	{ 1st half 2nd "	5'02 5'84	2'40 2'44	8'18 7'86	5'56 5'52	4'90 5'37	3'68 3'94	2'41 2'44	8'45 8'52	13'14 11'51		
38	3rd or intermediate class "	{ 1st half 2nd "	14'59 14'89	4'37 3'51	170'29 139'90	14'19 16'61	5'37 5'92	21'05 22'12	...	(a)17'10 (a)14'97	43'05 38'81		
39	4th or lowest " " "	{ 1st half 2nd "	235'59 224'71	288'57 212'68	...	193'16 183'04	227'15 209'96	176'67 162'94	341'72 285'74	(b)130'57 (b)113'47	219'49 197'04		
40	Total passenger units "	{ 1st half 2nd "	256'93 247'22	296'47 219'64	181'32 150'50	214'61 207'00	239'11 222'96	202'97 190'46	344'83 288'94	158'13 139'26	278'13 249'28		
41	Other coaching traffic . Tons	{ 1st half 2nd "	2'94 2'96	1'98 1'15	3'10 2'56	4'83 3'12	1'77 1'55	1'37 1'13	0'80 0'67	2'28 1'96	3'39 3'21		
VEHICLES AND VEHICLE-MILE- AGE—													
Number of coaching vehicles hauled one mile—													
42	1st class Vehicle-miles	{ 1st half 2nd "	3,685,445 3,820,041	381,631 398,840	957,063 937,137	2,139,841 2,315,572	1,095,646 1,042,607	710,478 710,528	210,399 219,011	3,182,086 3,242,821	641,044 624,489		
43	2nd " "	{ 1st half 2nd "	3,854,208 3,927,762	494,651 495,105	893,708 811,520	2,102,723 2,228,910	908,137 921,534	664,882 685,021	187,893 215,029	4,059,757 4,064,821	1,109,387 1,084,689		
44	3rd or intermediate class "	{ 1st half 2nd "	3,433,684 3,485,267	307,129 332,270	(a)1,060,223 (a)1,062,675	2,204,724 2,364,230	948,303 1,006,937	1,180,731 1,219,969	...	(a)1,721,811 (a)1,707,811	813,086 814,032		
45	4th or lowest " " "	{ 1st half 2nd "	24,615,424 25,195,637	3,496,914 3,685,517	(b)1,560,594 (b)1,773,425	13,171,609 13,060,878	6,157,657 5,763,887	4,440,007 4,311,963	1,990,218 1,936,052	(b)12,271,039 (b)12,440,312	4,684,736 5,009,164		
46	Other vehicles . . " "	{ 1st half 2nd "	4,225,193 4,160,391	233,940 278,486	562,853 956,840	2,748,785 2,874,246	1,172,718 885,280	1,032,264 934,007	136,128 266,265	2,809,560 2,695,542	869,294 879,936		
47	Brake-vans . . " "	{ 1st half 2nd "	4,899,309 5,304,329	388,251 465,115	683,027 791,441	3,240,395 3,093,879	897,044 994,866	568,613 575,246	232,687 239,394	3,509,063 3,417,322	917,975 939,915		
48	Total "	{ 1st half 2nd "	44,713,263 45,893,427	5,302,516 5,655,333	5,717,468 6,338,038	25,608,077 25,937,715	11,179,505 10,615,111	8,596,975 8,436,734	2,757,325 2,875,751	27,553,316 27,568,629	9,035,522 9,352,225		
Average number of vehicles in a coaching train—													
49	1st class No.	{ 1st half 2nd "	1'63 1'65	1'68 1'50	2'80 2'59	1'32 1'42	1'86 1'90	1'35 1'33	1'46 1'51	1'65 1'65	1'01 0'94		
50	2nd " "	{ 1st half 2nd "	1'70 1'70	2'19 1'87	2'61 2'25	1'30 1'36	1'54 1'67	1'27 1'28	1'30 1'49	2'10 2'07	1'75 1'64		
51	3rd or intermediate class "	{ 1st half 2nd "	1'52 1'51	1'36 1'25	7'66	1'36 1'45	1'61 1'83	2'25 2'28	...	(a)0'89 (a)0'87	1'28 1'23		
52	4th or lowest " " "	{ 1st half 2nd "	10'88 10'90	15'46 13'90	7'85	8'15 7'99	10'48 10'48	8'47 8'07	13'81 13'39	(b)6'36 (b)6'34	7'37 7'58		
53	Other vehicles . . " "	{ 1st half 2nd "	1'87 1'80	1'03 1'05	1'65 2'65	1'70 1'76	2'00 1'61	1'97 1'75	0'94 1'84	1'46 1'37	1'37 1'33		
54	Brake-vans . . " "	{ 1st half 2nd "	2'16 2'29	1'72 1'76	2'00 2'19	2'01 1'89	1'53 1'81	1'08 1'08	1'61 1'66	1'82 1'74	1'44 1'43		
55	Total "	{ 1st half 2nd "	19'76 19'85	23'44 21'33	16'72 17'53	15'84 15'87	19'02 19'30	16'39 15'79	19'12 19'89	14'28 14'04	14'22 14'15		
Average earnings per coaching vehicle per mile—													
56	1st class Pies	{ 1st half 2nd "	16'11 16'67	9'66 9'06	11'10 11'59	13'62 13'69	10'85 10'19	15'29 14'41	8'56 9'40	13'44 15'20	24'47 19'86		
57	2nd " "	{ 1st half 2nd "	19'37 21'93	6'32 7'22	14'42 15'80	17'30 16'95	15'97 16'24	17'77 18'98	15'78 13'38	17'55 17'71	35'21 33'36		
58	3rd or intermediate class "	{ 1st half 2nd "	31'71 33'35	9'17 7'92	(a)47'49 (a)40'01	31'22 34'44	13'30 12'94	28'91 29'43	...	(a)57'50 (a)51'64	100'76 94'31		
59	4th or lowest " " "	{ 1st half 2nd "	54'47 51'70	37'29 30'55	(b)67'30 (b)51'93	53'35 51'53	54'20 50'01	53'23 52'22	49'27 42'76	(b)49'57 (b)42'92	70'15 61'30		
60	Other vehicles . . " "	{ 1st half 2nd "	49'11 48'31	67'80 49'53	68'21 36'46	80'42 58'02	34'46 39'07	34'79 32'64	47'88 19'60	57'43 57'68	74'97 71'67		

(a) Third class by mail trains.
(b) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive number.
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY. LVIII. Rohilkund and Ku- maon rail- way sys- tem.	LINES OWNED AND WORKED BY NATIVE STATES.				
		XLIII. Bengal and North- Western railway system.	XLV. Rajputana- Malwa.	XLVII. Southern Maharatta railway system.	L. South Indian railway system.	LII. Assam- Bengal (c)	LIII. Eastern Ben- gal (state), including the Kaunia Dharila (2' 6" gauge) branch.	LIV. Burma (state).		LXVII. Jodhpore-Bickaneer.		LXIX. Bhavnagar- Gondal- Junagarh- Porbandar railway system.		
2'87	3'09	0'76	1'02	1'36	0'75	1'40	1'23	1'37	0'68	0'48	1'04	1st half	36	
3'29	3'10	0'56	0'73	1'71	0'84	1'19	1'30	1'29	0'37	0'28	0'99	2nd "		
7'21	12'11	1'22	3'10	4'05	5'72	3'39	6'85	5'57	2'94	1'72	6'40	1st half	37	
9'10	10'80	0'98	3'42	5'36	5'64	3'57	8'25	4'41	2'44	1'86	6'45	2nd "		
...	(a) 61'78	2'38	10'35	12'66	...	2'47	1st half	38	
...	246'29	2'03	8'92	...	...	12'49	...	2'23	...	...	...	2nd "
270'96	(b) 228'51	297'78	264'45	239'61	264'18	198'84	246'95	210'05	304'93	198'12	216'33	1st half	39	
251'01	...	221'43	254'13	211'46	255'61	174'09	182'70	159'00	230'28	162'93	214'78	2nd "		
281'04	305'49	302'14	278'92	245'02	270'65	216'29	255'03	219'46	308'55	200'32	223'77	1st half	40	
263'40	260'19	225'00	267'20	218'53	262'09	191'34	192'25	166'93	233'09	165'07	222'22	2nd "		
2'34	2'37	1'00	2'62	1'16	0'56	1'29	1'02	1'33	1'77	1'25	0'87	1st half	41	
2'62	2'13	0'70	2'88	1'57	0'51	1'16	0'93	0'92	1'27	1'23	0'80	2nd "		
939,032	290,763	716,437	1,605,802	685,271	740,485	558,157	585,581	200,710	92,871	9,593	231,533	1st half	42	
963,552	285,425	729,591	1,623,893	763,161	750,622	496,464	658,681	191,455	92,208	9,726	187,688	2nd "		
1,006,885	251,837	643,399	1,553,871	769,071	1,182,285	564,813	1,035,977	142,675	86,533	8,698	263,129	1st half	43	
1,067,196	261,435	659,247	1,547,097	866,621	1,127,962	500,807	1,116,150	143,444	87,735	8,896	240,522	2nd "		
...	1,239,732	354,388	1,006,266	810,733	...	149,713	1st half	44	
...	...	301,921	994,468	...	...	808,282	...	175,875	...	...	...	2nd "
6,296,406	1,301,575	6,851,685	14,526,921	8,175,878	9,914,782	4,344,264	6,085,055	1,475,074	1,180,774	117,832	1,922,915	1st half	45	
6,374,482	...	7,053,217	15,471,520	8,447,389	10,130,319	4,303,524	5,520,272	1,300,407	1,128,186	117,344	1,610,884	2nd "		
842,559	250,404	289,888	1,286,080	487,885	1,862,254	753,626	679,630	100,278	71,169	1,264	116,389	1st half	46	
841,689	323,368	248,018	1,303,131	669,684	1,883,826	725,989	655,354	92,470	41,482	1,524	106,891	2nd "		
...	343,923	644,054	2,855,248	915,225	162,303	420,473	668,586	166,947	213,655	15,965	440,427	1st half	47	
...	328,869	736,536	3,039,441	998,063	166,744	434,505	733,455	174,950	217,162	16,399	379,134	2nd "		
9,084,882	2,376,659	9,499,851	22,834,188	11,033,330	13,862,109	7,452,066	9,054,829	2,235,397	1,645,002	153,352	2,974,393	1st half	48	
9,246,919	2,500,672	9,788,530	23,979,550	11,744,918	14,059,473	7,269,571	8,683,912	2,084,601	1,566,773	153,889	2,525,119	2nd "		
1'48	2'58	1'98	1'47	1'12	0'93	1'53	1'30	2'25	1'20	1'12	1'40	1st half	49	
1'47	2'44	1'78	1'46	1'18	0'92	1'35	1'39	2'15	1'15	1'06	1'28	2nd "		
1'58	2'24	1'78	1'43	1'25	1'49	1'55	2'29	1'60	1'12	1'02	1'60	1st half	50	
1'63	2'23	1'61	1'40	1'33	1'38	1'37	2'35	1'61	1'09	0'97	1'64	2nd "		
...	11'00	0'98	0'92	2'23	...	1'67	1st half	51	
...	...	0'88	0'90	...	...	2'21	...	1'97	...	...	...	2nd "
9'89	11'12	18'93	13'31	13'31	12'48	11'93	13'46	16'52	15'24	13'75	11'66	1st half	52	
9'71	...	17'24	13'95	13'01	12'41	11'74	11'63	14'66	14'07	12'74	10'96	2nd "		
1'32	2'22	0'80	1'18	0'79	2'35	2'07	1'50	1'12	0'92	0'15	0'71	1st half	53	
1'28	2'77	0'61	1'18	1'03	2'31	1'98	1'38	1'04	0'52	0'17	0'73	2nd "		
...	3'05	1'78	2'62	1'49	0'20	1'16	1'48	1'87	2'76	1'86	2'67	1st half	54	
...	2'81	1'80	2'74	1'54	0'20	1'19	1'54	1'96	2'71	1'78	2'58	2nd "		
14'27	21'09	26'25	20'93	17'96	17'45	20'47	20'03	25'03	21'24	17'90	18'04	1st half	55	
14'09	21'37	23'92	21'63	18'09	17'22	19'84	18'29	23'39	19'54	16'72	17'19	2nd "		
20'37	18'44	7'88	9'27	14'09	9'46	12'91	13'19	16'34	10'28	7'71	8'01	1st half	56	
23'23	19'45	6'67	6'52	16'66	10'33	12'13	12'80	17'94	5'72	4'71	8'54	2nd "		
22'84	27'27	7'00	13'23	17'70	14'60	14'38	16'48	40'42	15'82	10'19	21'31	1st half	57	
26'41	23'67	6'16	13'66	19'02	15'60	16'02	17'12	36'13	13'40	11'55	21'32	2nd "		
...	55'57	11'64	35'60	17'47	...	5'90	1st half	58	
...	46'64	11'14	29'77	...	...	17'19	...	4'52	...	...	...	2nd "
57'46	55'57	31'46	39'64	36'00	42'32	41'80	55'05	27'77	40'03	28'81	51'01	1st half	59	
54'45	46'64	25'70	36'32	32'50	41'01	37'13	47'12	24'15	32'73	25'57	53'87	2nd "		
65'41	45'34	56'11	66'08	65'51	12'93	31'01	22'81	70'94	72'55	(d) 325'97	58'25	1st half	60	
73'05	31'10	51'71	67'31	67'95	12'46	29'45	27'92	68'77	82'29	(d) 266'85	51'88	2nd "		

(c) The line having been only recently opened for traffic, reliable statistics are not available.

(d) The high results as compared with other lines are due to the exclusion of the mileage of brakevans, in which the greater portion of other coaching traffic was carried.

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY TRED COM	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North West-ern (state) railway sys-tem, excluding military lines.	Oudh and Rohil-khand (state).	Eastern Bengal (state).	East Coast (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India.
COACHING TRAFFIC—contd.											
VEHICLES AND VEHICLE-MILEAGE—contd.											
Carrying capacity hauled one mile (excluding brakes)—											
61	1st class	1st half	49,760,070	5,164,028	14,285,127	31,326,985	21,583,813	15,064,000	2,634,462	44,549,204	15,425,363
		2nd "	51,864,608	5,388,636	13,616,750	33,611,426	21,071,263	15,290,040	2,795,820	45,399,501	15,684,850
62	2nd "	1st half	87,804,472	8,437,629	13,648,615	42,997,054	22,807,522	18,123,492	3,272,397	106,604,515	48,979,436
		2nd "	90,395,787	8,421,719	17,052,505 (a)	46,252,204	23,040,186	18,685,980	3,702,834	107,025,542 (a)	47,889,019
63	3rd or intermediate class	1st half	173,218,151	11,723,514	54,646,326 (a)	81,176,715	32,390,770	64,288,091	...	86,090,550 (a)	54,070,580
		2nd "	188,964,457	12,625,292	56,413,081 (b)	87,588,824	34,299,043	67,069,813	...	85,390,550 (b)	54,092,800
64	4th or lowest	1st half	1,401,709,816	169,465,855	95,888,696 (b)	714,525,715	332,950,770	257,418,103	112,615,188	613,551,950 (b)	297,502,255
		2nd "	1,474,956,765	179,043,580	107,388,256	710,068,665	311,453,104	248,827,275	110,593,133	622,015,600	314,749,115
65	Other vehicles. Tons	1st half	48,052,106	629,730	2,228,504	19,000,747	23,489,128	8,011,270	2,516,418	12,596,051	2,920,828
		2nd "	52,080,049	1,040,211	4,291,740	19,846,902	20,046,311	6,882,020	4,403,334	11,429,490	2,956,585
Percentage of freight upon capacity hauled—											
66	1st class Per cent.	1st half	7'86	4'93	6'84	8'80	4'59	5'45	3'82	8'73	10'10
		2nd "	7'93	4'99	7'27	8'88	4'45	5'11	3'93	9'93	8'07
67	2nd "	1st half	12'94	6'43	14'99	20'92	12'63	10'65	10'63	15'30	17'05
		2nd "	14'93	7'67	16'66	19'52	12'82	11'27	9'52	15'63	15'90
68	3rd or intermediate class	1st half	10'06	8'44	(a) 30'87	28'27	9'73	17'18	...	(a) 38'34	50'59
		2nd "	18'23	7'36	(a) 25'29	30'98	9'50	17'62	...	(a) 34'44	47'43
69	4th or lowest	1st half	38'04	38'51	(b) 43'12	43'71	40'10	36'00	43'74	(b) 41'06	46'88
		2nd "	35'22	31'49	(b) 33'77	42'13	37'08	34'99	37'30	(b) 35'82	41'39
70	Other vehicles	1st half	13'87	71'10	47'50	41'08	4'44	8'95	4'60	34'92	73'75
		2nd "	13'16	29'25	21'54	25'72	4'26	-8'81	2'18	33'61	71'80
WEIGHT OF TRAIN AND TON-MILEAGE—											
Gross ton-mileage of all coaching trains—											
71	Freight Ton-miles	1st half	41,938,277	4,492,036	4,873,138	28,917,418	9,572,172	7,176,357	3,109,150	23,192,698	12,987,780
		2nd "	41,581,094	3,820,967	4,282,243	25,701,908	8,309,702	6,784,970	2,614,582	20,764,784	12,213,743
72	Dead weight	1st half	514,300,277	71,503,102	81,587,066	366,615,538	145,932,980	108,603,321	40,840,349	396,494,585	138,522,744
		2nd "	550,812,717	78,239,404	88,699,414	372,306,881	141,723,406	109,865,587	42,306,024	399,880,753	147,595,002
73	Total	1st half	556,238,554	75,995,138	86,460,204	395,532,956	155,505,152	115,779,678	43,949,499	419,687,283	151,510,524
		2nd "	592,393,812	82,060,371	92,981,657	398,008,789	150,933,108	116,650,557	44,920,606	420,645,537	159,808,805
Average weight of a coaching train—											
74	Freight Tons	1st half	18'53	19'86	14'25	17'88	16'29	13'68	21'57	12'02	20'44
		2nd "	17'98	14'42	11'85	15'73	15'11	12'70	18'08	10'58	18'47
75	Dead weight	1st half	227'23	316'14	238'63	226'73	248'29	207'05	283'33	205'42	217'99
		2nd "	238'25	295'18	245'60	227'82	257'64	205'64	292'56	203'64	223'26
76	Total	1st half	245'76	336'00	252'88	244'61	264'58	220'73	304'90	217'44	238'43
		2nd "	256'23	309'60	257'45	243'55	272'75	218'34	310'64	214'22	241'73
COST OF WORKING AND PROFIT—											
77	Average cost of hauling a coach-ing train one mile R	1st half	0'98	1'59	1'76	1'25	1'24	1'44	1'94	1'45	1'31
		2nd "	1'01	1'96	1'75	1'36	1'55	0'95	2'11	1'82	1'84
78	Average cost of hauling a coach-ing vehicle with its load one mile Pies	1st half	10'66	14'12	22'90	17'28	13'57	18'09	21'24	22'28	19'75
		2nd "	11'03	19'21	21'85	18'64	16'98	12'41	22'19	28'47	27'71
79	Per passenger unit Pies	1st half	0'66	0'98	1'66	0'97	0'90	1'22	1'02	1'53	0'82
		2nd "	0'71	1'62	1'88	1'11	1'23	0'86	1'27	2'21	1'29
80	Other traffic per ton	1st half	6'28	7'78	11'79	6'21	12'03	21'91	23'09	15'47	6'75
		2nd "	6'14	17'30	20'50	9'97	14'69	16'04	52'34	21'52	9'81
81	Average profit on working a coach-ing train one mile R	1st half	3'14	2'00	1'55	2'16	2'42	1'83	2'01	1'20	3'04
		2nd "	2'98	0'72	1'04	1'80	1'88	2'12	1'24	0'56	2'06
Average profit on working a coach-ing vehicle one mile—											
82	1st class Pies	1st half	5'45	-4'46	-11'80	-3'66	-2'72	-2'80	-12'68	-8'84	4'72
		2nd "	5'64	-10'15	-10'26	-4'95	-6'79	2'00	-12'79	-13'27	-7'91
83	2nd "	1st half	8'71	-7'80	-8'48	0'02	2'40	-0'32	-5'46	-4'73	15'46
		2nd "	10'90	-11'99	-6'05	-1'69	-0'74	6'57	-8'81	-10'76	5'59
84	3rd or intermediate class	1st half	21'05	-4'95	(a) 24'59	13'94	-0'27	10'82	...	(a) 35'22	81'01
		2nd "	22'32	-11'29	(a) 18'16	15'80	-4'04	17'02	...	(a) 23'17	66'54
85	4th or lowest	1st half	43'81	23'17	(b) 44'40	36'07	40'63	35'14	28'03	(b) 27'29	50'40
		2nd "	40'67	11'34	(b) 30'08	32'89	33'03	39'81	20'57	(b) 14'45	33'53
86	Other vehicles	1st half	38'45	53'68	45'31	63'14	20'89	16'70	26'64	35'15	55'22
		2nd "	37'28	30'32	14'61	39'38	22'09	20'23	-2'59	29'21	43'90

(a) Third class by mail trains.
(b) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive number.	
GUARAN- TARIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
		XLIII. Bengal and North- Western railway system.	XLV. Rajputana- Malwa.	XLVII. Southern Maharatta railway system.	L. South Indian railway system.	LII. Assam- Bengal. (c)	LIII. Eastern Bengal (state), includ- ing theKaunia- Dharila (2' 6" gauge) branch.	LIV. Burma (state).		LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bikaner.				LXIX. BHAVNAGAR- Gondal- Junagarh- Porbandar railway system.
											Jodhpore section.	Bikaner section.			
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.														
9,586,905 10,059,202	3,711,156 3,632,419	9,109,196 9,274,324	16,973,327 17,164,549	6,963,515 7,642,188	8,156,458 8,692,879	6,802,244 6,152,554	5,351,002 6,065,606	2,408,526 2,297,460	1,084,264 1,072,013	112,571 114,222	3,086,100 2,629,883	1st half 2nd "	61		
20,034,248 21,384,111	3,191,609 4,498,515	9,579,132 9,821,870	19,423,388 19,338,713	11,810,191 13,153,709	17,976,899 18,307,670	6,777,762 6,009,684	16,588,532 17,705,289	1,712,094 1,721,328	1,106,206 1,137,642	107,584 110,066	4,851,112 4,289,630	1st half 2nd "	62		
...		8,505,312	25,196,901	...	...	18,939,848	...	2,968,056	...	...	...	1st half	63
...	74,744,057 77,677,973	8,686,104	24,901,479	...	...	18,942,224	...	3,638,368	...	...	...	2nd "	63
321,123,253		208,289,068	478,577,017	288,351,477	372,618,935	139,188,444	238,321,906	45,244,089	36,231,339	3,730,541	65,116,384	1st half	64		
325,162,327		217,101,555	512,839,314	297,053,199	392,868,236	137,585,800	203,016,293	40,622,616	35,671,042	3,741,995	54,718,912	2nd "	64		
3,211,095 3,251,278	2,382,316 3,140,274	814,504 663,798	8,179,469 8,287,913	1,356,320 1,861,722	7,418,770 7,518,280	2,551,451 2,420,425	3,056,440 2,884,162	637,678 413,795	809,374 687,287	6,435 6,096	419,000 384,808	1st half 2nd "	65		
19'07 21'47	9'37 9'98	3'03 2'48	6'56 4'69	12'01 14'57	7'28 7'89	7'51 7'06	10'41 10'16	5'08 5'00	4'89 2'73	3'65 2'23	5'54 5'50	1st half 2nd "	66		
22'91 27'94	42'75 28'11	4'63 4'07	17'44 19'59	21'05 26'44	25'30 25'17	18'22 21'80	18'67 22'13	29'04 22'86	20'63 17'22	13'73 15'56	21'74 22'09	1st half 2nd "	67		
...		10'12 9'58	44'83 39'74	...	...	24'34 24'16	...	7'45 5'47	...	...	...	1st half 2nd "	68
53'73 50'66	43'75 37'10	51'73 41'73	60'29 54'94	51'05 46'23	56'32 53'12	52'00 46'36	46'85 42'72	41'46 34'89	65'22 51'76	46'00 40'09	54'77 57'67	1st half 2nd "	69		
46'41 52'99	11'19 7'95	44'22 42'67	34'98 38'47	52'71 54'63	6'03 5'51	18'44 17'49	15'02 15'36	18'67 19'88	16'93 14'79	...	34'35 30'54	1st half 2nd "	70		
12,392,784 12,301,284	2,372,673 2,116,461	6,939,564 5,824,608	21,234,137 21,071,776	9,829,721 9,645,622	13,461,806 13,372,412	5,240,007 4,673,582	7,462,186 6,021,424	1,309,728 987,559	1,578,472 1,228,151	114,178 102,985	2,385,391 2,101,383	1st half 2nd "	71		
119,109,071 121,854,297	29,640,871 31,068,396	57,422,195 60,426,791	142,217,658 156,601,628	93,074,238 98,574,768	113,758,123 118,909,521	46,107,700 45,303,746	73,143,085 72,195,881	14,229,760 13,523,694	12,401,958 12,164,926	1,216,253 1,252,021	21,657,581 19,202,063	1st half 2nd "	72		
131,591,855 134,185,881	32,013,544 33,184,857	64,361,759 66,251,399	163,451,795 177,673,404	102,903,959 108,220,390	127,219,929 132,281,933	51,347,707 49,977,328	80,605,271 78,217,305	15,539,488 14,511,253	13,980,430 13,393,077	1,330,431 1,355,006	24,042,972 21,363,446	1st half 2nd "	73		
19'46 18'74	21'06 18'09	19'18 14'23	19'46 19'01	16'00 14'85	16'95 16'38	14'39 12'75	16'50 12'68	14'67 11'08	20'37 15'32	13'33 11'18	14'47 14'30	1st half 2nd "	74		
187'20 185'71	263'11 265'49	158'70 147'67	130'34 141'24	151'50 151'80	143'21 145'65	126'66 123'64	161'76 152'10	159'35 151'71	160'03 151'71	141'97 135'97	131'36 131'10	1st half 2nd "	75		
206'66 204'45	284'17 283'58	177'88 161'90	149'80 160'25	167'50 166'65	160'16 162'03	141'05 136'39	178'26 164'78	174'02 162'79	180'40 167'03	155'30 147'15	145'83 145'40	1st half 2nd "	76		
1'46 1'45	1'78 1'92	0'92 1'06	0'87 1'26	1'52 1'41	1'43 1'49	1'04 0'93	1'47 1'79	1'32 1'37	1'44 1'21	1'02 1'07	1'57 2'12	1st half 2nd "	77		
19'59 19'74	18'91 19'81	7'21 9'22	9'09 12'78	17'75 16'30	15'93 16'79	10'33 9'59	15'23 20'52	10'94 12'25	14'95 13'76	12'25 13'79	19'63 27'80	1st half 2nd "	78		
0'90 0'96	0'99 1'24	0'56 0'88	0'55 0'83	1'14 1'16	0'90 0'97	0'83 0'85	1'03 1'67	1'09 1'49	0'84 0'95	0'96 1'22	1'29 1'75	1st half 2nd "	79		
11'09 9'92	16'26 21'70	6'22 8'71	4'83 6'37	11'08 10'04	55'49 61'99	14'79 14'90	18'61 25'05	10'83 15'67	9'19 7'27	2'98 4'11	15'05 23'44	1st half 2nd "	80		
2'20 2'19	2'50 1'75	2'62 1'58	2'61 2'08	1'44 1'39	1'64 1'47	2'31 2'04	2'85 1'57	2'06 1'40	2'24 1'52	1'39 0'94	1'98 1'39	1st half 2nd "	81		
0'78 3'49	-0'47 -0'36	0'67 -2'55	0'18 -6'26	-3'66 0'36	-6'47 -6'46	2'58 2'54	-2'04 -7'72	5'40 5'69	-4'67 -8'04	-4'54 -9'08	-11'62 -19'32	1st half 2nd "	82		
3'25 6'67	8'36 3'86	-0'21 -3'06	4'14 0'88	-0'05 2'72	-1'03 -1'19	4'05 6'43	-1'25 -3'40	29'48 23'88	0'87 -0'36	-2'06 -2'24	1'68 -6'54	1st half 2nd "	83		
...		4'43 1'92	26'51 16'99	...	...	7'14 7'60	...	-5'04 -7'73	...	...	...	1st half 2nd "	84
37'87 34'71	36'66 26'83	24'25 16'48	30'55 23'54	18'25 16'20	26'39 24'22	31'47 27'54	39'82 26'60	16'83 11'90	25'08 18'97	16'56 11'78	31'38 26'01	1st half 2nd "	85		
45'82 53'31	26'43 11'29	48'90 42'49	56'99 54'53	47'76 51'65	-3'00 -4'53	20'68 19'86	7'58 7'40	60'00 56'52	57'60 68'53	(d) 313'72 (d) 253'06	38'62 24'02	1st half 2nd "	86		

(d) The high results as compared with other lines are due to the exclusion of the mileage of brake-vans in which the greater portion of other coaching traffic was carried.

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STANDARD									
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GU COMPA		
			I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	XII. North West-ern (state) railway system, ex-cluding mili-tary lines.	XIV. Oudh and Rohilkhand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state).	XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India.	
COACHING TRAFFIC—concl'd.												
COST OF WORKING AND PROFIT—concl'd.												
Average profit on working a coaching unit one mile—												
87	Per passenger unit Pies	{ 1st half 2nd ,,	2'06 2'03	1'11 0'48	1'23 1'03	1'44 1'33	1'75 1'44	1'53 1'93	1'05 0'83	1'16 0'51	1'81 1'33	
88	Other traffic per ton "	{ 1st half 2nd ,,	24'85 23'19	27'65 28'03	24'48 17'20	22'11 22'70	26'72 25'78	28'17 34'25	33'17 1'91	21'22 18'95	23'50 19'89	
GOODS TRAFFIC.												
GROSS RECEIPTS AND TRAIN MILEAGE—												
89	Receipts from goods traffic R	{ 1st half 2nd ,,	1,97,95,153 1,66,71,416	32,43,850 15,06,481	14,49,223 12,39,768	1,26,82,322 93,00,256	38,46,158 22,12,079	19,39,286 37,81,238	3,91,155 3,76,909	1,43,13,591 92,93,497	79,05,252 40,13,319	
90	Goods train-miles run No.	{ 1st half 2nd ,,	3,609,053 3,313,175	647,972 429,573	382,108 325,356	2,890,514 2,209,025	1,113,629 730,291	405,462 593,349	187,335 245,434	2,906,673 1,951,568	826,086 488,252	
91	Average goods receipts per train-mile R	{ 1st half 2nd ,,	5'48 5'03	5'01 3'31	3'79 3'81	4'39 4'21	3'45 3'03	4'78 6'37	2'09 1'54	4'92 4'76	9'57 8'22	
UNITS AND UNIT-MILEAGE—												
92	Tons of goods carried one mile Ton-miles	{ 1st half 2nd ,,	775,683,793 662,137,838	89,166,683 44,707,603	41,354,069 31,437,999	451,874,639 337,813,369	138,753,152 77,034,142	45,462,885 77,208,028	20,039,889 21,486,398	338,822,824 197,737,369	201,170,545 94,145,865	
93	Average sum received for carrying a ton one mile Pies	{ 1st half 2nd ,,	4'90 4'83	6'98 6'47	6'73 7'57	5'39 5'29	5'32 5'51	8'19 9'40	3'75 3'36	8'11 9'02	7'54 8'18	
94	Average number of tons in a train Tons	{ 1st half 2nd ,,	214'93 199'85	137'61 104'07	108'23 96'63	156'33 152'88	124'60 105'48	112'13 130'12	106'97 87'54	116'57 101'32	243'52 192'82	
VEHICLES AND VEHICLE-MILEAGE—												
Number of goods vehicles hauled one mile—												
95	Loaded Vehicle-miles	{ 1st half 2nd ,,	78,642,326 68,332,855	10,399,526 5,749,954	6,433,286 4,985,715	53,185,418 41,269,159	21,596,429 12,827,245	7,786,002 11,702,072	2,082,511 1,953,796	47,504,128 30,902,251	24,622,331 14,166,778	
96	Empty "	{ 1st half 2nd ,,	28,505,370 25,043,945	6,046,546 3,322,804	3,543,644 2,928,364	21,701,552 15,400,840	9,398,466 5,564,094	3,080,638 7,423,062	1,480,585 840,200	16,661,522 10,804,993	7,870,745 3,212,770	
97	Brake-vans "	{ 1st half 2nd ,,	3,072,879 2,905,593	1,176,787 736,941	697,832 621,004	3,167,839 2,569,371	1,286,579 1,131,961	402,351 586,959	233,747 226,771	5,619,328 3,821,032	642,371 305,724	
98	Total "	{ 1st half 2nd ,,	110,220,575 96,282,393	17,622,859 9,809,999	10,674,762 8,535,083	78,054,809 59,239,370	32,281,474 19,523,300	11,268,991 19,712,093	3,796,843 3,020,767	69,784,978 45,528,276	33,135,447 17,685,272	
Average number of vehicles on a goods train—												
99	Freight vehicles No.	{ 1st half 2nd ,,	29'69 28'18	25'38 21'12	26'11 24'32	25'91 25'65	27'83 25'18	26'80 32'23	19'02 11'38	22'08 21'37	39'33 35'59	
100	Brake-vans "	{ 1st half 2nd ,,	0'85 0'88	1'82 1'72	1'83 1'91	1'10 1'16	1'16 1'55	0'99 0'99	1'25 0'92	1'93 1'96	0'78 0'63	
101	Total "	{ 1st half 2nd ,,	30'54 29'06	27'20 22'84	27'94 26'23	27'01 26'81	28'99 26'73	27'79 33'22	20'27 12'30	24'01 23'33	40'11 36'22	
102	Average earnings per goods vehicle per mile (excluding brakes) Pies	{ 1st half 2nd ,,	35'47 34'28	37'87 31'88	27'89 30'08	32'52 31'51	23'83 23'09	34'26 37'96	21'08 25'90	42'83 42'78	46'71 44'34	
103	Carrying capacity hauled one mile (excluding brakes) Tons	{ 1st half 2nd ,,	1,379,488,287 1,213,728,641	212,167,207 118,346,722	115,875,231 91,605,054	896,118,644 684,633,520	335,772,766 199,725,866	126,874,386 223,576,131	47,721,205 37,778,119	721,221,202 467,507,949	385,495,994 205,766,766	
104	Percentage of freight upon capacity hauled Per cent.	{ 1st half 2nd ,,	56'23 54'55	42'03 37'78	35'69 34'32	50'43 49'34	41'32 38'57	35'83 34'53	41'09 56'88	46'98 42'30	52'18 45'75	
105	Average load of a goods vehicle (including both loaded and empty) Tons	{ 1st half 2nd ,,	7'24 7'09	5'42 4'93	4'15 3'97	6'03 5'96	4'48 4'19	4'18 4'04	5'62 7'69	5'28 4'74	6'19 5'42	
106	Average load of a loaded goods vehicle "	{ 1st half 2nd ,,	9'86 9'69	8'57 7'78	6'43 6'31	8'50 8'19	6'42 6'01	5'84 6'60	9'62 11'00	7'13 6'40	8'17 6'65	
WEIGHT OF TRAIN AND TON-MILEAGE—												
Gross ton-mileage of all goods trains—												
107	Freight Tons.	{ 1st half 2nd ,,	775,683,793 662,137,838	89,116,683 44,707,603	41,354,069 31,437,999	451,874,639 337,813,369	138,753,152 77,034,142	45,462,885 77,208,028	20,039,889 21,486,398	338,822,824 197,737,369	201,170,545 94,145,865	
108	Dead-weight "	{ 1st half 2nd ,,	869,044,758 777,738,174	189,003,787 111,548,324	101,964,179 83,496,564	735,471,417 559,526,500	266,978,343 166,197,301	98,490,055 168,279,441	43,414,882 42,964,338	635,155,680 419,838,647	255,870,928 137,282,410	
109	Total "	{ 1st half 2nd ,,	1,644,728,551 1,439,876,012	278,170,470 156,255,927	143,318,248 114,934,563	1,187,346,056 897,339,869	405,731,495 243,231,443	143,952,940 245,487,469	63,454,771 64,450,736	973,978,504 617,576,016	457,041,473 231,428,275	

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.												1895.	Progressive number.
ARANTEED LINES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
		XXVI.	XXXVI.	XLIII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.	LVIII.	LXVII.		LXIX.	
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana Malwa.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal. (a)	Eastern Bengal (state), including the Kauria-Dharla (a' 6 th gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Jodhpore-Bikaner.	Jodhpore section.	Bikaner section.	Bhavnagar-Gondal-Junagarh-Forbandar railway system.		
1'36 1'34	1'37 1'14	1'54 1'23	1'57 1'27	0'97 0'98	1'17 1'09		1'85 1'83	2'09 1'48	1'51 1'26	1'23 1'12	1'11 0'85	1'57 1'11	1st half 2nd "	87	
25'89 25'77	26'33 18'56	38'96 36'56	24'87 21'14	33'63 34'70	—1'70 —5'34		34'89 35'62	15'16 16'25	48'02 61'63	28'49 26'32	35'36 31'73	32'05 23'74	1st half 2nd "	88	
32,90,664 31,05,940	13,25,453 10,95,017	16,28,494 10,41,521	98,25,949 56,74,520	26,82,652 23,17,066	20,97,987 21,51,674		13,24,958 17,87,236	18,82,574 12,11,356	3,54,489 2,19,279	2,57,934 1,06,749	20,475 18,206	7,14,903 2,67,835	1st half 2nd "	89	
638,067 638,336	277,668 252,247	535,216 430,792	2,608,136 1,471,909	1,025,373 1,058,900	899,643 958,822		441,860 491,561	582,479 499,462	163,685 123,412	72,630 66,017	7,267 7,061	106,436 92,923	1st half 2nd "	90	
5'16 4'87	4'77 4'34	3'04 2'42	3'77 3'86	2'62 2'19	2'33 2'24		3'00 3'64	3'23 2'43	2'17 1'78	3'55 2'98	2'82 2'58	3'64 2'88	1st half 2nd "	91	
74,718,989 71,530,365	40,754,808 32,077,150	49,333,578 33,689,745	297,082,771 150,847,624	70,631,744 67,405,016	49,066,111 53,271,539		32,069,188 33,031,943	50,828,425 32,964,289	9,859,157 7,437,254	4,014,754 3,302,878	316,341 265,689	11,969,388 5,015,678	1st half 2nd "	92	
8'46 8'34	6'24 6'55	6'34 5'94	6'35 7'22	7'29 6'60	8'21 7'76		7'93 10'39	7'11 7'06	6'90 5'66	12'34 11'44	12'43 13'16	11'47 10'25	1st half 2nd "	93	
117'10 112'06	146'78 127'17	92'18 78'20	113'91 102'48	68'88 63'66	54'54 55'56		72'58 67'20	87'26 66'00	60'23 60'26	55'28 50'03	43'53 37'63	60'93 53'98	1st half 2nd "	94	
11,800,980 11,525,933	3,989,215 3,307,778	10,314,611 7,816,108	48,189,363 30,460,352	15,406,214 15,369,966	11,534,882 12,156,718		9,687,657 9,816,547	11,100,236 7,952,319	2,745,343 1,896,723	1,081,078 860,248	78,995 73,418	3,656,736 1,431,278	1st half 2nd "	95	
3,467,911 3,420,710	2,323,165 2,244,378	4,212,573 2,763,782	15,361,029 7,352,624	4,876,310 5,768,503	4,144,197 5,133,953		2,910,841 3,686,945	5,634,574 4,296,244	1,276,593 752,214	536,184 435,536	52,833 49,023	1,264,355 746,354	1st half 2nd "	96	
2,531,923 2,608,536	462,721 384,191	839,256 724,622	2,317,473 1,069,591	1,251,053 1,245,473	549,655 616,025		464,180 508,928	1,060,637 907,075	275,061 222,340	9,065 2,475	...	145,496 51,029	1st half 2nd "	97	
17,800,814 17,555,179	6,775,101 5,936,347	15,366,440 11,304,512	65,867,865 38,882,567	21,533,577 22,383,942	16,228,734 17,906,696		13,062,678 14,012,420	17,795,447 13,155,638	4,296,997 2,871,277	1,626,327 1,298,259	131,828 122,441	5,066,587 2,228,661	1st half 2nd "	98	
23'93 23'41	22'73 22'00	27'14 24'56	24'36 25'69	19'78 19'96	17'43 18'03		28'51 27'47	28'73 24'52	24'57 21'47	22'27 19'63	18'14 17'34	25'05 23'43	1st half 2nd "	99	
3'97 4'09	1'66 1'51	1'57 1'68	0'89 0'73	1'22 1'18	0'61 0'64		1'05 1'04	1'82 1'82	1'68 1'80	0'12 0'04	...	0'74 0'55	1st half 2nd "	100	
27'90 27'50	24'39 23'51	28'71 26'24	25'25 26'42	21'00 21'14	18'04 18'67		20'56 28'51	30'55 26'34	26'25 23'27	22'39 19'67	18'14 17'34	25'79 23'98	1st half 2nd "	101	
41'38 39'90	40'32 37'87	21'52 18'90	29'69 28'81	25'39 21'05	25'69 23'89		20'19 25'41	21'60 18'99	16'92 15'89	30'62 29'15	29'82 28'55	27'89 23'61	1st half 2nd "	102	
182,234,661 175,953,504	72,201,938 63,888,543	126,345,225 92,363,356	538,361,978 287,264,106	122,794,538 127,387,279	94,721,850 104,392,729		69,531,074 75,282,280	113,877,419 78,490,829	26,562,826 17,551,981	9,754,894 7,826,512	801,739 745,876	26,967,578 11,693,884	1st half 2nd "	103	
41'00 40'65	56'45 50'21	39'05 36'48	55'18 52'51	57'52 52'91	51'80 51'03		46'12 43'88	44'63 42'00	37'12 42'37	41'16 42'20	39'46 35'62	44'38 42'89	1st half 2nd "	104	
4'89 4'79	6'46 5'78	3'40 3'18	4'67 3'99	3'48 3'19	3'13 3'08		2'55 2'45	3'04 2'69	2'45 2'81	2'48 2'55	2'40 2'17	2'43 2'30	1st half 2nd "	105	
6'33 6'21	10'21 9'70	4'78 4'31	6'16 4'95	4'58 4'39	4'25 4'38		3'31 3'36	4'58 4'15	3'59 3'92	3'71 3'84	4'00 3'62	3'27 3'50	1st half 2nd "	106	
74,718,989 71,530,365	40,754,808 32,077,150	49,333,578 33,689,745	297,082,771 150,847,624	70,631,744 67,405,016	49,066,111 53,271,539		32,069,188 33,031,943	50,828,425 32,964,289	9,859,157 7,437,254	4,014,754 3,302,878	316,341 265,689	11,969,388 5,015,678	1st half 2nd "	107	
166,648,459 163,894,793	61,587,687 56,380,972	74,716,563 56,204,258	374,981,881 212,683,372	116,395,879 120,315,060	95,071,304 103,443,936		58,297,799 63,935,021	93,326,017 69,470,068	20,830,346 14,541,803	8,980,138 7,470,169	775,302 727,733	23,550,586 10,888,984	1st half 2nd "	108	
241,367,448 235,425,158	102,342,495 88,458,122	124,050,141 89,894,003	672,064,652 363,530,996	187,027,623 187,720,082	144,137,415 156,715,475		90,366,987 96,966,964	144,154,442 102,434,357	30,689,503 21,979,057	12,994,892 10,773,047	1,091,643 993,422	35,519,974 15,904,662	1st half 2nd "	109	

(a) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY TRED COMPA	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North Western (state) railway system, excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	East Coast (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India
STANDARD											
GOODS TRAFFIC—concl'd.											
WEIGHT OF TRAIN AND TON-MILEAGE—concl'd.											
Average weight of a goods train—											
110	Freight Tons	{ 1st half 2nd „	214'93 199'85	137'61 104'07	108'23 96'63	156'33 152'88	124'59 105'48	112'12 130'12	106'97 87'54	116'57 101'32	243'52 192'82
111	Dead-weight „	{ 1st half 2nd „	240'79 234'74	291'68 259'67	266'84 256'63	254'44 253'22	239'74 227'58	242'91 283'61	231'75 175'06	218'51 215'13	309'74 281'17
112	Total „	{ 1st half 2nd „	455'72 434'59	429'29 363'74	375'07 353'26	410'77 406'10	364'33 333'06	355'03 413'73	338'72 262'60	335'08 316'45	553'26 473'99
COST OF WORKING AND PROFIT—											
113	Average cost of hauling a goods train one mile R	{ 1st half 2nd „	1'81 1'71	2'04 2'30	2'60 2'40	2'09 2'26	1'70 1'89	2'32 1'80	2'15 1'78	2'23 2'69	3'05 3'61
114	Average cost of hauling a goods vehicle with its load one mile Pies	{ 1st half 2nd „	11'71 11'06	15'44 20'93	19'15 18'91	15'49 16'94	11'75 14'40	16'62 10'74	21'73 30'04	19'38 24'20	14'88 19'47
115	Average cost of hauling a goods unit (vis., one ton) one mile „	{ 1st half 2nd „	1'62 1'64	2'85 4'25	4'62 4'76	2'57 2'84	2'62 3'44	3'97 2'66	3'86 3'91	3'67 5'10	2'40 3'59
115a	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum „	{ 1st half 2nd „	3'43 3'68	7'00 11'19	10'13 11'19	5'03 5'04	5'24 7'48	7'97 5'58	9'67 10'00	6'44 9'14	4'10 6'63
116	Average profit on working a goods train one mile R	{ 1st half 2nd „	3'67 3'32	2'97 1'21	1'19 1'41	2'30 1'95	1'75 1'14	2'46 4'57	—0'06 —0'24	2'69 2'07	6'52 4'61
117	Average profit on working a goods vehicle with its load one mile Pies	{ 1st half 2nd „	23'76 22'62	22'43 10'95	8'74 11'17	17'03 14'57	12'08 8'69	17'64 27'22	—0'65 —4'14	23'45 18'58	31'83 24'87
118	Average profit on working a goods unit (vis., one ton) one mile „	{ 1st half 2nd „	3'28 3'19	4'13 2'22	2'11 2'81	2'82 2'43	2'70 2'07	4'22 6'74	—0'11 —0'55	4'44 3'92	5'14 4'59
DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.											
Percentage on Total Earnings—											
119	Coaching traffic Per cent.	{ 1st half 2nd „	31'57 34'97	18'17 29'47	42'24 43'39	29'61 34'90	35'40 44'72	42'94 29'55	56'57 53'93	26'06 33'09	25'53 38'35
120	Goods traffic „	{ 1st half 2nd „	66'99 63'26	72'61 62'59	54'10 53'46	68'13 62'90	63'27 52'47	48'58 68'14	38'85 42'00	72'87 65'68	73'03 59'64
121	Sundries, including telegraph „	{ 1st half 2nd „	1'26 1'50	9'22 7'94	3'66 3'15	2'16 2'05	1'33 2'81	3'90 2'13	1'84 2'36	1'07 1'23	1'44 2'01
122	Steam-boat earnings „	{ 1st half 2nd „	0'18 0'27	... ...	... ...	0'10 0'15	... ...	4'58 0'18	2'74 1'71	......	......
	TOTAL „	{ 1st half 2nd „	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100
Percentage of Working Expenses on Total Earnings—											
123	Maintenance Per cent.	{ 1st half 2nd „	8'51 8'78	9'63 18'23	14'68 12'59	12'50 12'51	14'44 19'12	9'86 5'77	10'27 28'23	10'75 17'30	7'65 9'94
124	Locomotive expenses „	{ 1st half 2nd „	8'42 8'97	10'66 16'54	18'80 19'91	18'11 20'09	12'59 13'46	10'83 7'80	33'40 29'97	19'99 24'95	13'44 18'13
125	Carriage and wagon expenses „	{ 1st half 2nd „	2'78 2'67	3'30 4'63	4'88 5'34	3'71 5'44	5'84 7'11	5'83 2'20	3'31 4'04	4'17 5'58	2'52 4'57
126	Traffic expenses „	{ 1st half 2nd „	5'43 6'05	6'46 10'29	9'31 10'09	6'31 7'85	6'75 9'29	10'93 9'03	12'98 12'60	7'85 9'86	4'52 7'32
127	General charges „	{ 1st half 2nd „	3'12 3'47	7'29 13'89	9'40 11'17	2'81 3'36	3'64 4'68	5'21 3'64	8'02 9'19	3'57 4'73	2'57 4'12
128	Miscellaneous expenses „	{ 1st half 2nd „	2'60 1'92	1'92 2'02	6'15 4'86	1'07 1'02	1'23 1'72	1'44 2'13	6'63 4'96	1'91 1'27	1'72 2'09
129	Steam-boat expenses „	{ 1st half 2nd „	0'18 0'25	... ...	... ...	0'14 0'13	... ...	3'74 0'61	1'64 0'97	......	......
130	TOTAL WORKING EXPENSES „	{ 1st half 2nd „	31'04 32'11	39'26 65'60	63'22 63'96	44'65 50'40	44'49 55'38	47'84 31'18	76'25 89'96	48'24 63'69	32'42 46'17

A—continued.

RAILWAYS—(Part II)—continued.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive number.
GUARANTIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
		XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa.	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII. Assam-Bengal. (a)	LIII. Eastern Bengal (state), including the Kanna-Dharla (2' 6" gauge) branch.	LIV. Burma (state).		LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bikaner.				LXIX. Bhavnagar-Gondal-Junagarh-Porbandar railway system.
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.								Jodhpore section.	Bikaner section.				
117'10 112'06	146'78 127'17	92'18 78'20	113'91 102'48	68'88 63'66	54'54 55'56				60'23 60'26	55'28 50'03	43'53 37'63	60'93 53'98	1st half 2nd "	110
261'18 256'75	221'80 223'51	139'60 130'47	143'77 144'50	113'52 113'62	105'68 107'89				127'26 117'83	123'64 113'16	106'69 103'06	119'89 117'18	1st half 2nd "		111
378'28 368'81	368'58 350'68	231'78 208'67	257'68 246'98	182'40 177'28	160'22 163'45				187'49 178'09	178'92 163'19	150'22 140'69	180'82 171'16	1st half 2nd "	112
2'67 2'61	2'30 2'37	1'20 1'37	1'49 1'94	1'66 1'49	1'43 1'50				1'42 1'50	1'43 1'18	0'99 1'03	1'05 2'49	1st half 2nd "		113
21'38 21'42	19'47 20'66	8'47 10'70	11'75 14'48	16'09 14'37	15'77 15'98				11'11 13'38	12'30 11'53	10'48 11'36	14'93 20'44	1st half 2nd "	114
4'37 4'48	3'02 3'57	2'49 3'36	2'51 3'63	4'62 4'51	5'04 5'19				4'53 4'76	4'95 4'52	4'37 5'23	6'14 8'87	1st half 2nd "		115
9'42 9'67	6'76 8'15	5'82 7'67	4'23 6'47	9'94 10'01	9'15 9'09				8'01 8'96	8'67 8'69	11'00 12'65	10'67 16'66	1st half 2nd "	115a
2'49 2'26	2'47 1'97	1'84 1'05	2'28 1'92	0'96 0'70	0'90 0'74				0'75 0'28	2'12 1'80	1'83 1'55	1'69 0'39	1st half 2nd "		116
20'00 18'48	20'85 17'21	13'05 8'20	17'94 14'33	9'30 6'68	9'02 7'91				5'81 2'51	18'32 17'62	19'34 17'19	12'96 3'17	1st half 2nd "	117
4'09 3'86	3'22 2'98	3'85 2'58	3'84 3'59	2'67 2'09	3'17 2'57				2'37 0'90	7'39 6'92	8'06 7'93	5'33 1'38	1st half 2nd "		118
41'39 42'82	26'11 27'42	39'25 45'02	27'44 38'63	39'56 42'94	53'24 52'27				42'42 47'55	51'70 51'74	45'58 44'97	44'10 63'78	1st half 2nd "	119
56'96 55'62	71'87 69'88	49'87 43'48	70'92 59'21	58'30 54'69	45'80 46'51				49'77 42'52	46'77 46'49	45'14 44'21	53'89 33'11	1st half 2nd "	
1'65 1'56	2'02 2'70	3'52 3'39	1'64 2'16	2'14 2'37	0'96 1'22				7'81 9'93	1'53 1'77	9'28 10'82	2'01 3'11	1st half 2nd "	121
...	...	7'36 8'11				6'14 8'51	1st half 2nd "		122
100 100	100 100	100 100	100 100	100 100	100 100				100 100	100 100	100 100	100 100	1st half 2nd "	123
10'51 10'62	15'67 14'94	8'97 12'49	6'08 8'26	15'95 13'55	11'56 13'54				12'56 13'71	14'42 9'02	11'52 11'23	17'04 23'74	1st half 2nd "		124
17'93 18'73	12'39 15'18	7'44 9'76	16'47 17'90	19'00 21'74	19'97 21'79				13'83 15'86	14'05 16'86	17'57 18'78	12'67 17'54	1st half 2nd "	125
5'30 5'30	3'45 5'71	1'95 3'62	3'34 5'19	4'76 4'82	6'76 6'63				3'50 5'71	2'85 5'86	3'56 8'60	2'15 3'50	1st half 2nd "		126
7'40 7'46	6'77 7'93	6'89 8'99	5'65 7'72	9'36 10'22	8'11 8'23				9'09 12'70	5'22 6'90	6'79 8'41	9'17 10'99	1st half 2nd "	127
5'05 5'19	8'34 10'00	6'47 8'67	4'17 6'21	8'81 9'62	6'74 7'52				10'88 14'72	3'35 3'85	4'49 4'82	7'66 12'48	1st half 2nd "		128
0'91 0'97	0'88 1'31	1'59 2'61	0'61 0'76	1'23 0'88	0'75 0'89				6'34 8'21	0'62 0'52	0'17 0'22	1'70 2'01	1st half 2nd "	129
...	...	3'64 3'80				5'82 5'77	1st half 2nd "		130
47'10 48'27	47'50 55'07	36'95 49'94	36'32 46'04	59'11 60'83	53'89 58'60				57'02 68'82	40'51 43'01	44'10 52'06	50'39 70'26	1st half 2nd "	130

(a) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN
WORKINGTABLE A.—MAINTENANCE OF WAY,
STANDARD

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY TRED COM.	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North West-ern (state) railway system, excluding military lines.	Oudh and Rohil-khand (state).	Eastern Bengal (state).	East Coast (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India. (a)
	Mean age of lines on the 31st December 1895 Years	...	27'47	7'27	6'88	19'21	18'28	21'40	1'94	29'61	(b)29'34
	PER MILE OF LINE MAINTAINED.										
131a	General superintendence (including office expenses) . . . R	1st half 2nd "	172'21 177'85	118'68 126'20	111'40 103'55	131'45 124'78	119'31 123'57	175'15 166'79	53'40 59'52	170'85 158'71	218'07 207'44
132a	Maintenance and renewal of permanent way "	1st half 2nd "	704'89 689'95	156'52 197'19	350'03 207'28	599'96 451'71	520'93 569'63	471'53 295'45	190'28 290'11	631'78 686'51	601'91 533'82
133a	Repairs of bridges, &c. . . . "	1st half 2nd "	180'40 87'73	96'95 70'03	25'70 22'52	120'90 104'98	261'25 214'08	102'16 186'94	6'93 111'28	141'79 248'83	547'10 392'98
134a	Conservancy of rivers "	1st half 2nd "	... ...	... ...	... ...	58'31 28'10	8'51 4'50	... 1'24	......	......	......
135a	Repairs of stations and buildings "	1st half 2nd "	135'64 137'23	85'14 58'64	20'96 22'31	155'31 129'86	60'09 54'17	200'76 173'25	15'59 38'33	93'84 77'63	106'17 111'21
136a	Other charges (net) "	1st half 2nd "	161'32 136'76	42'42 57'63	27'24 20'67	255'97 194'26	131'10 45'23	103'85 32'25	7'61 104'18	378'04 470'68	279'71 169'29
137a	Total maintenance, &c. . . . "	1st half 2nd "	1,354'46 1,229'52	499'71 509'69	535'33 376'33	1,321'90 1,033'75	1,101'19 1,011'18	1,053'45 855'92	273'81 603'42	1,416'30 1,642'36	1,752'96 1,414'74
	PER MILE OF TRACK, INCLUDING SIDINGS.										
131b	General superintendence (including office expenses) . . . R	1st half 2nd "	114'74 118'72	106'51 113'28	98'39 91'72	105'27 99'58	103'97 107'63	119'21 112'97	46'54 52'14	114'60 106'41	160'43 149'89
132b	Maintenance and renewal of permanent way "	1st half 2nd "	460'66 460'56	140'47 176'99	300'16 183'61	480'45 360'51	453'96 496'15	320'94 200'12	165'86 254'22	423'78 460'26	442'81 385'74
133b	Repairs of bridges, &c. . . . "	1st half 2nd "	120'20 58'57	87'00 62'85	22'70 19'95	96'82 83'77	227'66 186'47	69'54 126'62	6'05 97'52	95'11 166'83	402'49 283'97
134b	Conservancy of rivers "	1st half 2nd "	... ...	... ...	... ...	46'69 22'43	7'41 3'92	... 0'84	......	......	......
135b	Repairs of stations and buildings "	1st half 2nd "	90'37 91'61	76'41 52'63	18'51 19'76	124'37 103'63	52'37 47'18	136'64 117'34	13'59 33'58	62'95 52'04	78'10 80'36
136b	Other charges (net) "	1st half 2nd "	107'48 91'29	38'08 51'73	24'06 18'31	204'98 155'02	114'25 39'39	70'69 21'84	6'63 91'30	253'57 315'56	205'78 122'33
137b	Total maintenance, &c. . . . "	1st half 2nd "	902'45 820'75	448'47 457'48	472'82 333'35	1,058'58 824'94	959'62 880'74	717'02 579'73	238'67 528'76	950'01 1,101'10	1,289'61 1,022'29
	PER TOTAL TRAIN-MILE.										
131c	General superintendence (including office expenses) . . . Annas	1st half 2nd "	0'87 0'95	1'87 2'50	1'81 1'87	0'82 0'93	0'90 1'23	1'12 0'88	0'97 1'03	0'84 0'97	1'12 1'36
132c	Maintenance and renewal of permanent way "	1st half 2nd "	3'56 3'69	2'47 3'91	5'68 3'75	3'75 3'36	3'91 5'67	3'03 1'57	3'47 5'00	3'12 4'18	3'10 3'49
133c	Repairs of bridges, &c. . . . "	1st half 2nd "	0'91 0'47	1'53 1'39	0'42 0'41	0'76 0'78	1'96 2'13	0'66 1'00	0'13 1'91	0'70 1'51	2'82 2'57
134c	Conservancy of rivers "	1st half 2nd "	... ...	... ...	... ...	0'36 0'21	0'06 0'04	... 0'01	......	......	......
135c	Repairs of stations and buildings "	1st half 2nd "	0'69 0'73	1'34 1'16	0'34 0'40	0'97 0'97	0'45 0'55	1'29 0'92	0'28 0'66	0'46 0'47	0'55 0'73
136c	Other charges (net) "	1st half 2nd "	0'82 0'74	0'66 1'15	0'44 0'37	1'60 1'45	0'98 0'45	0'67 0'16	0'14 1'79	1'86 2'87	1'45 1'11
137c	Total maintenance, &c. . . . "	1st half 2nd "	6'85 6'58	7'87 10'11	8'69 6'80	8'26 7'70	8'26 10'07	6'77 4'54	4'99 10'39	6'98 10'00	9'04 9'26
	PER 1,000 GROSS TON-MILES.										
131d	General superintendence (including office expenses) . . . R	1st half 2nd "	0'15 0'16	0'29 0'46	0'36 0'39	0'15 0'17	0'17 0'25	0'26 0'17	0'19 0'22	0'18 0'23	0'17 0'25
132d	Maintenance and renewal of permanent way "	1st half 2nd "	0'59 0'64	0'38 1'71	1'12 0'77	0'66 0'62	0'74 1'15	0'68 0'30	0'66 1'12	0'68 0'98	0'47 0'64
133d	Repairs of bridges, &c. . . . "	1st half 2nd "	0'15 0'08	0'23 0'25	0'08 0'08	0'14 0'15	0'37 0'44	0'14 0'19	0'03 0'44	0'15 0'36	0'42 0'47
134d	Conservancy of rivers "	1st half 2nd "	... ...	... ...	... ...	0'06 0'04	0'01 0'01	......	......	......	......
135d	Repairs of stations and buildings "	1st half 2nd "	0'11 0'13	0'21 0'21	0'07 0'08	0'17 0'18	0'08 0'11	0'29 0'18	0'06 0'15	0'10 0'11	0'08 0'14
136d	Other charges (net) "	1st half 2nd "	0'14 0'13	0'10 0'21	0'08 0'08	0'29 0'27	0'19 0'09	0'14 0'04	0'02 0'39	0'40 0'68	0'22 0'20
137d	Total maintenance, &c. . . . "	1st half 2nd "	1'14 1'14	1'21 1'84	1'71 1'40	1'47 1'43	1'56 2'05	1'51 0'88	0'96 2'32	1'51 2'36	1'36 1'70

(a) Including the Gaekwar's Petlad railway.

(b) Bombay, Baroda and Central India railway only.

A-continued.
RAILWAYS—(Part II)—continued.
 EXPENSES.
 WORKS AND STATIONS.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive numbers.	
GUARANTY.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
		XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa (c)	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII. Assam Bengal. (f)	LIII. Eastern Bengal (state), including the Kaunia-Dharidra (2' 6" gauge) branch.	LIV. Burma (state).		LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bickaneer.				LXIX. Bhavnagar-Gondal-Junagarh-Porbandar railway system.
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	10'91	(d)16'30	(e)9'43	16'07		12'41	8'70	7'98	Jodhpore section.	Bickaneer section.	11'42			
31'70	12'66	10'91	(d)16'30	(e)9'43	16'07		12'41	8'70	7'98	6'38	4'06	11'42	...		
163'38 152'58	144'40 140'84	96'43 90'02	103'30 99'79	90'09 90'10	119'55 112'27		127'28 120'46	121'18 129'47	62'13 61'71	19'83 17'89	14'76 13'63	94'85 76'59	1st half 2nd ,,	131a	
264'21 270'17	407'68 382'62	203'59 181'56	268'86 245'78	251'93 183'90	284'75 362'19		255'16 220'48	413'95 399'47	152'44 116'63	194'32 83'17	91'71 90'21	283'73 268'15	1st half 2nd ,,	132a	
70'31 55'10	77'02 40'32	21'28 28'25	19'41 16'48	47'38 38'74	40'08 76'62		67'63 68'12	57'41 59'47	33'47 48'99	8'26 6'06	3'95 ...	120'82 98'80	1st half 2nd ,,	133a	
...	7'77	3'95	...	...	...		0'41	3'84	24'09	...	...	...	1st half	134a	
70'58 84'22	25'50 30'71	26'53 31'30	39'39 34'90	40'19 27'48	25'64 37'34		54'61 45'07	39'63 45'36	20'87 19'69	13'65 9'27	9'57 2'50	54'65 47'99	1st half 2nd ,,	135a	
146'65 135'91	71'74 72'96	35'40 62'97	49'36 53'75	42'10 29'23	10'11 -20'43		83'82 35'70	60'78 58'83	25'69 26'29	12'07 2'75	0'19 ...	48'02 20'41	1st half 2nd ,,	136a	
715'13 697'98	824'11 667'45	387'18 395'55	480'32 450'70	472'59 369'45	480'13 567'99		588'91 489'83	696'79 693'97	318'69 274'00	248'13 119'14	120'18 106'34	602'07 511'94	1st half 2nd ,,	137a	
134'65 125'60	131'78 127'89	85'58 79'89	89'65 87'09	82'83 82'12	106'19 99'72		110'19 104'23	102'97 105'36	55'89 55'77	19'26 17'38	14'43 13'33	85'49 69'17	1st half 2nd ,,	131b	
217'75 222'40	454'19 347'48	180'68 161'13	233'31 214'49	229'38 167'60	252'93 321'71		220'88 190'78	351'77 325'09	137'14 105'38	188'72 80'77	89'65 88'18	235'76 242'17	1st half 2nd ,,	132b	
57'95 45'36	70'29 36'62	18'89 25'07	16'85 14'38	43'14 35'30	35'60 68'06		58'54 58'95	48'79 48'40	30'10 44'26	8'02 5'88	3'86 ...	108'91 89'23	1st half 2nd ,,	133b	
...	7'09	3'50	...	...	...		0'36	3'27	21'67	...	...	...	1st half	134	
58'17 69'32	23'27 27'89	23'54 27'78	34'17 30'46	36'59 25'04	22'78 33'16		47'26 39'00	33'67 36'92	18'78 17'80	13'26 9'00	9'35 2'45	49'27 43'34	1st half 2nd ,,	135b	
120'87 111'88	65'48 66'26	31'42 55'89	42'82 46'91	38'33 26'64	8'97 -18'15		72'56 30'89	51'64 47'87	23'13 23'76	11'72 2'68	0'19 ...	43'29 18'44	1st half 2nd ,,	136b	
589'39 574'56	752'10 606'14	343'61 351'04	416'80 393'33	430'27 336'70	426'47 504'50		509'79 423'85	592'11 564'75	286'71 247'60	240'98 115'71	117'48 103'96	542'72 462'35	1st half 2nd ,,	137b	
1'74 1'60	2'08 2'14	1'30 1'29	0'78 1'08	1'38 1'31	1'24 1'12		1'43 1'27	1'40 1'77	1'10 1'20	0'68 0'63	0'65 0'58	1'58 1'93	1st half 2nd ,,	131c	
2'82 2'84	7'16 5'81	2'75 2'62	2'04 2'66	3'82 2'67	2'97 3'60		2'86 2'32	4'77 5'47	2'71 2'28	6'64 2'92	4'03 3'86	4'74 6'75	1st half 2nd ,,	132c	
0'75 0'58	1'11 0'61	0'29 0'40	0'15 0'18	0'72 0'56	0'42 0'76		0'76 0'72	0'66 0'82	0'59 0'96	0'28 0'21	0'17 ...	2'02 2'48	1st half 2nd ,,	133c	
...	0'11	0'05	...	...	...		...	0'04	0'43	...	...	...	1st half	134c	
0'75 0'88	0'37 0'46	0'36 0'45	0'30 0'38	0'61 0'40	0'27 0'37		0'61 0'47	0'46 0'62	0'37 0'38	0'46 0'32	0'42 0'11	0'91 1'21	1st half 2nd ,,	135c	
1'56 1'43	1'02 1'11	0'47 0'92	0'37 0'59	0'63 0'43	0'10 -6'20		0'94 0'38	0'76 0'81	0'46 0'52	0'41 0'10	0'01 ...	0'80 0'51	1st half 2nd ,,	136c	
7'62 7'33	11'85 10'13	5'22 5'70	3'64 4'89	7'16 5'37	5'00 5'65		6'60 5'16	8'03 9'51	5'66 5'35	8'47 4'18	5'28 4'55	10'05 12'88	1st half 2nd ,,	137c	
0'37 0'35	0'39 0'40	0'39 0'43	0'21 0'33	0'48 0'47	0'49 0'43		0'51 0'46	0'40 0'59	0'38 0'44	0'24 0'24	0'27 0'25	0'60 0'77	1st half 2nd ,,	131d	
0'60 0'62	1'30 1'10	0'82 0'88	0'56 0'80	1'35 0'97	1'16 1'38		1'01 0'85	1'37 1'85	0'92 0'83	2'31 1'10	1'65 1'67	1'80 2'71	1st half 2nd ,,	132d	
0'16 0'13	0'20 0'12	0'09 0'14	0'05 0'05	0'25 0'20	0'16 0'29		0'28 0'26	0'19 0'27	0'20 0'34	0'10 0'08	0'07 ...	0'76 1'00	1st half 2nd ,,	133d	
...	0'02	0'01	...	...	...		...	0'01	0'15	...	...	...	1st half	134d	
0'16 0'19	0'06 0'09	0'11 0'15	0'08 0'12	0'22 0'15	0'10 0'14		0'22 0'17	0'14 0'21	0'13 0'14	0'12 0'12	0'05 ...	0'35 0'49	1st half 2nd ,,	135d	
0'34 0'31	0'18 0'21	0'13 0'31	0'11 0'17	0'23 0'15	0'04 -0'07		0'33 0'14	0'20 0'27	0'15 0'19	0'14 0'04	...	0'30 0'21	1st half 2nd ,,	136d	
1'63 1'60	2'15 1'92	1'55 1'92	1'01 1'47	2'53 1'94	1'95 2'17		2'35 1'88	2'31 3'20	1'93 1'95	2'95 1'58	2'16 1'97	3'81 5'18	1st half 2nd ,,	137d	

(c) Including the Palanpur-Deesa and the Gaekwar's Mehsana railways.
 (d) Rajputana-Malwa railway only.
 (e) Southern Mahratta railway only.
 (f) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN
WORKING

TABLE B.—LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.			LINES WORKED BY THE STATE.	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.	
			East Indian railway system.	Bengal-Nagpur.	Indian Midland railway system.	North Western (state) railway system, excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	East Coast (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India. (a)	
†	Average price of fuel per ton in terms of { coal † R wood " }	{ 1st half 2nd ,,	2'22 2'30	4'11 4'00	9'51 9'50	15'94 14'77	9'63 8'98	6'67 8'06	9'73 8'35	11'67 11'55	15'53 15'84	
		{ 1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
	PER TOTAL TRAIN-MILE.											
138a	General superintendence (including office expenses) Annas	{ 1st half 2nd ,,	0'61 0'66	1'07 1'35	1'09 1'19	0'76 0'85	0'55 0'70	0'57 0'41	2'03 1'70	0'66 0'75	0'68 0'87	
139a	Running expenses "	{ 1st half 2nd ,,	1'92 1'88	2'15 2'21	2'40 2'27	2'06 2'27	0'85 1'01	1'76 1'50	2'67 2'37	2'77 2'95	2'76 2'80	
140a	Fuel † "	{ 1st half 2nd ,,	0'90 0'93	1'45 1'33	3'41 3'33	5'42 4'70	2'98 2'59	2'31 2'61	4'47 3'21	3'67 3'67	6'59 6'43	
141a	Water "	{ 1st half 2nd ,,	0'09 0'09	0'21 0'23	0'32 0'29	0'15 0'21	0'09 0'11	0'13 0'13	0'21 0'20	0'26 0'28	0'37 0'46	
142a	Oil, tallow and other stores "	{ 1st half 2nd ,,	0'32 0'31	0'34 0'36	0'44 0'44	0'31 0'31	0'27 0'32	0'26 0'27	0'77 0'55	0'29 0'29	0'37 0'43	
143a	Maintenance and renewal of locomotives "	{ 1st half 2nd ,,	1'84 1'62	1'66 1'73	2'10 2'15	1'92 2'62	1'10 1'06	2'05 0'87	3'02 2'66	2'64 3'22	2'83 3'09	
143A (a)	Maintenance and renewal of machinery, tools and plant "	{ 1st half 2nd ,,	0'12 0'12	0'27 0'57	0'13 0'16	0'22 0'25	0'15 0'16	0'22 0'15	0'31 0'25	0'13 0'15	0'32 0'31	
144a	Other charges (net) "	{ 1st half 2nd ,,	0'98 1'11	1'57 1'39	1'24 0'93	1'13 1'16	1'21 1'14	0'14 0'20	2'75 0'09	2'57 3'12	1'95 2'52	
145a	Total locomotive expenses "	{ 1st half 2nd ,,	6'78 6'72	8'72 9'17	11'13 10'76	11'97 12'37	7'20 7'09	7'44 6'14	16'23 11'03	12'99 14'43	15'87 16'91	
†	Fuel consumed in terms of { coal † lbs. wood " }	{ 1st half 2nd ,,	56'89 56'53	49'55 46'46	50'17 49'00	47'55 44'51	43'37 40'35	48'60 45'35	64'34 53'79	44'04 44'48	50'43 50'80	
		{ 1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
	PER ENGINE-MILE.											
138b	General superintendence (including office expenses) Annas	{ 1st half 2nd ,,	0'50 0'55	0'96 1'21	1'00 1'07	0'67 0'75	0'47 0'59	0'44 0'32	1'72 1'49	0'58 0'65	0'58 0'76	
139b	Running expenses "	{ 1st half 2nd ,,	1'59 1'58	1'94 1'98	2'18 2'02	1'82 2'00	0'73 0'85	1'34 1'16	2'26 2'06	2'46 2'59	2'36 2'43	
140b	Fuel † "	{ 1st half 2nd ,,	0'75 0'78	1'31 1'20	3'10 2'97	4'80 4'15	2'55 2'17	1'76 2'02	3'79 2'80	3'25 3'22	5'61 5'58	
141b	Water "	{ 1st half 2nd ,,	0'08 0'08	0'19 0'20	0'29 0'26	0'14 0'18	0'08 0'09	0'10 0'11	0'18 0'18	0'23 0'24	0'32 0'40	
142b	Oil, tallow and other stores "	{ 1st half 2nd ,,	0'26 0'26	0'30 0'32	0'40 0'39	0'27 0'27	0'23 0'27	0'20 0'21	0'66 0'48	0'26 0'25	0'31 0'37	
143b	Maintenance and renewal of locomotives "	{ 1st half 2nd ,,	1'53 1'37	1'50 1'55	1'91 1'92	1'70 2'31	0'94 0'89	1'56 0'67	2'56 2'33	2'34 2'83	2'41 2'69	
143A (b)	Maintenance and renewal of machinery, tools and plant "	{ 1st half 2nd ,,	0'10 0'10	0'25 0'51	0'12 0'14	0'20 0'23	0'13 0'14	0'16 0'12	0'26 0'22	0'12 0'13	0'27 0'27	
144b	Other charges (net) "	{ 1st half 2nd ,,	0'82 0'94	1'41 1'25	1'13 0'83	1'00 1'03	1'03 0'95	0'11 0'15	2'33 0'08	2'28 2'73	1'66 2'19	
145b	Total locomotive expenses "	{ 1st half 2nd ,,	5'63 5'66	7'86 8'22	10'13 9'60	10'60 10'92	6'16 5'95	5'67 4'76	13'76 9'64	11'52 12'65	13'52 14'69	
†	Fuel consumed in terms of { coal † lbs. wood " }	{ 1st half 2nd ,,	47'32 47'62	44'73 41'63	45'64 43'72	42'14 39'29	37'12 33'87	37'03 35'15	54'54 47'00	39'07 38'99	50'61 49'33	
		{ 1st half 2nd ,,	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...

† The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.
(a) Including the Gaekwar's Petlad railway.

A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—continued.

EXPENSES.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive number.			
GUARAN- TANES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COM- PANY.	LINES OWNED AND WORKED BY NATIVE STATES.							
		XLIII. Bengal and North- Western railway system.	XLV. Raj- putana- Malwa. (b)	XLVII. Southern Maharatta railway system.	L. South Indian railway system.	LII Assam- Bengal. (c)	LIII. Eastern Ben- gal (state), including the Kaunia- Dharila (2'6" gauge) branch.	LIV. Burma (state).		LVIII. Rohil- kund and Kumaon railway system.	LXVII. Jodhpore-Bickaneer. Jodhpore section. Bickaneer section.				LXIX. Bhavnagar- Gondal- Junagarh- Porbandar railway system.		
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.																
14'16 14'67	4'61 4'72	6'16 7'39	17'54 15'73	10'09 9'87	18'10 19'13		7'57 7'87	15'85 15'66	...	21'47 21'81	21'13 21'81	17'74 17'18	1st half . 2nd " .				
...	...	...	...	...	...		...	...	3'98 4'04	...	...	...	1st half . 2nd " .			
0'83 0'82	1'17 1'16	0'54 0'57	0'75 1'06	0'81 0'86	0'58 0'62		0'70 0'69	1'06 1'16	0'80 0'83	0'48 0'55	0'48 0'54	0'79 1'12	1st half . 2nd " .	138a			
2'23 2'23	1'99 2'04	1'02 1'05	1'73 2'00	1'39 1'39	1'51 1'57		1'09 1'06	2'31 2'34	0'89 0'86	0'88 0'86	0'88 0'84	1'57 1'74	1st half . 2nd " .	139a			
4'72 5'13	1'96 2'06	1'32 1'44	4'37 3'86	2'43 2'40	3'74 3'98		1'67 1'73	3'85 3'78	2'47 2'34	4'42 4'31	4'25 4'13	3'66 3'80	1st half . 2nd " .	140a			
0'16 0'16	0'36 0'38	0'11 0'13	0'15 0'21	0'20 0'18	0'15 0'17		0'10 0'10	0'30 0'29	0'13 0'15	0'28 0'28	0'32 0'31	0'11 0'17	1st half . 2nd " .	141a			
0'21 0'24	0'33 0'27	0'18 0'17	0'13 0'20	0'19 0'16	0'31 0'29		0'18 0'17	0'38 0'41	0'23 0'23	0'30 0'39	0'30 0'39	0'22 0'21	1st half . 2nd " .	142a			
3'48 3'21	1'80 2'46	0'71 0'78	1'44 2'12	2'24 1'87	1'87 1'77		0'81 0'82	1'38 1'97	1'07 1'12	1'46 1'08	1'41 1'07	0'95 1'89	1st half . 2nd " .	143a			
0'08 0'08	0'32 0'50	0'03 0'04	0'12 0'15	0'31 0'29	0'02 0'02		0'14 0'12	0'22 0'23	0'07 0'09	0'01 0'16	0'01 0'15	0'05 0'08	1st half . 2nd " .	143A (a)			
1'29 1'06	1'43 1'54	0'42 0'27	1'16 0'96	0'96 1'48	0'46 0'66		0'75 0'54	0'60 0'46	0'57 0'57	0'43 0'18	0'41 0'18	0'09 0'45	1st half . 2nd " .	144a			
13'00 12'93	9'36 10'41	4'33 4'45	9'85 10'56	8'53 8'63	8'64 9'08		5'44 5'23	10'10 10'64	6'23 6'19	8'26 7'81	8'06 7'61	7'44 9'46	1st half . 2nd " .	145a			
46'68 48'97	59'62 60'73	29'96 27'36	34'84 34'38	33'78 34'00	28'90 29'12		30'79 30'71	33'98 33'81	...	28'82 27'67	28'18 26'54	28'90 30'94	1st half . 2nd " .				
...	...	...	...	...	...		...	...	86'92 81'00	...	...	...	1st half . 2nd " .			
0'71 0'70	1'01 0'99	0'45 0'48	0'66 0'92	0'75 0'79	0'50 0'52		0'56 0'57	0'90 0'99	0'63 0'71	0'45 0'52	0'47 0'52	0'73 1'04	1st half . 2nd " .	138b			
1'89 1'89	1'71 1'75	0'85 0'88	1'52 1'73	1'28 1'29	1'28 1'34		0'88 0'87	1'96 2'00	0'71 0'73	0'82 0'80	0'85 0'82	1'45 1'61	1st half . 2nd " .	139b			
4'01 4'35	1'68 1'78	1'10 1'21	3'85 3'34	2'25 2'21	3'17 3'39		1'35 1'41	3'26 3'23	1'96 1'98	4'14 4'04	4'13 4'04	3'38 3'52	1st half . 2nd " .	140b			
0'14 0'14	0'31 0'33	0'09 0'11	0'14 0'18	0'19 0'16	0'13 0'15		0'09 0'08	0'25 0'25	0'11 0'13	0'26 0'26	0'31 0'30	0'10 0'16	1st half . 2nd " .	141b			
0'18 0'20	0'28 0'23	0'15 0'14	0'12 0'17	0'18 0'15	0'26 0'25		0'15 0'14	0'32 0'35	0'18 0'19	0'28 0'37	0'29 0'38	0'20 0'19	1st half . 2nd " .	142b			
2'96 2'72	1'53 2'11	0'59 0'66	1'28 1'84	2'06 1'73	1'58 1'51		0'66 0'68	1'18 1'68	0'88 0'94	1'37 1'02	1'37 1'04	0'88 1'75	1st half . 2nd " .	143b			
0'07 0'07	0'27 0'43	0'03 0'03	0'10 0'13	0'29 0'27	0'02 0'02		0'11 0'09	0'19 0'20	0'04 0'07	0'01 0'14	0'01 0'15	0'05 0'08	1st half . 2nd " .	143A (b)			
1'10 0'89	1'23 1'32	0'35 0'22	1'02 0'83	0'88 1'37	0'38 0'57		0'61 0'45	0'50 0'39	0'45 0'49	0'40 0'17	0'40 0'18	0'08 0'42	1st half . 2nd " .	144b			
11'06 10'96	8'02 8'92	3'61 3'73	8'69 9'14	7'88 7'97	7'32 7'75		4'41 4'29	8'56 9'09	4'96 5'24	7'73 7'32	7'83 7'43	6'87 8'77	1st half . 2nd " .	145b			
39'71 41'51	51'07 52'74	24'96 22'96	30'74 29'73	31'18 31'42	24'49 24'83		24'93 25'20	28'81 28'87	...	26'97 25'94	27'40 25'93	26'67 28'67	1st half . 2nd " .				
...	...	...	...	...	...		...	...	69'15 68'55	...	...	...	1st half . 2nd " .			

(b) Including the Palanpur-Deesa, the Gaekwar's Mehsana and the Oodeypore-Chitor railways.
 (c) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN

WORKING

TABLE B.—LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY THE STATE.	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North Western (state) railway system, excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	East Coast (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India. (b)
PER 1,000 GROSS TON-MILES.											
138c	General superintendence (including office expenses) R	{ 1st half 2nd ,,	0'10 0'11	0'17 0'25	0'22 0'25	0'13 0'16	0'10 0'14	0'13 0'08	0'39 0'37	0'14 0'18	0'10 0'16
139c	Running expenses "	{ 1st half 2nd ,,	0'32 0'33	0'33 0'40	0'47 0'47	0'37 0'42	0'16 0'21	0'39 0'29	0'52 0'52	0'60 0'70	0'42 0'52
140c	Fuel† "	{ 1st half 2nd ,,	0'15 0'16	0'23 0'24	0'67 0'69	0'96 0'87	0'57 0'53	0'52 0'51	0'86 0'72	0'80 0'86	0'99 1'18
141c	Water "	{ 1st half 2nd ,,	0'02 0'02	0'03 0'04	0'06 0'06	0'03 0'04	0'02 0'02	0'03 0'03	0'04 0'05	0'06 0'06	0'06 0'08
142c	Oil, tallow and other stores "	{ 1st half 2nd ,,	0'05 0'05	0'05 0'06	0'09 0'09	0'06 0'06	0'05 0'06	0'06 0'05	0'15 0'12	0'06 0'07	0'05 0'08
143c	Maintenance and renewal of locomotives "	{ 1st half 2nd ,,	0'31 0'28	0'25 0'32	0'41 0'44	0'34 0'48	0'20 0'22	0'45 0'17	0'58 0'60	0'57 0'76	0'43 0'57
143A (c)	Maintenance and renewal of machinery, tools and plant "	{ 1st half 2nd ,,	0'02 0'02	0'04 0'10	0'03 0'03	0'04 0'05	0'03 0'03	0'05 0'03	0'06 0'06	0'03 0'04	0'05 0'06
144c	Other charges (net) "	{ 1st half 2nd ,,	0'16 0'19	0'24 0'26	0'24 0'19	0'20 0'21	0'23 0'23	0'03 0'04	0'53 0'02	0'56 0'73	0'29 0'46
145c	Total locomotive expenses "	{ 1st half 2nd ,,	1'13 1'16	1'34 1'67	2'19 2'22	2'13 2'29	1'36 1'44	1'66 1'20	3'13 2'46	2'82 3'40	2'39 3'11
†	Fuel consumed in terms of { coal* . . . lbs. wood "	{ 1st half 2nd ,, 1st half 2nd ,,	151'79 156'46	122'30 135'43	158'13 161'78	135'42 132'07	131'48 131'38	174'00 141'21	198'57 191'84	152'84 167'76	143'22 167'51
PER TOTAL TRAIN-MILE.											
146a	General superintendence (including office expenses) Annas	{ 1st half 2nd ,,	0'14 0'15	0'22 0'27	0'43 0'46	0'16 0'24	0'14 0'17	0'42 0'28	0'52 0'43	0'21 0'25	0'26 0'35
147a	Repairs and renewals of coaching vehicles "	{ 1st half 2nd ,,	0'51 0'43	0'37 0'45	1'18 1'14	0'61 0'85	0'63 0'37	1'66 0'57	0'17 0'28	0'82 1'05	0'71 1'27
148a	Repairs and renewals of goods vehicles "	{ 1st half 2nd ,,	1'37 1'20	1'57 1'12	0'87 0'82	1'24 1'74	2'25 2'81	1'65 0'59	0'13 0'32	0'93 1'04	1'08 1'47
148A (a)	Repairs and renewals of machinery, tools and plant "	{ 1st half 2nd ,,	0'07 0'07	0'02 0'05	0'08 0'11	0'03 0'04	0'06 0'05	0'01 0'01	0'25 0'08	0'06 0'06	0'18 0'21
149a	Cleaning and oiling "	{ 1st half 2nd ,,	0'13 0'14	0'46 0'57	0'32 0'35	0'36 0'42	0'24 0'34	0'24 0'25	0'40 0'38	0'35 0'37	0'27 0'34
150a	Other charges (net) "	{ 1st half 2nd ,,	0'01 0'01	0'06 0'11	0'01 0'01	0'05 0'06	0'02 ...	0'02 0'03	0'13 ...	0'34 0'46	0'48 0'63
151a	Total carriage and wagon expenses "	{ 1st half 2nd ,,	2'23 2'00	2'70 2'57	2'89 2'89	2'45 3'35	3'34 3'74	4'00 1'73	1'60 1'49	2'71 3'23	2'98 4'27
PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES.											
146b	General superintendence (including office expenses) R	{ 1st half 2nd ,,	0'34 0'38	0'32 0'52	1'18 1'27	0'40 0'64	0'36 0'48	1'26 0'72	1'71 1'80	0'73 0'88	0'58 0'95
147b	Repairs and renewals of coaching vehicles (a) "	{ 1st half 2nd ,,	4'23 3'34	3'47 3'07	9'05 7'55	5'93 7'01	5'57 2'53	11'25 4'77	1'33 2'47	9'01 9'35	6'77 9'44
148b	Repairs and renewals of goods vehicles (a) "	{ 1st half 2nd ,,	4'78 4'43	2'76 2'97	3'72 3'85	4'11 6'75	8'12 13'14	9'08 2'21	0'77 2'62	4'66 6'18	3'19 6'18
143A (b)	Repairs and renewals of machinery, tools and plant "	{ 1st half 2nd ,,	0'17 0'18	0'03 0'09	0'23 0'30	0'08 0'11	0'14 0'14	0'05 0'02	0'84 0'34	0'19 0'22	0'41 0'55
149b	Cleaning and oiling "	{ 1st half 2nd ,,	0'33 0'37	0'68 1'08	0'88 0'94	0'88 1'10	0'61 0'95	0'74 0'64	1'33 1'60	1'20 1'34	0'61 0'91
150b	Other charges (net) "	{ 1st half 2nd ,,	0'04 0'02	0'08 0'20	0'02 0'02	0'13 0'15	0'06 0'01	0'06 0'07	0'45 ...	1'15 1'64	1'08 1'70
151b	Total carriage and wagon expenses "	{ 1st half 2nd ,,	5'50 5'02	3'99 4'89	7'94 7'91	6'06 8'85	8'55 10'43	12'16 4'45	5'34 6'30	9'29 11'53	6'71 11'48

(a) These two items are calculated respectively upon the coaching and goods vehicle mileage; (b) Including the Pálanpur-Deesa, the line having been only recently opened for traffic; (c) Including the Pálanpur-Deesa, the line having been only recently opened for traffic; (d) The line having been only recently opened for traffic; * The standard used is Kurhurbaree coal, except in the case of

A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—continued.

EXPENSES—concluded.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive number.	
GUARAN- TAN- TAN- TAN- TAN-	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COM- PANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
		XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	XLIII. Bengal and North- Western railway system.	XLV. Raj- putana- Malwa. (c)	XLVII. Southern Maharatta railway system.	L. South Indian railway system.	LII. Assam- Bengal. (d)		LIII. Eastern Ben- gal (state), in- cluding the Kannia-Dhar- ta (2' 6" gauge) branch.	LIV. Burma (state).	LVIII. Rohil- kund and Kumaon railway system.			LXVII. Jodhpore-Bikaner.		LXIX. Bhavnagar- Gondal- Junagarh- Porbandar railway system.
		Jodhpore section.	Bikaner section.												
0'18	0'21	0'16	0'21	0'29	0'23		0'25	0'31	0'28	0'17	0'19	0'30	1st half	13	
0'18	0'22	0'19	0'32	0'31	0'24		0'25	0'39	0'30	0'21	0'23	0'45			2nd "
0'48	0'36	0'30	0'48	0'49	0'59		0'39	0'66	0'30	0'30	0'36	0'59	1st half	13	
0'49	0'38	0'35	0'61	0'50	0'60		0'39	0'79	0'32	0'32	0'36	0'70			2nd "
1'01	0'36	0'39	1'21	0'86	1'46		0'59	1'11	0'84	1'54	1'74	1'39	1st half	14	
1'12	0'39	0'49	1'16	0'86	1'53		0'63	1'27	0'85	1'63	1'79	1'53			2nd "
0'03	0'07	0'03	0'04	0'07	0'06		0'04	0'09	0'05	0'10	0'13	0'05	1st half	14	
0'04	0'07	0'04	0'06	0'06	0'07		0'04	0'10	0'05	0'10	0'13	0'07			2nd "
0'05	0'06	0'05	0'04	0'07	0'12		0'06	0'11	0'08	0'10	0'12	0'08	1st half	14	
0'05	0'05	0'06	0'06	0'06	0'11		0'06	0'14	0'08	0'15	0'17	0'09			2nd "
0'74	0'32	0'21	0'40	0'79	0'73		0'29	0'40	0'37	0'51	0'58	0'36	1st half	14	
0'70	0'47	0'26	0'64	0'68	0'68		0'30	0'66	0'41	0'41	0'46	0'76			2nd "
0'01	0'06	0'01	0'04	0'11	...		0'04	0'06	0'02	...	...	0'02	1st half	14	
0'02	0'09	0'02	0'04	0'11	...		0'04	0'08	0'03	0'06	0'07	0'03			2nd "
0'28	0'26	0'13	0'32	0'34	0'18		0'27	0'17	0'19	0'15	0'17	0'03	1st half	14	
0'23	0'30	0'09	0'29	0'53	0'26		0'20	0'16	0'21	0'07	0'08	0'18			2nd "
2'78	1'70	1'28	2'74	3'02	3'37		1'93	2'91	2'13	2'87	3'29	2'82	1st half	14	
2'83	1'97	1'50	3'18	3'11	3'49		1'91	3'59	2'25	2'95	3'29	3'81			2nd "
159'55	173'18	142'64	155'11	191'06	180'40		175'08	156'41	...	160'41	184'23	175'29	1st half	1	
171'53	184'35	147'17	165'49	196'25	178'85		179'30	182'32	...	167'40	183'94	199'11			2nd "
...	...	...	...	...	...		...	...	475'64	...	...	...	1st half	1	
...	...	...	...	...	...		...	...	471'82	...	...	...			2nd "
Wagon Expenses.															
0'28	0'34	0'19	0'18	0'26	0'29		0'30	0'31	0'24	0'09	0'09	0'27	1st half	14	
0'27	0'36	0'20	0'27	0'25	0'20		0'34	0'35	0'35	0'14	0'14	0'37			2nd "
0'72	0'92	0'30	0'61	0'82	1'04		0'58	0'75	0'42	0'69	0'68	0'48	1st half	14	
0'83	1'21	0'34	0'77	0'69	1'48		0'53	1'00	0'37	1'22	2'02	0'52			2nd "
2'02	0'94	0'46	0'86	0'85	1'35		0'46	0'80	0'58	0'64	0'63	0'30	1st half	14	
1'75	1'69	0'91	1'48	0'73	0'86		0'42	1'21	1'16	1'09	1'08	0'69			2nd "
0'06	0'04	0'01	0'01	0'03	...		0'02	0'05	0'03	...	...	0'02	1st half	14	
0'06	0'05	0'03	0'02	0'04	...		0'03	0'03	0'03	...	...	0'04			2nd "
0'38	0'28	0'16	0'26	0'19	0'22		0'19	0'42	0'28	0'25	0'23	0'18	1st half	14	
0'37	0'40	0'16	0'40	0'19	0'21		0'19	0'44	0'31	0'24	0'23	0'26			2nd "
0'38	0'08	0'02	0'08	—0'01	0'02		0'03	0'02	0'03	0'01	...	0'02	1st half	15	
0'38	0'06	0'01	0'13	0'01	0'01		0'01	0'18	0'01	0'02	0'01	0'01			2nd "
3'84	2'60	1'14	2'00	2'14	2'92		1'58	2'35	1'58	1'68	1'63	1'27	1st half	15	
3'66	3'77	1'65	3'07	1'91	2'76		1'52	3'21	2'23	2'71	3'48	1'89			2nd "
0'85	1'00	0'42	0'45	0'81	1'02		0'76	0'74	0'60	0'26	0'36	0'75	1st half	14	
0'84	1'16	0'50	0'70	0'76	0'72		0'85	0'98	0'95	0'43	0'54	1'18			2nd "
6'39	9'15	2'00	6'17	7'49	7'88		3'77	4'72	2'98	4'15	4'49	3'64	1st half	147	
7'14	11'30	2'08	5'19	6'26	11'50		3'76	6'21	2'39	7'16	13'42	3'11			2nd "
9'45	3'89	1'55	3'03	3'94	8'86		1'78	3'09	2'15	3'56	6'21	1'34	1st half	148	
8'23	8'66	3'83	6'22	3'39	5'47		1'65	6'00	5'36	6'91	10'19	4'03			2nd "
0'17	0'13	0'02	0'02	0'08	...		0'07	0'11	0'06	0'01	0'01	0'07	1st half	148	
0'17	0'17	0'07	0'03	0'13	...		0'07	0'09	0'06	...	...	0'13			2nd "
1'18	0'81	0'37	0'68	0'59	0'78		0'45	1'01	0'67	0'71	0'92	0'50	1st half	149	
1'14	1'31	0'41	1'05	0'59	0'73		0'48	1'23	0'83	0'73	0'91	0'81			2nd "
1'16	0'24	0'03	0'22	—0'03	0'06		0'08	0'05	0'05	0'03	0'01	0'05	1st half	15	
1'13	0'21	0'02	0'33	0'04	0'03		0'03	0'47	0'01	0'05	0'04	0'03			2nd "
11'74	7'60	2'56	5'22	6'59	10'26		3'89	5'62	3'80	4'85	6'48	3'56	1st half	15	
11'13	12'45	4'10	7'94	5'89	9'67		3'83	8'86	5'94	8'25	13'57	5'98			2nd "

All other items in the table being calculated upon the aggregate of both coaching and goods vehicle mileages.

Gaekwar's Petlad railway.

Gaekwar's Mehsana and the Oodeypore-Chitor railways.

reliable statistics are not available.

the Nizam's Guaranteed State railway, which uses Singareni coal.

APPENDIX
STATISTICS OF INDIAN
WORKING

TABLE D.—

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STANDARD								
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED GUARANTEED COM	
			I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	XII. North Western (state) railway system, excluding military lines.	XIV. Oudh and Rohilkhand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state).	XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India. (a)
PER TOTAL TRAIN-MILE.											
152a	General superintendence (including office expenses) Annas	{ 1st half 2nd ,,	0'54 0'59	0'92 1'25	1'06 1'05	0'56 0'68	0'52 0'65	0'80 0'67	1'65 1'37	0'53 0'60	0'60 0'74
153a	Station staff "	{ 1st half 2nd ,,	2'23 2'20	2'14 2'30	2'25 2'16	1'97 2'28	1'81 2'23	4'82 4'73	2'90 1'99	2'21 2'49	2'97 3'43
154a	Train staff "	{ 1st half 2nd ,,	0'93 0'99	0'63 0'71	0'74 0'70	0'84 0'94	0'70 0'80	0'69 0'65	0'61 0'54	1'41 1'43	0'57 0'64
155a	Fuel, lighting, water and general stores "	{ 1st half 2nd ,,	0'34 0'38	0'66 0'47	0'60 0'57	0'44 0'48	0'39 0'60	0'70 0'60	0'43 0'23	0'47 0'50	0'55 0'99
156a	Clothing "	{ 1st half 2nd ,,	0'06 0'03	0'01 0'03	0'03 0'02	0'07 0'09	0'05 0'11	0'08 0'05	0'14 0'03	0'02 0'09	0'10 0'14
157a	Printing, stationery and tickets "	{ 1st half 2nd ,,	0'13 0'17	0'51 0'35	0'32 0'40	0'17 0'19	0'21 0'23	0'25 0'25	0'40 0'40	0'22 0'23	0'43 0'41
158a	Charges for delivery and collection of goods, etc. "	{ 1st half 2nd ,,	0'01 0'01	... 0'01	... ...	... ...	0'01 0'01	0'07 0'12	... ...	0'02 0'02	0'05 0'06
159a	Miscellaneous expenses "	{ 1st half 2nd ,,	0'06 0'09	0'01 0'02	0'01 0'02	0'01 0'01	... ...	0'08 0'03	0'01 0'01	0'01 0'04	0'01 0'01
160a	Payments to other lines "	{ 1st half 2nd ,,	0'06 0'07	0'38 0'52	0'49 0'52	0'08 0'10	0'16 0'25	... ...	0'16 0'07	0'05 0'07	0'22 0'25
161a	Other charges (net) "	{ 1st half 2nd ,,	0'01 0'01	0'02 0'04	0'01 0'01	0'03 0'06	0'01 0'01	0'02 0'01	0'01 ...	0'16 0'23	0'16 0'16
162a	Total traffic expenses "	{ 1st half 2nd ,,	4'37 4'54	5'28 5'70	5'51 5'45	4'17 4'83	3'86 4'89	7'51 7'11	6'31 4'64	5'10 5'70	5'34 6'83
PER CENT. ON TRAFFIC EARNINGS.											
<i>(Abstracts H and I of Revenue Accounts.)</i>											
152b	General superintendence (including office expenses)† Per cent.	{ 1st half 2nd ,,	0'68 0'80	1'23 2'46	1'86 1'99	0'87 1'12	0'93 1'26	1'27 0'87	3'56 3'88	0'82 1'05	0'51 0'81
53b	Station staff "	{ 1st half 2nd ,,	2'81 2'98	2'88 4'51	3'94 4'12	3'05 3'78	3'21 4'36	7'68 6'15	6'26 5'64	3'45 4'36	2'54 3'75
54b	Train staff "	{ 1st half 2nd ,,	1'18 1'35	0'85 1'40	1'29 1'33	1'30 1'57	1'24 1'57	1'09 0'84	1'32 1'53	2'19 2'50	0'49 0'70
55b	Fuel, lighting, water and general stores "	{ 1st half 2nd ,,	0'43 0'51	0'90 0'91	1'05 1'10	0'68 0'80	0'69 1'17	1'11 0'78	0'93 0'64	0'73 0'87	0'47 1'08
56b	Clothing "	{ 1st half 2nd ,,	0'08 0'04	0'02 0'06	0'05 0'04	0'10 0'15	0'09 0'22	0'12 0'06	0'31 0'09	0'03 0'16	0'09 0'15
57b	Printing, stationery and tickets "	{ 1st half 2nd ,,	0'17 0'23	0'69 0'69	0'58 0'77	0'27 0'32	0'37 0'44	0'41 0'33	0'86 1'12	0'34 0'41	0'37 0'45
58b	Charges for delivery and collection of goods, etc. "	{ 1st half 2nd ,,	0'01 0'02	... 0'01	... 0'01	... ...	0'02 0'02	0'11 0'16	... ...	0'03 0'04	0'04 0'06
59b	Miscellaneous expenses "	{ 1st half 2nd ,,	0'07 0'12	0'02 0'04	0'02 0'04	0'01 0'01	... 0'01	0'11 0'04	0'02 0'03	0'02 0'07	0'01 0'02
60b	Payments to other lines "	{ 1st half 2nd ,,	0'07 0'10	0'50 1'03	0'86 0'99	0'12 0'16	0'28 0'49	... ...	0'33 0'19	0'07 0'13	0'19 0'28
61b	Other charges (net) "	{ 1st half 2nd ,,	0'01 0'01	0'03 0'07	0'01 0'02	0'05 0'11	0'01 0'02	0'05 0'01	0'02 0'01	0'25 0'40	0'13 0'17
62b	Total traffic expenses "	{ 1st half 2nd ,,	5'51 6'16	7'12 11'18	9'66 10'41	6'45 8'02	6'84 9'56	11'95 9'24	13'61 13'13	7'93 9'99	4'58 7'47
†	General superintendence per cent. on traffic earnings (including steam-boat) Per cent.	{ 1st half 2nd ,,	0'68 0'79	1'23 2'46	1'86 1'99	0'87 1'12	0'93 1'26	1'20 0'87	3'46 3'81	0'82 1'05	0'51 0'81

(a) Including the Gackwar's Petlad railway.

A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—continued.

TRAFFIC EXPENSES.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive number.
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
		XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa. (b)	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII. Assam-Bengal. (c)	LIII. Eastern Bengal (state), including the Kaunia-Dharilla (2' 6" gauge) branch.	LIV. Burma (state).		LXVII. Jodhpore-Bickaneer.	LXIX. Bhavnagar-Gondal-Junagarh-Forbandar railway system.			
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	Jodhpore section.	Bickaneer section.											
0'91 0'90	0'90 0'92	0'62 0'76	0'58 0'80	0'71 0'71	0'52 0'48		0'76 0'76	0'79 0'84	0'96 0'83	0'84 0'79	0'84 0'78	0'95 1'40	1st half and ,,	152a
2'37 2'36	2'10 2'27	1'48 1'56	1'70 2'04	1'67 1'61	1'56 1'49		2'52 2'47	2'97 2'96	1'46 1'57	1'37 1'37	1'55 1'70	2'53 2'76	1st half and ,,	153a
0'62 0'62	0'73 0'77	0'52 0'52	0'52 0'65	0'57 0'55	0'33 0'32		0'50 0'47	0'75 0'76	0'50 0'56	0'20 0'20	0'19 0'20	0'36 0'41	1st half and ,,	154a
0'49 0'54	0'54 0'52	0'43 0'43	0'23 0'49	0'61 0'53	0'54 0'49		0'32 0'44	0'61 0'64	0'45 0'34	0'30 0'40	0'27 0'38	0'72 0'42	1st half and ,,	155.
0'06 0'07	0'01 0'08	0'03 0'08	0'05 0'09	0'11 0'12	... 0'09		0'03 0'02	0'11 0'18	0'01 0'02	... ...	... ...	0'04 0'08	1st half and ,,	156a
0'53 0'46	0'33 0'33	0'30 0'36	0'21 0'32	0'25 0'27	0'48 0'44		0'22 0'21	0'24 0'35	0'40 0'45	0'31 0'39	0'26 0'35	0'37 0'47	1st half and ,,	157a
0'01 0'01	... ...	0'09 0'13	... ...	... ...	... ...		... ...	... ...	... ...	... ...	... ...	... ...	1st half and ,,	158a
0'03 0'03	0'03 0'04	0'02 0'08	0'01 0'02	0'04 0'05	0'02 0'02		0'05 0'01	0'03 0'03	0'06 0'05	... ...	... ...	0'13 0'15	1st half and ,,	159a
0'09 0'09	0'48 0'45	... ...	0'07 0'14	0'22 0'20	0'08 0'08		... ...	... ...	0'62 0'32	0'05 0'05	... ...	0'17 0'22	1st half and ,,	160a
0'26 0'07	... ...	0'52 0'18	0'01 0'01	0'02 0'01	0'02 0'02		0'14 0'19	0'03 0'03	... ...	... ...	... ...	0'12 0'02	1st half and ,,	161a
5'37 5'15	5'12 5'38	4'01 4'10	3'38 4'56	4'20 4'05	3'51 3'43		4'55 4'57	5'53 5'79	4'46 4'14	3'07 3'20	3'11 3'41	5'39 5'93	1st half and ,,	162a
1'28 1'32	1'21 1'41	1'20 1'89	0'98 1'40	1'61 1'83	1'21 1'17		1'48 1'42	1'33 1'83	2'30 2'36	1'46 1'74	2'01 2'14	1'66 2'68	1st half and ,,	152b
3'32 3'47	2'84 3'43	2'86 3'86	2'88 3'54	3'81 4'16	3'63 3'61		5'02 4'61	5'00 6'44	3'52 4'47	2'36 3'02	3'73 4'71	4'39 5'27	1st half and ,,	153b
0'86 0'91	0'98 1'17	0'99 1'30	0'89 1'13	1'29 1'42	0'77 0'76		0'99 0'88	1'26 1'66	1'21 1'60	0'34 0'44	0'45 0'55	0'62 0'79	1st half and ,,	154b
0'69 0'79	0'73 0'79	0'82 1'06	0'40 0'85	1'40 1'37	1'25 1'21		0'64 0'82	1'04 1'39	1'09 0'98	0'53 0'88	0'66 1'06	1'24 0'81	1st half and ,,	155b
0'09 0'11	0'01 0'13	0'06 0'20	0'08 0'15	0'25 0'32	0'01 0'23		0'05 0'03	0'19 0'37	0'02 0'05	... ...	... ...	0'07 0'14	1st half and ,,	156b
0'74 0'68	0'45 0'49	0'58 0'89	0'37 0'55	0'57 0'71	1'12 1'05		0'44 0'39	0'40 0'75	0'97 1'27	0'53 0'84	0'62 0'96	0'65 0'91	1st half and ,,	157b
0'02 0'02	... ...	0'17 0'32	... ...	... ...	... ...		... ...	... ...	... ...	0'01 ...	... ...	... ...	1st half and ,,	158b
0'04 0'04	0'04 0'06	0'05 0'20	0'02 0'03	0'10 0'12	0'05 0'05		0'11 0'01	0'05 0'07	0'14 0'13	... ...	0'01 0'01	0'22 0'27	1st half and ,,	159b
0'13 0'13	0'65 0'67	... ...	0'11 0'24	0'51 0'51	0'19 0'21		... ...	... ...	1'50 0'92	0'08 0'10	... ...	0'30 0'42	1st half and ,,	160b
0'36 0'11	... ...	1'00 0'44	0'01 0'01	0'03 0'02	0'05 0'04		0'28 0'35	0'05 0'08	... ...	... ...	... ...	0'20 0'05	1st half and ,,	161b
7'53 7'58	6'91 8'15	7'73 10'16	5'74 7'90	9'57 10'46	8'18 8'33		9'01 8'51	9'32 12'59	10'75 11'78	5'30 7'03	7'48 9'43	9'35 11'34	1st half and ,,	162b
1'28 1'32	1'21 1'41	1'11 1'73	0'98 1'40	1'61 1'83	1'21 1'17		1'40 1'30	1'33 1'81	2'30 2'36	1'46 1'74	2'01 2'14	1'66 2'68	1st half and ,,	†

(b) Including the Palanpur-Deesa, the Gaekwar's Mehsana and the Goddeypore-Chitor railways.
(c) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN
WORKING

TABLE E.—GENERAL

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED GUARANTEED CO.	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North Western (state) railway system, excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	East Coast (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India. (b)
PER TOTAL TRAIN-MILE.											
163a	Home expenditure <i>Annas</i>	{ 1st half 2nd "	(a)0'44 (a)0'45	1'55 2'28	(a)1'38 (a)1'50	0'08 ...	0'11 ...	0'29 0'17	... ...	0'16 0'19	0'17 0'28
164a	Agent's office—salaries and expenses "	{ 1st half 2nd "	0'14 0'15	0'58 0'79	0'61 0'67	0'20 0'23	0'26 0'31	0'42 0'36	0'65 0'32	0'18 0'21	0'24 0'27
165a	Audit, accounts, and pay office "	{ 1st half 2nd "	0'57 0'59	1'26 1'50	1'35 1'33	0'50 0'58	0'58 0'75	0'78 0'68	0'87 0'77	0'58 0'69	0'86 1'11
166a	Stores department "	{ 1st half 2nd "	0'21 0'22	0'31 0'38	0'36 0'37	0'14 0'17	0'15 0'18	0'08 0'07	0'21 0'23	0'19 0'22	0'28 0'39
167a	Medical "	{ 1st half 2nd "	0'14 0'15	0'24 0'33	0'17 0'19	0'08 0'10	0'11 0'14	0'19 0'17	0'12 0'09	0'11 0'13	0'16 0'20
168a	Rents and miscellaneous "	{ 1st half 2nd "	0'17 0'21	0'32 0'43	0'30 0'32	0'12 0'12	0'15 0'14	0'18 0'13	0'36 0'41	0'13 0'12	0'30 0'41
169a	Police "	{ 1st half 2nd "	0'24 0'23	0'25 0'38	0'44 0'58	0'15 0'18	0'13 0'17	0'17 0'15	0'12 0'10	0'23 0'28	0'30 0'33
170a	Advertising "	{ 1st half 2nd "	0'01 0'02	0'01 0'03	0'01 0'01	... 0'01	0'01 0'01	0'01 0'01	0'03 0'01	... 0'02	0'01 0'01
171a	Electric telegraph "	{ 1st half 2nd "	0'59 0'58	1'35 1'56	0'95 1'06	0'58 0'68	0'57 0'76	0'99 0'86	1'54 1'45	0'59 0'69	0'52 0'69
172a	Other charges (net) "	{ 1st half 2nd "	... ...	0'09 0'02	... ...	... ...	0'01 0'01	... 0'01	... ...	0'15 0'18	0'20 0'16
173a	Total general charges "	{ 1st half 2nd "	2'51 2'60	5'96 7'70	5'57 6'03	1'85 2'07	2'08 2'47	3'11 2'61	3'90 3'38	2'32 2'73	3'04 3'85
PER CENT. ON TOTAL EARNINGS.											
163b	Home expenditure <i>Per cent.</i>	{ 1st half 2nd "	(a)0'54 (a)0'59	1'89 4'10	(a)2'32 (a)2'77	0'12 ...	0'19 ...	0'47 0'24	... ...	0'25 0'33	0'14 0'30
164b	Agent's office—salaries and expenses "	{ 1st half 2nd "	0'18 0'20	0'72 1'44	1'02 1'24	0'30 0'38	0'45 0'58	0'67 0'52	1'33 0'87	0'27 0'37	0'21 0'29
165b	Audit, accounts, and pay office "	{ 1st half 2nd "	0'70 0'79	1'54 2'70	2'29 2'45	0'76 0'94	1'02 1'42	1'26 0'96	1'80 2'10	0'89 1'20	0'73 1'19
166b	Stores department "	{ 1st half 2nd "	0'26 0'29	0'37 0'69	0'60 0'68	0'20 0'27	0'25 0'35	0'14 0'10	0'44 0'62	0'29 0'38	0'24 0'41
167b	Medical "	{ 1st half 2nd "	0'18 0'20	0'30 0'60	0'29 0'36	0'13 0'17	0'20 0'28	0'31 0'24	0'25 0'24	0'17 0'23	0'13 0'21
168b	Rents and miscellaneous "	{ 1st half 2nd "	0'21 0'28	0'40 0'77	0'51 0'61	0'18 0'19	0'26 0'26	0'29 0'19	0'73 1'13	0'20 0'20	0'25 0'44
169b	Police "	{ 1st half 2nd "	0'30 0'30	0'29 0'69	0'74 1'07	0'23 0'29	0'23 0'32	0'27 0'21	0'25 0'28	0'35 0'49	0'25 0'36
170b	Advertising "	{ 1st half 2nd "	0'01 0'02	0'02 0'04	0'02 0'02	... 0'01	0'02 0'01	0'02 0'02	0'06 0'02	0'01 0'03	... 0'01
171b	Electric telegraph "	{ 1st half 2nd "	0'73 0'78	1'64 2'82	1'61 1'97	0'88 1'11	1'00 1'45	1'58 1'22	3'16 3'93	0'91 1'19	0'44 0'74
172b	Other charges (net) "	{ 1st half 2nd "	0'01 ...	0'12 0'04	... ...	... ...	0'02 0'01	... 0'01	... ...	0'23 0'31	0'18 0'18
173b	Total general charges "	{ 1st half 2nd "	3'12 3'47	7'29 13'89	9'40 11'17	2'80 3'36	3'64 4'68	5'01 3'71	8'02 9'19	3'57 4'73	2'57 4'13
PER CENT. ON GROSS EARNINGS.											
174	Law charges <i>Per cent.</i>	{ 1st half 2nd "	0'01 0'02	0'01 0'01	... 0'01	0'03 ...	... ...	... ...	... ...	... 0'04	0'01 0'01
175	Compensation "	{ 1st half 2nd "	0'05 0'05	... 0'04	0'08 0'11	0'15 0'06	0'09 0'27	0'15 0'26	0'07 0'12	0'03 0'06	0'21 0'88
176	Rates and taxes "	{ 1st half 2nd "	0'12 0'13	... -0'03	0'02 0'03	0'04 0'02	0'01 0'03	0'23 0'14	0'05 0'05	0'12 0'17	0'14 0'20
177	Payments to other lines "	{ 1st half 2nd "	1'45 0'74	0'58 1'18	3'88 3'70	0'27 0'29	0'60 0'80	0'22 0'77	0'89 0'20	0'90 0'61	0'52 0'31
178	Other charges (net) "	{ 1st half 2nd "	0'28 0'30	1'33 0'82	2'17 1'01	0'58 0'65	0'53 0'62	0'62 0'48	0'63 0'60	0'37 0'39	0'16 0'15
179	Total special and miscellaneous expenses "	{ 1st half 2nd "	1'91 1'24	1'92 2'02	6'15 4'86	1'07 1'02	1'23 1'72	1'22 1'65	1'64 0'97	1'42 1'27	1'04 1'55

(a) Including cost of Government controlling establishment.
(b) Including the Gakwar's Petlad railway.

A—continued.

RAILWAYS—(Part II)—continued.

EXPENSES—concluded.

CHARGES.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											1895.	Progressive number.	
BY COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
		XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa. (c)	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII. Assam-Bengal. (d)	LIII. Eastern Bengal (state), including the Kaunia-Dharilla (2' 6" gauge) branch.	LIV. Burma (state).		LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bikaner.				LXIX. Bhavnagar-Gondal-Junagarh-Porbandar railway system.
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.								Jodhpore section.	Bikaner section.					
0'46	1'63	(a)1'10	0'42	1'00	(a)0'88				(a)1'22			0'04	1st half	163a	
0'46	1'80	(a)1'07	0'67	0'95	(a)0'87				(a)1'47			0'07	2nd "		
0'38	0'51	0'31	0'13	0'28	0'20			0'42	0'82			0'84	1st half	164a	
0'35	0'52	0'28	0'18	0'24	0'51			0'45	0'90			1'32	2nd "		
0'90	1'47	0'73	0'48	0'72	0'65			0'83	0'97	0'88	0'67	1'18	1st half	165a	
0'89	1'62	0'78	0'75	0'70	0'63			0'88	1'14	0'70	0'61	1'80	2nd "		
0'14	0'31	0'12	0'18	0'19	0'14			0'34	0'27	0'18	0'18	0'22	1st half	166a	
0'14	0'32	0'13	0'24	0'18	0'13			0'29	0'31	0'18	0'18	0'34	2nd "		
0'18	0'30	0'11	0'12	0'15	0'12			0'14	0'11	0'05	0'06	0'29	1st half	167a	
0'19	0'46	0'12	0'16	0'15	0'12			0'19	0'11	0'05	0'06	0'43	2nd "		
0'14	0'61	0'17	0'10	0'19	0'18			0'21	0'30	0'03	0'22	0'28	1st half	168a	
0'13	0'55	0'20	0'16	0'22	0'16			0'18	0'42	0'02	0'16	0'35	2nd "		
0'23	0'64	0'29	0'26	0'33	0'15			0'16	0'36	0'06	0'11	0'62	1st half	169a	
0'22	0'65	0'31	0'38	0'31	0'16			0'22	0'37	0'06	0'10	0'91	2nd "		
0'03	0'01	0'01	...	0'01	0'02			0'04	0'03	...	...	...	1st half	170a
0'03	0'01	0'01	0'01	0'01	0'01			0'04	0'03	...	...	0'03	2nd "	
0'83	0'83	0'92	0'80	1'08	0'57			1'02	0'82	0'77	0'82	1'03	1st half	171a	
0'84	0'87	1'06	1'12	1'05	0'53			1'14	0'99	0'78	0'84	1'48	2nd "		
0'37	...	0'01	...	0'01	...			0'02	...	...	...	...	1st half	172a
0'33	...	...	...	0'01	...			0'01	...	...	...	...	2nd "	
3'66	6'31	3'77	2'49	3'96	2'91			3'18	4'90	1'97	2'06	4'50	1st half	173a	
3'58	6'80	3'96	3'67	3'82	3'13			3'40	5'74	1'79	1'95	6'73	2nd "		
0'64	2'16	(a)1'88	0'71	2'23	(a)2'04		Included with standard gauge.	...	(a)2'72	...	...	0'07	1st half	163b
0'67	2'64	(a)2'34	1'14	2'41	(a)2'09			(a)3'76	0'12		2nd "
0'52	0'68	0'54	0'21	0'62	0'46				0'68	1'82	1'44	1st half	164b
0'50	0'77	0'62	0'30	0'60	1'22				0'98	2'30	...	...	2'45	2nd "
1'24	1'95	1'26	0'81	1'59	1'49				1'38	2'16	1'50	1'47	2'00	1st half	165b
1'28	2'37	1'69	1'27	1'75	1'50				1'92	2'92	1'50	1'50	3'33	2nd "	
0'20	0'40	0'20	0'30	0'41	0'32				0'56	0'59	0'30	0'38	0'37	1st half	166b
0'20	0'47	0'29	0'40	0'45	0'32				0'63	0'79	0'39	0'44	0'64	2nd "	
0'25	0'39	0'19	0'19	0'34	0'28				0'22	0'23	0'09	0'13	0'50	1st half	167b
0'27	0'67	0'27	0'28	0'37	0'29				0'41	0'30	0'12	0'14	0'80	2nd "	
0'20	0'81	0'30	0'18	0'42	0'41				0'33	0'67	0'04	0'49	0'48	1st half	168b
0'19	0'81	0'45	0'27	0'57	0'40				0'42	1'10	0'04	0'41	0'65	2nd "	
0'31	0'85	0'50	0'43	0'73	0'35				0'27	0'80	0'11	0'24	1'05	1st half	169b
0'33	0'95	0'67	0'64	0'78	0'39				0'49	0'94	0'13	0'25	1'69	2nd "	
0'04	0'01	0'01	...	0'02	0'04				0'06	0'06	1st half	170b
0'05	0'02	0'01	0'01	0'02	0'02			0'08	0'07	...	...	0'05	2nd "	
1'14	1'09	1'58	1'34	2'43	1'34			1'68	1'83	1'31	1'78	1'75	1st half	171b	
1'22	1'30	2'33	1'90	2'64	1'28			2'50	2'54	1'67	2'08	2'75	2nd "		
0'51	...	0'01	—0'01	0'02	0'01			0'04	...	...	...	...	1st half	172b
0'48	0'01	...	...	0'03	...			0'02	...	...	...	...	2nd "	
5'05	8'34	6'47	4'16	8'81	6'74			5'22	10'88	3'35	4'49	7'66	1st half	173b	
5'19	10'01	8'67	6'21	9'62	7'52			7'45	14'72	3'85	4'82	12'48	2nd "		
0'03	0'03	0'02	...	0'04	0'01			...	0'15	...	...	0'03	1st half	174
0'03	0'03	0'06	...	0'06	0'01			...	0'17	...	...	0'07	2nd "	
0'02	0'02	0'04	0'14	0'03	0'05			0'01	0'05	0'07	...	0'26	1st half	175	
0'01	0'02	0'21	0'08	0'04	0'03			0'06	0'04	0'02	...	0'15	2nd "		
0'12	...	0'03	0'01	0'09	0'12			0'40	0'02	...	...	...	1st half	176
0'30	...	0'09	0'01	0'07	0'25			0'48	0'03	...	...	...	2nd "	
0'19	0'28	0'04	...	0'52	0'12			...	0'10	0'37	...	0'10	1st half	177	
...	0'52	0'06	...	0'17	0'14			...	0'16	0'23	...	0'16	2nd "		
0'49	0'55	1'46	0'46	0'16	0'32			0'65	6'02	0'18	0'16	0'94	1st half	178	
0'56	0'74	2'19	0'66	0'17	0'32			0'72	7'81	0'27	0'22	1'10	2nd "		
0'85	0'88	1'59	0'61	0'84	0'62			1'06	6'34	0'62	0'16	1'33	1st half	179	
0'90	1'31	2'61	0'75	0'51	0'75			1'26	8'21	0'52	0'22	1'48	2nd "		

(c) Including the Palanpur-Deesa, the Gaekwar's Mehsana and the Odeypore-Chitor railways.
 (d) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

EXTRACT FROM TABLES PRINTED

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY THE STATE.	
			I.	II.	III.	XII.	XIV.	XV.	XVIII.	XXIV.	XXV.
			East Indian railway system.	Bengal-Nágpur.	Indian Midland railway system.	North West-ern (state) railway system, excluding military lines.	Oudh and Rohilkhand (state).	Eastern Bengal (state).	East Coast (state).	Great Indian Peninsula railway system.	Bombay, Baroda and Central India. (a)
FROM APPENDIX I.											
180	Average number of locomotives on the line No.	{ 1st half 2nd ,,	580 596	103 111	111 111	457 456	155 163	91 92	43 43	605 605	149 162
181	Average miles run per locomotive per diem Miles	{ 1st half 2nd ,,	67'25 60'99	51'95 37'96	41'67 38'43	61'45 51'94	70'40 50'15	74'49 80'14	48'65 56'09	49'79 39'93	70'38 49'23
182	Coaching lbs.	{ 1st half 2nd ,,	47'32 47'62	40'21 42'94	45'64 43'72	42'14 39'29	37'12 34'41	37'03 35'15	54'54 47'00	39'07 38'99	44'69 47'45
183	Goods "	{ 1st half 2nd ,,		44'73 41'63							54'95 53'13
184	Mixed "	{ 1st half 2nd ,,		45'14 45'96							
lbs. wood per engine-mile (wood-burning engines)—											
185	Coaching lbs.	{ 1st half 2nd ,,	...	...	...	...	...	...	...	...	...
186	Goods "	{ 1st half 2nd ,,	...	...	...	...	...	...	...	...	...
187	Mixed "	{ 1st half 2nd ,,	...	...	...	...	...	...	...	...	...
Average gross weight of trains—											
188	Coaching Tons	{ 1st half 2nd ,,	163'50 175'16	221'05 106'23	162'52 148'38	232'88 220'21	175'73 174'29	153'89 161'53	173'44 257'34	156'29 152'42	162'77 159'21
189	Goods "	{ 1st half 2nd ,,	431'39 414'56	403'85 327'93	325'48 324'03	296'49 329'16	299'12 205'86	337'48 427'99	196'52 121'81	276'38 257'50	514'21 444'93
190	Mixed "	{ 1st half 2nd ,,	223'09 225'58	284'67 254'93	257'09 248'96	323'74 228'47	283'64 285'41	194'91 210'44	271'67 256'60	..	229'12 224'69
Average through speed of trains—											
191	Coaching Miles per hour	{ 1st half 2nd ,,	25'00 24'19	18'44 25'73	22'80 24'36	21'69 22'33	23'28 23'28	17'63 17'63	13'99 13'64	22'87 22'87	20'30 20'30
192	Goods "	{ 1st half 2nd ,,	12'20 12'20	10'54 10'54	10'79 11'16	12'31 11'85	7'39 7'39	12'52 12'52	11'91 11'91	10'51 10'51	10'04 9'08
193	Mixed "	{ 1st half 2nd ,,	17'48 16'34	15'90 15'90	14'73 15'08	15'81 15'44	12'00 12'00	13'68 13'68	13'99 13'64	15'47 15'47	15'34 15'29
FROM APPENDIX II.											
194	Average mileage per diem of coaching vehicles, including brakes . Miles	{ 1st half 2nd ,,	237,015 241,515	33,176 31,563	33,153 36,074	159,701 156,451	65,431 62,389	47,359 46,255	15,572 15,061	152,228 149,917	52,544 55,691
195	Goods ditto ditto . "	{ 1st half 2nd ,,	620,347 532,728	94,288 84,922	57,451 44,787	414,525 307,989	175,146 101,942	62,397 106,727	20,875 17,290	385,552 247,436	1180,513 105,793
Average lead of passengers . Miles											
Average lead of goods . "											
Total tonnage of goods lifted . Tons											
Total tonnage of goods lifted . Tons											

(a) Including the Godhra-Rutlam and the Gaekwar's Petlad railways, but excluding the former in the case of the last three items.

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

EXTRACT FROM TABLE PRINTED

Progressive number.	HEADINGS.	1895.	STANDARD										
			STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GUARANTEED COMPANIES.			
			I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland only.	XII. North Western only.	XIV. Oudh and Rohilkund (state).	XV. Eastern Bengal only.	XVIII. East Coast (state).	XXIV. Great Indian Peninsula only.	XXV. Bombay, Baroda and Central India.	XXVI. Madras railway system.	
	FROM APPENDIX V.												
	Average age of sleepers—												
196	Wood . . . Years	1st half	9'17	(b) 7'99	13'00	(b) 9'75	7'31	10'50	(b) 2'15	(f)	(g) 9'86	(h) 10'62	
		2nd "	9'37	(b) 8'25	13'50	(b) 9'39	7'30	10'00	(b) 2'28	(f)	(g) 9'80	(h) 10'65	
197	Iron . . . "	1st half	(a) 7'68	(c) 5'51	(d) 6'50	10'88	(e) 14'93	7'00	(c) 1'58	(f)	14'02	24'18	
		2nd "	(a) 7'93	(c) 6'01	(d) 7'00	11'28	(e) 15'05	7'50	(c) 2'05	(f)	14'24	24'62	
	Percentage of removals—												
198	Wood . . . Per cent.	1st half	4'41	(b) 0'94	14'72	(b) 4'35	1'89	5'75	...	8'73	(g) 5'29	(h) 2'78	
		2nd "	3'81	(b) 1'24	4'64	(b) 3'79	2'28	4'06	...	7'56	(g) 5'15	(h) 3'59	
199	Iron . . . "	1st half	2'75	(c) 0'04	(d) 0'04	2'56	(e) 3'11	0'53	...	0'94	0'78	0'17	
		2nd "	2'04	(c) 0'02	(d) 0'01	1'66	(e) 2'65	0'29	...	0'96	0'04	0'14	

(a) Average age of Denham-Olpherts' iron sleepers only. The average age of other iron sleepers has not been furnished.
 (b) Excluding longitudinal sleepers.
 (c) Steel sleepers.
 (d) Excluding Denham-Olpherts' cast iron sleepers.
 (e) Total iron and steel sleepers.

APPENDIX A.

CXV

A—concluded.

RAILWAYS—(Part II)—concluded.

AS APPENDIX TO THE ANALYSES—concluded.

Half-years ended the 30th June and the 31st December 1895.

GAUGE.	METRE GAUGE.											1895.	Progressive number.	
	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
		XLIII. Bengal and North-Western.		XLV. Rajputana-Malwa.	XLVII. Southern Mahratta railway system.	L. South Indian only.	LII. Assam-Bengal. (j)	LIII. Eastern Bengal (state), including the Kaunia-Dharila (2' 6" gauge) branch.		LIV. Burma (state).	LVIII. Rohilkund and Kumaon railway system.			LXVII. Jodhpore-Bikaner.		LXIX. Bhavnagar Gondal Junagarh Porbandar railway system.
XXXVI. The Nizam's Guaranteed State railway system.	Tirhoot section.	Company's section.							Jodhpore section.	Bikaner section.				
15'50	11'67	9'07	(b) 11'00	(b) 8'00	b) 12'54	(b) 10'00	(b) 11'45	6'31	(f)	3'50	6'12	1st half	100	
16'00	11'95	9'39	(b) 11'00	(b) 8'50	b) 12'61	(b) 10'50	(b) 10'68	6'74	(f)	4'00	6'46	2nd "		
(i) 21'50	12'04	...	(e) 10'00	(e) 7'50	(d) 10'16	(e) 9'00	...	...	(c) 4'50	(c) 3'50	(c) 5'49	1st half	107
(i) 22'00	12'52	...	(e) 11'00	(e) 8'00	(d) 10'47	(e) 9'50	...	...	(c) 5'00	(c) 4'00	(c) 5'50	2nd "	
2'00	1'36	1'39	(b) 2'37	(b) 2'48	(b) 10'62	(b) 1'54	(b) 2'49	1'34	(f)	(f)	2'50	1st half	108	
2'89	1'75	1'94	(b) 2'43	(b) 2'15	(b) 7'98	(b) 1'98	(b) 1'46	1'03	(f)	(f)	2'80	2nd "		
(i) 0'59	0'02	...	(e) 2'37	(e) 0'27	(d) 0'02	(e) 0'05	...	...	...	(f)	(c) 0'04	1st half	109
(i) 0'34	0'15	...	(e) 0'38	(e) 0'21	(d) 0'01	(e) 0'29	...	...	...	(f)	(c) 1'32	2nd "	

(f) Information not furnished.

(g) Excluding Adam's No. 2 creosoted sleepers.

(h) Excluding creosoted pine sleepers.

(i) Excluding pea-pod steel sleepers.

(j) The line having been only recently opened for traffic, reliable statistics are not available.

Statement showing the general results of working of the

Serial No.	RAILWAY.	MEAN MILEAGE WORKED, INCLUDING FOREIGN LINES WORKED OVER—MILES.					COACHING—RUPEES.			
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.
	STANDARD GAUGE.									
I	East Indian	1,550	1,811	1,819	1,858	(a) 1,905	1,56,93,343	1,63,72,818	1,76,28,455	1,81,50,604
II	Bengal-Nágpur	811	832	860	862	862	9,30,522	11,11,283	13,34,341	13,21,106
III	Indian Midland	697	754	754	754	(a) 819	16,67,165	19,90,028	20,69,217	20,82,077
XII	North Western (state)	2,396	2,444	2,449	2,452	(b) 2,636	1,00,51,057	94,83,579	95,52,843	99,67,109
XIV	Oudh and Rohilkhand (state).	693	693	703	773	797	38,42,518	37,57,481	39,08,783	39,41,317
XV	Eastern Bengal (state)	249	249	249	248	249	26,33,664	22,89,026	24,05,548	25,00,876
XVIII	East Coast (state)	...	...	81	287	(c) 396	...	...	1,96,261	8,72,534
XXIV	Great Indian Peninsula	1,489	1,491	1,490	1,490	(a) 1,490	90,87,884	89,58,793	92,35,087	93,72,943
XXV	Bombay, Baroda and Central India.	461	461	461	461	461	45,11,243	46,57,496	49,55,714	49,87,143
XXVI	Madras	839	839	839	839	839	36,14,372	37,54,832	39,84,581	41,18,367
XXXVI	The Nizam's Guaranteed State.	354	354	433	355	(d) 355	8,19,130	8,36,044	10,08,982	8,87,505
	METRE GAUGE.									
XLIII	Bengal and North-Western—									
	Tirhoot section	} 717	754	756	756	756	19,96,749	20,05,445	20,83,487	22,31,215
	Company's section									
XLV	Rajputana-Malwa	1,673	1,674	1,674	1,674	1,674	62,71,472	62,03,640	66,35,953	69,56,738
XLVII	Southern Mahratta	1,361	1,385	1,512	1,556	(a) 1,556	26,52,855	26,44,918	31,33,087	32,91,556
L	South Indian	883	1,087	1,049	1,041	1,042	37,34,924	40,70,125	41,63,708	42,85,621
LII	Assam-Bengal (e)	...	...	...	...	65	...	...	...	...
LIII	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	} 528	530	530	564	564	18,81,847	17,28,441	18,79,662	22,56,801
	Dacca section									
LIV	Burma (state)	583	692	725	732	763	34,19,265	40,76,573	37,31,619	33,04,581
LVIII	Rohilkund and Kumaon—(Company's section)(f)	236	264	275	279	282	4,14,290	5,10,099	5,34,481	5,41,961
LXVII	Jodhpore-Bickaneer—Jodhpore section	180	247	306	320	320	2,31,208	3,25,528	3,85,496	4,55,491
	Bickaneer section	3	43	43	43	43	1,451	24,826	31,366	36,831
LXIX	Bhávnaagar-Gondal-Junágarh-Porbandar.	334	334	334	334	334	8,14,967	8,11,590	10,18,599	9,47,801

B.

principal railways during the years 1891-1895.

EARNINGS.						Serial No.	REMARKS.
GOODS—RUPEES.							
1895.	1891.	1892.	1893.	1894.	1895.		
(a) 1,85,46,434	3,30,54,067	3,32,71,350	3,29,70,439	3,53,55,879	(a) 3,64,66,569	I	(a) Including branch lines worked.
15,21,190	39,96,661	45,61,507	46,08,305	48,09,555	47,50,331	II	(b) Including branch lines worked, but excluding 6·13 miles used for military traffic only.
(a) 21,37,837	23,00,032	28,65,714	27,53,420	35,50,228	(a) 26,94,105	III	(c) Excluding 2·99 miles of metre gauge line.
(a) 1,20,06,626	2,19,37,447	1,64,44,903	1,91,19,245	2,13,94,215	(a) 2,38,50,060	XII	(d) Including branch line worked, also 3·10 miles worked over twice by each train, but excluding 2·19 miles used for military traffic only.
40,37,093	42,75,549	44,12,793	44,53,397	63,49,657	60,58,237	XIV	(e) Opened to traffic from the 1st July 1895.
27,62,311	43,81,629	41,83,677	42,08,750	50,46,115	53,74,400	XV	(f) Including the Lucknow-Bareilly section. This remark applies to all the entries relating to 1895 in the subsequent pages.
10,53,485	...	...	87,910	4,68,994	7,68,063	XVIII	
(a) 97,99,477	3,57,37,728	3,13,19,876	2,92,03,680	2,65,38,784	(a) 2,36,07,088	XXIV	
53,43,524	93,74,364	92,99,145	98,91,624	1,05,81,899	1,19,18,571	XXV	
47,44,822	55,38,684	56,90,712	63,03,468	59,85,131	62,81,644	XXVI	
(a) 9,11,303	18,59,997	18,27,809	19,29,927	23,06,463	(a) 24,20,470	XXXVI	
23,59,924	23,57,101	25,20,555	25,86,872	26,87,731	26,70,014	XLIII	
75,04,864	1,52,52,527	1,55,67,082	1,55,92,268	1,75,02,774	1,55,00,469	XLV	
(a) 36,39,471	33,44,379	31,67,504	45,76,731	45,50,018	(a) 49,99,717	XLVII	
46,57,225	32,03,562	33,29,239	37,76,548	36,32,040	41,59,010	L	
92,374	...	...	...	...	1,15,506	LII	
23,10,039	26,48,762	24,05,976	26,81,621	29,41,748	31,12,194	LIII	
35,48,016	23,54,622	28,89,782	28,35,103	28,13,488	30,93,930	LIV	
5,48,528	3,33,126	4,56,893	4,88,684	7,54,782	5,74,855	LVIII	
5,04,146	3,71,858	6,03,961	4,25,939	6,11,452	4,54,682	LXVII	
39,192	3,351	44,746	27,566	35,560	38,681		
9,64,905	6,26,142	7,23,958	9,57,818	8,53,638	9,38,267	LXIX	

Statement showing the general results of working of the

Serial No.	RAILWAY.	EARNING							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING ELECTRIC		
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.
	STANDARD GAUGE.								
I	East Indian	75,145	70,977	1,02,161	1,15,210	1,22,572	8,44,924	8,01,898	5,76,031
II	Bengal-Nágpur . . . . .	...	...	...	...	...	5,30,173	4,10,772	4,75,105
III	Indian Midland . . . . .	...	...	...	...	...	1,95,164	2,22,779	2,29,813
XII	North Western (state)	6,550	26,577	61,060	66,118	74,442	4,71,043	4,80,606	5,35,584
XIV	Oudh and Rohilkhand (state). . . . .	...	...	...	...	...	4,46,142	3,72,563	3,53,747
XV	Eastern Bengal (state)	4,41,063	2,97,835	2,15,857	3,57,398	1,92,629	2,63,002	2,54,357	2,39,330
XVIII	East Coast (state) . . . . .	...	...	7,930	22,518	42,987	...	...	5,021
XXIV	Great Indian Peninsula . . . . .	...	...	...	...	...	4,29,721	3,86,958	3,74,974
XXV	Bombay, Baroda and Central India. . . . .	...	...	...	...	...	2,52,162	2,87,837	2,48,701
XXVI	Madras . . . . .	...	...	...	...	...	1,91,631	1,79,125	2,16,981
XXXVI	The Nizam's Guaranteed State. . . . .	...	...	...	...	...	97,311	1,16,788	1,22,691
	METRE GAUGE.								
XLIII	Bengal and North-Western—								
	Tirhoot section	} 4,60,396	4,05,950	4,41,095	4,35,658	4,34,774	1,51,942	1,91,989	1,83,921
	Company's section								
XLV	Rajputana-Malwa . . . . .	...	...	...	...	...	2,65,570	6,29,732	3,42,461
XLVII	Southern Mahratta . . . . .	...	...	...	...	...	1,46,239	1,28,654	1,10,221
L	South Indian . . . . .	...	...	...	...	...	98,270	3,15,632	1,70,171
LII	Assam-Bengal . . . . .	...	...	...	...	...	...	...	...
LIII	Eastern Bengal (state)—								
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	} 3,72,181	3,29,098	3,47,260	3,80,412	4,38,495	53,293	68,036	73,111
	Dacca section								
LIV	Burma (state)	853	18,237	24,372	48,062	6,553	80,456	1,16,026	1,31,411
LVIII	Rohilkund and Kumaon Company's section) . . . . .	...	...	...	...	...	1,32,735	1,49,491	1,31,611
LXVII	Jodhpore-Bickaneer—								
	Jodhpore section . . . . .	...	...	...	...	...	9,773	17,490	20,311
	Bickaneer section . . . . .	...	...	...	...	...	337	6,975	7,711
LXIX	Bhánagar-Gondal-Junágarh-Forbandar. . . . .	...	...	...	...	...	36,154	42,630	53,511

B—continued.

principal railways during the years 1891-1895—continued.

—concluded.

TELEGRAPH—RUPPEES.		TOTAL—RUPPEES.					Serial No.	REMARKS.
1894.	1895.	1891.	1892.	1893.	1894.	1895.		
7,11,478	(a) 7,69,426	4,96,67,476	5,05,17,043	5,12,77,086	5,43,33,171	(a) 5,59,05,001	I	(a) Including branch lines worked.
5,59,987	6,03,219	54,57,356	60,83,562	64,17,751	66,90,648	68,74,740	II	
1,31,581	(a) 1,71,156	41,62,361	50,78,521	50,52,450	57,63,886	(a) 50,03,098	III	
8,86,655	(a) 7,74,295	3,24,66,097	2,64,35,665	2,92,68,732	3,23,14,097	(a) 3,67,05,423	XII	
2,27,862	1,99,549	85,64,209	85,42,837	87,15,927	1,05,18,836	1,02,94,879	XIV	
4,67,454	2,63,697	77,19,358	70,24,895	70,69,485	83,71,843	85,93,037	XV	
1,16,632	39,716	...	...	2,97,123	14,80,678	19,04,251	XVIII
3,62,569	(a) 3,83,628	4,52,55,333	4,06,65,627	3,88,13,741	3,62,74,296	(a) 3,37,90,193	XXIV	
3,79,442	2,90,972	1,41,37,769	1,42,44,478	1,50,96,045	1,59,48,484	1,75,53,067	XXV	
2,17,514	1,81,941	93,44,687	96,24,669	1,05,05,036	1,03,21,012	1,12,08,407	XXVI	
62,917	(a) 79,535	27,76,438	27,80,641	30,61,605	32,56,885	(a) 34,11,308	XXXVI	
2,04,939	1,95,967	49,66,188	51,23,939	52,95,375	55,59,547	56,60,679	XLIII	
3,82,027	4,35,248	2,17,89,569	2,24,00,454	2,25,70,685	2,48,41,539	2,34,40,581	XLV	
1,45,879	(a) 1,98,840	61,43,473	59,41,076	78,20,038	79,87,447	(a) 88,38,028	XLVII	
1,11,520	98,712	70,36,756	77,14,996	1,81,10,429	80,29,186	89,14,947	L	
...	6,546	...	...	...	...	2,14,426	LII
64,921	55,974	49,56,083	45,31,551	49,81,662	56,43,883	59,16,702	LIII	
1,21,220	62,563	58,55,196	71,00,618	67,22,507	62,87,354	67,11,062	LIV	
1,34,832	1,07,055	8,80,151	11,16,483	11,54,786	14,31,583	12,30,438	LVIII	
14,207	15,910	6,12,839	9,46,979	8,31,765	10,81,156	9,74,738	LXVII	
7,876	8,665	5,139	76,547	66,725	80,273	86,538		
38,845	49,049	14,77,263	15,78,178	20,29,929	18,40,287	19,52,221	LXIX	

Statement showing the general results of working of the

Serial No.	RAILWAY.	EXPENSE													
		MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					LOCOMOTIVE.								
							Total, per train-mile—Annas.					Cost of fuel, per train-mile—			
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.
	STANDARD GAUGE.														
I	East Indian	1,425	1,310	1,482	1,738	(a) 1,723	6.85	6.91	6.74	6.44	(a) 6.75	0.77	0.75	0.71	0.73
II	Bengal-Nágpur	766	896	965	1,163	906	11.31	9.78	8.65	8.34	8.92	2.04	1.46	1.22	1.06
III	Indian Midland	779	805	882	999	(a) 772	11.36	10.86	10.65	10.37	(a) 10.95	4.29	4.30	3.85	3.47
XII	North Western (state)	2,557	1,815	2,313	2,168	(a) 1,835	11.61	12.57	12.01	11.82	(a) 12.34	4.79	4.94	4.89	4.79
XIV	Oudh and Rohilkhand (state).	1,125	1,302	1,366	1,656	1,840	8.53	6.86	6.66	6.92	7.15	3.97	2.66	2.62	2.88
XV	Eastern Bengal (state)	2,196	1,155	1,653	1,831	1,499	6.81	6.82	6.99	6.53	6.80	1.59	3.22	2.02	1.84
XVIII	East Coast (state) . . . . .	...	...	...	1,080	782	...	...	10.43	14.50	13.42	...	...	3.80	4.81
XXIV	Great Indian Peninsula.	2,463	2,207	2,373	2,289	(a) 2,051	13.22	12.68	12.62	13.02	(a) 13.63	4.39	3.86	3.70	3.77
XXV	Bombay, Baroda and Central India.	2,743	2,630	1,923	2,068	2,355	12.56	12.41	12.98	14.85	16.39	4.74	3.87	4.01	5.59
XXVI	Madras	1,301	1,439	1,003	1,151	1,164	13.41	11.82	12.22	12.16	12.94	4.56	4.28	4.43	4.67
XXXVI	The Nizam's Guaranteed State.	1,236	1,109	1,029	1,341	(a) 1,358	10.43	9.87	9.24	9.41	(a) 9.87	2.90	2.29	2.00	1.96
	METRE GAUGE.														
XLIII	Bengal and North-Western— Tirhoot section Company's section	} 461	500	595	697	695	4.93	4.50	4.87	4.43	4.39	1.60	1.57	1.54	1.26
XLV	Rajputana-Malwa		836	850	814	813	848	9.73	9.55	9.47	8.96	10.18	4.45	4.07	3.82	3.87
XLVII	Southern Mahratta	638	626	669	812	(a) 767	8.82	9.02	8.82	8.76	(a) 8.58	3.40	3.19	2.95	2.47
L	South Indian	1,589	1,112	1,086	896	955	9.17	8.83	9.05	8.81	8.96	4.47	3.74	3.70	3.65
LII	Assam-Bengal . . . . .	...	...	...	...	327	...	..	...	...	6.40	...	...	...	...
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch). Dacca section	} 1,673	773	1,059	791	934	4.88	4.98	5.46	5.45	5.34	Included with the Eastern			
LIV	Burma (state)		1,761	1,367	1,899	1,371	1,155	9.84	9.67	9.98	9.78	10.36	3.43	3.16	3.47	3.09
LVIII	Rohilkund and Kumaon (Company's section)	425	391	510	706	536	6.35	6.00	5.00	5.73	6.21	2.86	2.88	2.10	2.22
LXVII	Jodhpore-Bickaneer— Jodhpore section Bickaneer section	530	473	412	323	357	7.91	9.26	8.88	9.00	8.04	5.70	5.68	4.74	4.79
LXIX	Bhánagar-Gondal-Junágarh-Porbandar.	1,019	1,405	1,162	1,042	1,084	8.41	7.53	8.15	7.82	7.99	3.90	3.38	3.44	3.38

B—continued.

principal railways during the years 1891-1895—continued.

DITURE.

Annas.	Repairs of engines and of machinery, tools and plant, per train-mile—Annas.					CARRIAGE AND WAGON.										Serial No.	REMARKS.
	Total, per train-mile—Annas.					Repairs of stock and of machinery, tools and plant, per train-mile—Annas.											
	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
(a) 0'91	1'95	1'98	1'87	1'91	(a) 1'86	2'04	2'01	1'91	2'00	(a) 2'11	1'71	1'72	1'62	1'70	(a) 1'82	I	(a) Including branch lines worked.
1'40	2'76	2'03	1'84	1'98	2'09	2'66	1'97	2'43	2'02	2'64	1'71	1'13	1'63	1'25	1'81	II	
(a) 3'37	1'42	1'56	1'82	1'77	(a) 2'27	2'43	2'41	2'66	2'53	(a) 2'89	1'70	1'77	1'96	1'83	(a) 2'10	III	
(a) 5'12	2'28	2'59	2'54	2'59	(a) 2'49	3'90	2'68	3'31	3'65	(a) 2'75	3'20	2'06	2'70	3'01	(a) 2'13	XII	
2'81	1'34	1'29	1'17	1'15	1'24	2'17	2'01	2'08	3'22	3'51	1'68	1'56	1'63	2'83	3'06	XIV	
(a) 2'13	1'61	2'32	1'38	1'34	(a) 1'30	3'25	2'69	3'37	3'65	2'86	2'31	2'89	1'86	1'96	(a) 1'64	XV	
3'79	...	...	1'10	2'43	3'10	...	...	1'28	1'72	1'54	...	...	0'41	0'68	0'63	XVIII
(a) 3'67	2'40	2'44	2'66	2'89	(a) 3'04	3'42	3'34	3'10	3'00	(a) 2'94	2'48	2'34	2'18	2'18	(a) 1'97	XXIV	
(a) 6'52	1'99	1'97	2'60	3'04	(a) 3'26	3'96	5'19	4'36	3'78	3'56	3'06	3'83	3'08	2'47	(a) 2'40	XXV	
(a) 4'93	4'25	3'24	3'37	3'13	(a) 3'42	3'16	3'28	3'04	4'53	3'74	2'37	2'45	2'21	3'18	(a) 2'72	XXVI	
(a) 2'00	2'30	2'45	2'17	2'31	(a) 2'52	2'39	2'92	2'43	2'34	(a) 3'17	1'74	2'21	1'79	1'71	(a) 2'42	XXXVI	
1'38	0'75	0'87	0'81	0'83	0'78	1'39	1'38	1'29	1'19	1'39	0'93	0'96	0'86	0'77	1'01	XLIII	
(a) 4'16	1'49	1'64	2'03	1'66	(a) 1'86	2'59	1'93	2'32	2'25	2'45	1'98	1'32	1'68	1'68	(a) 1'80	XLV	
(a) 2'42	1'57	2'12	2'13	2'34	(a) 2'35	1'92	2'07	1'59	1'88	(a) 2'02	1'44	1'56	1'16	1'43	(a) 1'57	XLVII	
(a) 3'86	1'85	2'20	2'36	2'10	(a) 1'84	1'57	1'93	2'76	3'13	2'87	1'16	1'64	2'36	2'59	(a) 2'37	L	
2'91	...	...	...	...	0'39	...	...	...	...	1'09	...	...	...	...	0'43	LII
Bengal (state) railway (standard gauge).						1'41	1'27	1'54	1'42	1'55	Included with the Eastern Bengal (state) railway (standard gauge).					LIII	
3'82	1'50	1'63	1'89	1'90	1'89	2'37	2'07	3'25	3'35	2'77	1'69	1'36	2'26	2'37	1'91	LIV	
2'41	1'10	1'10	0'93	1'16	1'17	1'37	1'67	1'22	1'48	1'87	0'68	1'08	0'73	0'97	1'27	LVIII	
4'37	0'51	1'43	1'71	2'02	1'36	0'62	0'77	1'13	0'68	2'19	0'40	0'45	0'81	0'40	1'82	LXVII	
4'19 (a)	1'76	0'84	1'73	1'95	1'32 (a)	0'25	0'68	1'07	0'65	2'57	0'09	0'43	0'81	0'38	2'22 (a)	LXIX	
3'72	1'27	1'20	1'59	1'50	1'39	1'18	1'44	1'46	1'57	1'47	0'68	0'92	0'99	1'09	0'98		

Statement showing the general results of working of the

Serial No.	RAILWAY.	EXPEN												
		TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					STEAM-		
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.
	STANDARD GAUGE.													
I	East Indian . . .	5'98	5'77	5'82	5'75	(a) 5'82	3'43	3'57	3'65	3'54	(a) 3'29	64,024	80,829	68,138
II	Bengal-Nágpur . . .	9'81	8'24	8'04	8'18	8'55	11'52	9'82	9'60	9'41	9'60	...	...	...
III	Indian Midland . . .	10'05	9'18	9'62	8'71	(a) 10'01	9'96	9'30	9'62	8'80	(a) 10'22	...	...	...
XII	North Western (state) . . .	7'44	9'51	8'82	7'82	(a) 7'76	3'54	4'39	4'12	3'73	(a) 3'46	80,607	70,139	70,388
XIV	Oudh and Rohilkhand (state).	8'43	7'89	8'24	7'43	7'94	5'09	4'71	4'42	3'85	4'07	...	...	...
XV	Eastern Bengal (state)	10'55	11'66	11'40	10'58	9'94	3'62	4'25	4'25	3'75	3'48	3,36,516	3,27,379	2,91,246
XVIII	East Coast (state)	...	...	19'36	17'60	13'38	...	...	12'63	9'16	8'77	...	...	13,000
XXIV	Great Indian Peninsula	6'69	7'46	8'07	8'66	(a) 8'79	2'88	3'26	3'40	3'85	(a) 4'05	...	...	...
XXV	Bombay, Baroda and Central India.	5'99	5'97	6'09	5'74	5'68	3'62	4'08	3'69	3'61	3'17	...	...	...
XXVI	Madras	9'34	8'93	8'75	8'61	7'54	6'07	5'61	5'35	5'48	5'12	...	...	...
XXXVI	The Nizam's Guaran- teed State.	8'06	8'30	8'21	7'31	(a) 7'48	9'59	9'89	9'43	9'01	(a) 9'11	...	...	...
	METRE GAUGE.													
XLIII	Bengal and North- Western—													
	Tirhoot section . . .	8'19	8'95	8'86	8'94	8'75	8'11	8'13	8'02	7'98	8'02	2,78,438	2,16,574	2,20,94
	Company's section													
XLV	Rajputana-Malwa . . .	6'48	6'49	6'77	6'31	6'62	5'35	5'19	5'26	5'01	5'00	...	...	...
XLVII	Southern Mahratta . . .	11'83	11'65	9'78	10'64	(a) 10'00	11'74	12'31	9'87	10'17	(a) 9'20	...	...	...
L	South Indian	7'76	8'85	8'45	8'79	8'26	7'19	7'64	7'28	7'32	7'13	...	...	...
LII	Assam-Bengal . . . . .	...	...	...	...	22'22	...	...	...	...	24'64	...	...	...
LIII	Eastern Bengal (state)—													
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	10'08	10'16	9'50	9'00	8'75	4'64	5'40	5'28	4'70	4'59	4,06,152	3,01,642	2,99,71
	Dacca section													
LIV	Burma (state)	10'17	10'22	11'05	11'53	10'70	5'89	5'36	6'09	6'41	6'15	7,913	61,509	73'0
LVIII	Rohilkund and Kumaon (Company's section) . . .	15'06	13'68	11'21	10'22	11'18	11'52	11'59	11'97	10'70	12'50	...	...	...
LXVII	Jodhpore-Bickaneer—													
	Jodhpore section	4'78	4'90	6'45	5'29	6'05	2'57	3'15	4'06	3'39	3'57	...	...	...
	Bickaneer section	6'43	8'62	9'66	8'33	8'40	6'46	4'28	5'52	4'75	4'65	...	...	...
LXIX	Bhávnaagar-Gondal- Junágarh-Forbandar.	10'46	10'13	9'16	10'46	10'15	11'85	10'28	8'19	9'66	9'38	...	...	...

3—continued.

Principal railways during the years 1891-1895—continued.

ATURE—concluded.

BOAT—RUPEES.		MISCELLANEOUS (EXCLUDING RENT OF LEAS- ED LINES BUT INCLUDING CONTRIBUTION TO PROVIDENT FUND) PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Serial No.	REMARKS.
1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
86,613	1,19,479	•	•	•	•	(a)	•	•	•	•	(a) & (b)	I	(a) Including branch lines worked, but excluding charges incurred direct by the State in the case of the Great Indian Peninsula railway only. (b) Excluding refund of overcharges by Government Telegraph Department (Rs. 5,06,762). (c) Including Rent paid to His Highness the Mir of Gudu for rent of land. • Revised figures.
...	...	1'07	1'54	1'31	2'16	1'95	27,72,904	30,75,396	31,55,531	34,32,234	33,33,297	II	
...	...	6'78	4'90	5'38	4'71	5'55	28,10,189	31,29,981	31,69,078	33,55,491	(a)	III	
84,621	75,958	0'96	1'17	1'06	1'03	1'07	2,03,17,804	1,69,41,140	1,94,56,758	1,94,71,361	(a) & (c)	XII	
...	...	0'97	1'04	0'98	1'96	1'43	36,21,751	35,26,507	36,98,874	47,82,697	50,38,932	XIV	
2,84,015	1,83,392	1'87	4'77	0'78	2'24	1'84	33,66,195	31,13,317	30,92,012	33,76,299	30,91,134	XV	
37,306	1,11,219	...	...	0'01	2'05	1'36	...	...	2,51,639	13,29,757	15,75,066	XVIII
...	...	•	•	•	•	(a)	•	•	•	•	(a)	XXIV	
...	...	2'00	2'23	2'23	1'91	1'65	2,14,72,445	1,99,18,158	2,02,76,687	1,94,67,235	1,84,87,539	XXV	
...	...	1'32	1'86	1'45	1'51	1'87	59,12,649	61,13,519	55,18,002	58,77,510	66,16,004	XXVI	
...	...	1'05	1'22	0'81	1'39	0'95	54,38,158	53,32,537	50,83,294	53,73,149	53,39,193	XXXVI	
...	...	0'81	0'76	0'75	0'86	(a) 1'08	14,88,520	14,26,775	14,82,934	15,63,587	(a) 17,39,939	XLIII	
1,85,621	2,09,757	0'21	1'69	2'65	1'98	2'19	19,88,347	21,06,870	22,87,448	23,23,359	24,02,854	XLV	
...	...	0'63	0'59	0'82	0'67	0'67	94,72,504	91,85,679	92,81,585	94,87,375	94,45,319	XLVII	
...	...	•	•	•	•	(a)	•	•	•	•	(a)	L	
...	...	0'77	0'96	0'79	0'88	1'06	40,69,914	40,87,920	46,66,658	52,49,852	52,97,126	LII	
...	...	0'65	0'69	0'80	0'79	0'69	46,07,132	48,61,405	49,56,950	47,36,624	50,03,651	LIII	
...	...	...	...	...	...	0'01	...	...	...	...	2,22,473	LIV
3,01,645	3,42,727	0'92	2'65	0'97	1'24	0'93	27,77,145	22,09,402	23,23,997	22,85,868	24,44,131	LVI	
71,955	62,006	0'75	0'78	0'86	1'05	1'15	34,83,805	37,14,531	44,80,015	39,64,026	40,08,700	LVIII	
...	...	8'95	7'54	6'98	5'81	7'13	5,46,267	6,42,667	6,95,820	8,19,089	7,62,775	LXVII	
...	...	1'24	3'30	0'12	1'02	0'58	2,78,475	4,18,038	3,97,870	4,11,783	4,05,492	LXIX	
...	...	...	2'77	0'24	0'16	0'19	2,415	51,643	40,990	39,826	41,442	
...	...	1'55	1'92	1'52	0'71	1'40	10,01,477	11,40,302	11,41,221	10,48,953	11,31,002		

Statement showing the general results of working of the

Serial No.	RAILWAY.	RESULTS EXCLUSIVE OF														
		GROSS EARNINGS, PER TRAIN-MILE—RUPEES.					EXPENDITURE, PER TRAIN-MILE—RUPEES.					NET EARNINGS, PER TRAIN-MILE—RUPEES.				
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.
	STANDARD GAUGE.															
I	East Indian	5'46	4'99	5'00	4'97	(a) 4'85	* 1'53	* 1'46	* 1'50	* 1'55	(a) 1'52	* 3'93	* 3'53	* 3'50	* 3'42	(a) 3'33
II	Bengal-Nágpur	4'73	4'14	4'21	4'16	4'38	2'40	2'09	2'07	2'13	2'12	2'33	2'05	2'14	2'03	2'26
III	Indian Midland	3'20	3'25	3'47	3'71	(a) 3'54	* 2'16	* 2'00	* 2'18	* 2'16	(a) 2'25	* 1'04	* 1'25	* 1'29	* 1'55	(a) 1'29
XII	North Western (state)	3'55	3'34	3'33	3'52	(a) 3'79	* 2'21	* 2'13	* 2'21	* 2'12	(a) 2'02	* 1'34	* 1'21	* 1'12	* 1'40	(a) 1'77
XIV	Oudh and Rohilkhand (state)	3'77	3'50	3'31	3'43	3'45	1'59	1'45	1'41	1'56	1'69	2'18	2'05	1'90	1'87	1'76
XV	Eastern Bengal (state)	4'63	4'05	4'23	4'69	4'85	2'01	1'68	1'73	1'81	1'68	2'62	2'37	2'50	2'88	3'17
XVIII	East Coast (state) . . . . .	...	...	1'66	2'79	2'58	...	...	1'37	2'47	2'03	...	...	0'29	0'32	0'55
XXIV	Great Indian Peninsula	4'34	4'16	3'92	3'95	(a) 3'86	* 2'06	* 2'04	* 2'05	* 2'12	(a) 2'11	* 2'28	* 2'12	* 1'87	* 1'83	(a) 1'75
XXV	Bombay, Baroda and Central India.	5'46	5'61	6'21	6'47	6'72	2'28	2'41	2'27	2'39	2'53	3'18	3'20	3'94	4'08	4'19
XXVI	Madras	3'70	3'82	3'97	4'10	4'41	2'15	2'12	1'92	2'13	2'10	1'55	1'70	2'05	1'97	2'31
XXXVI	The Nizam's Guaranteed State	4'39	4'62	4'51	4'84	(a) 4'49	* 2'35	* 2'37	* 2'19	* 2'33	(a) 2'29	* 2'04	* 2'25	* 2'32	* 2'51	(a) 2'20
	METRE GAUGE.															
XLIII	Bengal and North-Western—															
	Tirhoot section	} 2'93	2'89	2'98	3'03	3'01	1'11	1'16	1'27	1'27	1'26	1'82	1'73	1'71	1'76	1'75
	Company's section															
XLV	Rajputana-Malwa	3'24	3'32	3'44	3'50	3'73	1'41	1'36	1'41	1'34	1'50	1'83	1'96	2'03	2'16	2'23
XLVII	Southern Mahratta	2'50	2'48	2'58	2'47	(a) 2'64	* 1'65	* 1'70	* 1'54	* 1'62	(a) 1'58	* 0'85	* 0'78	* 1'04	* 0'85	(a) 1'06
L	South Indian	2'42	2'35	2'53	2'55	2'68	1'58	1'48	1'55	1'50	1'50	0'84	0'87	0'98	1'05	1'18
LII	Assam-Bengal . . . . .	...	...	...	...	1'34	...	...	...	...	1'39	...	...	...	...	—0'05
LIII	Eastern Bengal (state)—															
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	} 3'15	2'83	3'13	3'29	3'29	1'76	0'29	1'04	1'24	1'26	1'39	1'55	2'09	2'05	2'03
	Dacca section															
LIV	Burma (state)	3'49	3'72	3'45	3'32	3'34	2'08	1'92	2'27	2'07	1'97	1'41	1'80	1'18	1'25	1'37
LVIII	Rohilkund and Kumaon (Company's section)	2'64	2'87	2'17	2'69	2'64	1'64	1'65	1'31	1'54	1'64	1'00	1'22	0'86	1'15	1'00
LXVII	Jodhpore-Bickaneer—															
	Jodhpore section	2'58	3'10	2'88	3'25	3'29	1'17	1'37	1'37	1'24	1'37	1'41	1'73	1'51	2'01	1'92
	Bickaneer section	1'61	1'95	2'07	2'51	2'70	0'76	1'31	1'27	1'25	1'29	0'85	0'64	0'80	1'26	1'41
LXIX	Bhávsnagar-Gondal-Junágarh- Porbandar.	3'19	3'20	3'54	3'45	3'50	2'16	2'31	1'99	1'97	2'03	1'03	0'89	1'55	1'48	1'47

B—continued.

principal railways during the years 1891-1895—continued.

STEAM-BOAT SERVICE.					CAPITAL EXPENDED ON OPEN LINE, INCLUSIVE OF ROLLING-STOCK AND STEAM-BOAT BUT EXCLUDING SUSPENSE—RUPEES.					Serial No.	REMARKS.
AVERAGE GROSS EARNINGS, PER MEAN MILE WORKED PER WEEK—RUPEES.					1891.	1892.	1893.	1894.	1895.		
1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
615	536	541	561	(a) 563	35,22,43,240	37,53,16,917	37,80,23,518	38,43,34,517	(a) & (b) 38,91,42,569	I	
130	141	144	149	153	8,51,80,388	9,02,86,954	9,49,30,443	9,53,27,024	9,59,72,969	II	(a) Including branch lines worked.
115	130	129	147	(a) 117	8,15,71,338	9,07,79,753	9,20,25,869	9,34,14,815	(a) 10,52,69,332	III	(b) Including ₹5,76,918 on account of interest on capital during construction.
261	208	229	253	(a) 267	39,46,00,920	41,46,87,574	41,25,49,345	41,39,01,642	(a) 42,46,27,139	XII	(c) Including the state outlay on the Pátri branch (₹8,08,405).
238	237	239	262	248	9,04,92,957	9,06,20,467	9,31,68,289	10,06,10,377	10,21,25,180	XIV	(d) Including ₹10,00,014 on account of interest on capital during construction.
596	520	529	621	649	5,59,86,968	5,71,09,557	5,74,37,088	5,77,10,480	5,88,60,111	XV	(e) Including ₹41,029 on account of interest on capital during construction.
...	...	68	98	90	...	...	1,70,47,026	3,06,57,378	4,44,94,259	XVIII	
584	525	501	468	(a) 436	28,81,84,562	28,91,63,626	28,99,93,213	29,08,99,653	(a) 29,18,77,161	XXIV	* Revised figures.
590	594	630	665	732	9,34,43,154	9,37,77,980	9,46,52,623	9,58,99,760	(c) 9,81,81,804	XXV	
214	221	241	237	257	11,62,45,354	11,69,03,761	11,74,85,956	11,77,41,334	11,81,25,872	XXVI	
151	151	136	177	(a) 185	3,95,30,288	4,02,42,786	5,03,64,158	4,10,00,224	(a) 4,12,06,123	XXXVI	
121	120	123	130	133	2,33,67,592	2,36,38,810	2,46,18,894	2,47,54,385	2,53,21,347	XLIII	
					2,51,14,472	2,67,78,556	2,79,27,906	2,81,51,325	(d) 2,86,22,717		
252	257	259	285	269	12,57,04,691	12,61,86,902	12,65,57,851	12,72,94,046	12,77,45,036	XLV	
87	83	99	99	(a) 109	10,87,28,704	11,01,16,447	11,85,84,972	11,91,42,140	(a) 11,99,29,774	XLVII	
153	137	149	148	165	6,32,42,123	7,45,74,660	7,30,26,233	7,37,84,917	7,39,64,242	L	
...	...	...	...	64	...	...	...	...	93,38,954	LII	
181	152	168	179	187	4,37,75,804	4,57,39,834	4,62,61,960	4,64,34,760	4,67,08,500	LIII	
193	197	178	164	169	5,35,58,537	6,11,09,166	6,20,95,477	6,32,79,885	7,17,83,898	LIV	
72	81	81	99	84	95,17,422	97,22,003	1,02,97,951	1,04,96,009	(e) 1,05,61,875	LVIII	
65	74	52	65	58	41,62,091	47,61,590	64,24,467	64,22,872	64,06,374	LXVII	
36	34	30	35	38	14,32,706	9,48,622	9,65,771	9,69,407	9,70,535		
85	91	117	106	113	1,67,11,505	1,68,42,743	1,68,84,909	1,69,79,643	1,72,31,178	LXIX	

Statement showing the general results of working of the

Serial No.	RAILWAY.	NET EARNINGS—RUPEES.				
		1891.	1892.	1893.	1894.	1895.
	STANDARD GAUGE.					
I	East Indian	3,46,89,126	3,56,97,538	3,58,18,811	3,72,78,188	(a) 3,82,31,995
II	Bengal-Nágpur	26,84,452	30,08,166	32,62,220	32,58,414	35,41,443
III	Indian Midland	13,52,172	19,48,540	18,83,372	24,08,395	(a) 18,23,669
XII	North Western (state)	1,21,48,293	94,94,525	98,11,974	1,28,42,736	(a) 1,71,05,375
XIV	Oudh and Rohilkhand (state)	49,42,458	50,16,330	50,17,053	57,36,139	52,55,947
XV	Eastern Bengal (state)	43,53,163	39,11,578	39,77,473	49,95,544	55,01,903
XVIII	East Coast (state) . . . . .	...	...	45,484	1,50,921	3,29,185
XXIV	Great Indian Peninsula	2,37,82,888	2,07,47,469	1,85,37,054	1,68,07,061	(a) 1,53,02,654
XXV	Bombay, Baroda and Central India	82,25,320	81,30,959	95,78,043	1,00,70,974	1,09,37,063
XXVI	Madras	39,06,529	42,92,132	54,21,742	49,47,863	58,69,214
XXXVI	The Nizam's Guaranteed State	12,87,918	13,53,866	15,78,671	16,93,298	(a) 16,72,269
	METRE GAUGE.					
XLIII	Bengal and North-Western— Tirhoot section	} 29,77,841	30,17,069	30,07,927	32,36,188	32,57,825
	Company's section					
XLV	Rajputana-Malwa	1,23,17,065	1,32,14,775	1,32,89,100	1,53,54,164	1,39,95,262
XLVII	Southern Mahratta	20,73,559	18,53,156	31,53,380	27,37,595	(a) 35,40,902
L	South Indian	24,29,624	28,53,591	31,35,465	32,92,562	39,11,296
LII	Assam-Bengal . . . . .	...	...	...	...	-8,047
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	} 21,78,938	23,22,149	26,57,665	33,58,015	34,72,571
	Dacca section					
LIV	Burma (state)	23,71,391	33,86,087	22,42,492	23,23,328	27,02,356
LVIII	Rohilkund and Kumaon— (Company's section)	3,33,884	4,73,816	4,58,966	6,12,494	4,67,663
LXVII	Jodhpore-Bickaneer— Jodhpore section	3,34,364	5,28,941	4,33,895	6,69,373	5,69,246
	Bickaneer section	2,724	24,904	25,735	40,447	45,096
LXIX	Bhávnapar-Gondal-Junágarh-Porbandar	4,75,786	4,37,876	8,88,708	7,91,334	8,21,219

B—concluded.

principal railways during the years 1891-1895—concluded.

PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PER CENT. OF NET EARNINGS PER ANNUM ON CAPITAL EXPENDITURE ON OPEN LINE, INCLUDING STEAM-BOAT, BUT EXCLUDING SUSPENSE.					Serial No.	REMARKS.
1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
*	*	*	*	(a)	*	*	*	*	(a)	I	(a) Including branch lines worked. (b) Based on outlay excluding expenditure on quarry and dock estates lines. * Revised figures.
30'16	29'34	30'15	31'39	31'61	9'85	9'51	9'48	9'70	9'82	II	
50'81	50'55	49'17	51'30	48'48	3'15	3'33	3'44	3'42	3'69	III	
67'51	61'63	62'72	58'22	(a) 63'55	1'66	2'15	2'05	2'58	(a) 1'73	XII	
*	*	*	*	(a)	*	*	*	*	(a)	XV	
62'58	64'08	66'48	60'26	53'40	3'08	2'29	2'38	3'10	4'03	XV	
42'29	41'28	42'44	45'47	48'95	5'46	5'54	5'38	5'70	5'15	XVIII	
43'61	44'32	43'74	40'33	35'97	7'82	6'85	6'93	8'66	9'35	XXIV	
...	...	84'69	89'81	82'71	...	...	0'27	0'49	0'74	XXV
*	*	*	*	(a)	*	*	*	*	(a)	XXVI	
47'45	48'98	52'24	53'67	54'71	8'25	7'17	6'39	5'78	5'24	XXV	
*	*	*	*	*	*	*	*	*	*	XXVI	
41'82	42'92	36'55	36'85	37'69	8'80	8'67	10'12	10'50	11'14	XXXVI	
58'20	55'40	48'39	52'06	47'64	3'36	3'67	4'62	4'20	4'97	XLIII	
*	*	*	*	(a)	*	*	*	*	(a)	XLV	
53'61	51'31	48'44	48'01	50'98	3'26	3'36	3'13	4'13	4'06	XLVII	
40'04	41'12	43'20	41'79	42'45	6'14	5'98	5'72	6'12	6'04	L	
43'47	41'01	41'12	38'19	40'29	9'80	10'47	10'50	12'06	10'96	LII	
66'26	68'82	59'68	65'73	(a) 59'94	1'91	1'68	2'66	2'30	(a) 2'95	LIII	
65'47	63'01	61'12	58'99	56'13	3'84	3'83	4'29	4'46	5'29	LIV	
...	...	...	...	103'75	...	...	...	...	...	LVI
56'03	48'76	46'65	40'50	41'31	4'98	5'08	5'74	7'23	7'43	LVII	
59'50	52'31	66'64	63'05	59'73	4'43	5'54	3'61	3'67	3'76	LXIII	
67'53	57'56	60'26	57'22	61'99	*	4'87	4'46	5'84	4'43	LXIV	
45'44	44'14	47'83	38'09	41'60	8'03	11'11	6'75	10'42	8'89	LXV	
47'00	67'47	61'43	49'61	47'89	0'19	2'63	2'66	4'17	4'65	LXVI	
67'79	72'25	56'22	57'00	57'93	2'85	2'60	5'26	4'66	(b) 4'77	LXVII	

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, an

Serial Number.	RAILWAY.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	PERCENTAGE ON CAPITAL COST.			Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident	
										Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.			
		Miles.	Miles.	Years.	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
	STANDARD GAUGE State lines worked by companies.														
I	East Indian	1,700'19	1,721'31	29'83	37,09,85,251	2,18,202	5,40,13,754	1,67,03,413	3,73,10,341	14'56	4'50	10'06	603	30'9	
II	Bengal-Nágpur	860'88	862'33	7'27	9,59,72,969	1,11,482	68,74,740	33,33,297	35,41,443	7'16	3'47	3'69	153	48'4	
III	Indian Midland	679'12	697'75	8'21	8,64,56,943	1,27,307	44,91,707	28,43,346	16,48,361	5'20	3'29	1'91	124	63'3	
IV	Bhopal-Itarsi (British section)	13'11	13'11	13'23	22,47,963	1,71,469	1,42,658	96,544	46,114	6'35	4'29	2'06	209	67'6	
V	Godhra-Rutlam-Nagda	115'33	115'22	2'21	1,54,64,806	1,34,092	11,02,393	6,28,460	4,73,933	7'13	4'06	3'07	184	57'0	
VI	Wardha Coal	44'88	(a)	19'66	49,90,794	1,11,203	(b) 77,848	(c) 1,486	76,362	...	...	1'53	...	...
VII	Dhond-Manmád	145'44	(a)	17'74	1,12,57,170	77,401	(b) 4,21,207	(c) 12,973	4,08,234	...	...	3'63	...	...
VIII	East Coast (state) (Bezwada extension)	20'58	(d)	6'89	14,31,642	69,565	(b) 95,119	...	95,119	...	...	6'64	...	...
	State lines worked by the State.														
XII	North Western (state)	(e) 2,477'23	(f) 2,469'62	16'71	41,08,01,073	1,59,478	3,51,43,940	1,86,95,427	1,64,48,513	(h) 8'53	(k) 4'54	4'00	274	53'2	
XIII	Hyderabad-Shadipalli	58'91	58'91	3'37	17,40,916	29,552	1,68,139	1,21,530	46,009	9'66	6'98	2'68	55	72'2	
XIV	Oudh and Rohilkhand (state)	797'18	797'18	18'28	10,21,25,180	1,28,108	1,02,94,880	50,38,932	52,55,948	10'08	4'93	5'15	248	48'6	
XV	Eastern Bengal (state)	249'22	248'78	25'97	5,70,30,204	2,28,835	84,00,408	29,07,742	54,92,666	14'73	5'10	9'63	649	34'4	
XVI	Bengal Central	125'01	125'01	12'20	1,00,96,721	80,767	9,47,391	5,48,582	3,98,809	9'38	5'43	3'95	146	57'6	
XVII	Calcutta Port Commissioners'	8'53	8'53	14'09	65,14,893	7,63,762	3,87,560	2,10,421	1,77,139	5'95	3'23	2'72	874	54'2	
XVIII	East Coast (state)	(i) 426'89	395'88	1'94	4,43,04,829	1,03,785	18,61,263	14,63,847	3,97,416	4'20	3'30	0'90	90	78'4	
	Lines worked by guaranteed companies.														
XXIV	Great Indian Peninsula	1,286'93	(j) 1,490'23	31'33	27,46,65,307	2,13,427	3,37,90,193	1,90,51,761	1,47,38,432	(k) 11'58	(l) 6'53	5'37	436	56'2	
XXV	Bombay, Baroda and Central India	460'90	460'90	29'34	9,81,81,804	2,13,022	1,75,53,067	66,16,004	1,09,37,063	17'88	6'74	11'14	732	37'6	
XXVI	Madras	839'22	839'22	31'70	11,81,25,872	1,40,757	1,12,08,407	53,29,676	58,78,731	9'49	4'51	4'98	257	47'5	
	Assisted companies.														
XXVII	Delhi-Umballa-Kalka	161'40	161'40	4'84	1,54,63,593	95,809	14,60,519	7,01,049	7,59,470	9'44	4'54	4'90	174	48'6	
XXVIII	Tarkessur	22'23	22'23	11'00	17,53,340	78,873	3,08,156	1,49,065	1,59,091	17'58	8'50	9'08	267	48'6	
	Lines owned by native states and worked by companies.														
XXXI	Khámgaon	7'55	(a)	25'83	5,20,465	68,936	(b) 26,030	...	26,030	...	...	5'00	...	...
XXXII	Amráoti	5'44	(a)	24'87	4,43,425	81,512	(b) 39,137	(c) 885	38,252	...	...	8'63	...	...
XXXIII	Bina-Gooná	72'18	48'45	0'67	49,60,885	68,729	48,701	26,503	22,198	0'98	0'53	0'45	19	54'4	
XXXIV	Bhopal-Ujjain	113'52	15'86	0'14	66,03,541	58,171	1,958	979	979	0'03	0'01	0'02	2	50'4	
XXXIII	Bhopal-Itarsi (Native state section)	44'28	44'04	11'05	50,00,000	1,12,918	3,18,074	2,15,253	1,02,821	6'36	4'30	2'06	138	67'4	
XXXVI	The Nizam's Guaranteed State	(m) 332'32	(n) 354'70	13'02	3,97,74,481	1,19,687	34,11,308	18,34,158	15,77,150	(o) 8'28	4'45	3'83	185	53'7	
XXXVII	The Gaekwar's Petlad	13'35	13'35	5'66	7,13,331	53,433	73,891	27,307	46,584	10'36	3'83	6'53	106	36'6	
XXXVIII	Kolar Gold-fields	10'00	10'00	1'59	6,58,545	65,854	1,52,953	86,574	66,379	23'23	13'15	10'08	294	56'4	
	Lines owned by native states and worked by state railway agency.														
XL	Rájputra-Bhátinda	107'94	107'94	6'94	66,82,915	61,913	13,18,902	7,25,396	5,93,506	19'74	10'85	8'89	235	55'7	
XLI	Jammu and Kashmir (Native state section)	15'92	(p)	5'80	9,60,011	60,302	(b) 18,263	...	18,263	...	...	1'90	...	...
	TOTAL AND AVERAGE.		11,215'68	11,081'95	19'59	1,79,59,28,869	1,53,730	19,41,52,566	8,73,70,610	10,67,81,956	10'81	4'86	5'95	337	45'

(a) Included with the Great Indian Peninsula railway.
(b) Represents the amount received as rent for the lease of this line.
(c) Expenditure incurred direct by the State.
(d) Included with the Nizam's Guaranteed State railway.
(e) Excluding portion of the old Quetta loop (98'67 miles), which is under reconstruction on a new alignment, but including 6'13 miles (Meean Meer ch... and Ferozepore cantonment to Hussainiwalá) used for military traffic only.
(f) Including the Jammu and Kashmir (Native state section) but excluding 6'13 miles used for military traffic only,—vide remark (e).
(g) Calculated on 2,575'90 miles, including 98'67 miles of the old Quetta loop, which is now under reconstruction on a new alignment.
(h) Including the Jammu and Kashmir railway (Native state section).
(i) Excluding 2'99 miles of metre gauge line.
(j) Including the mileage of the branch lines worked by the company.
(k) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
(l) Including interest on capital during construction (₹5,76,918).
(m) Including 2'19 miles (Trimulgherry troop siding) used for military traffic only.
(n) Including the Bezwada extension, and 3'10 miles of the home line worked over twice by each train, but excluding 2'19 miles used for military tra... only.
(o) Including the Bezwada extension of the East Coast (state) railway.
(p) Included with the North Western (state) railway.
(q) Calculated on 11,314'35 miles.

X C.

working of Indian railways for the year 1895.

[Unserviceable items have been excluded.]

Serial number.	RAILWAY.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	PERCENTAGE ON CAPITAL COST.			Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
										Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.		
	METRE GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹	₹			₹	
	State lines worked by companies.													
XLIII	Bengal and North-Western—Tirhoot section	341'80	341'80	11'87	2,47,76,252	72,488	52,25,906	21,93,097	30,32,809	10'08	4'23	5'85	133	41'97
	Company's section	414'50	414'50	10'12	2,70,82,656	65,338								
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section)	231'17	215'90	7'23	84,86,124	36,709	8,25,934	5,11,245	3,14,689	9'73	6'02	3'71	74	61'90
XLV	Rajputana-Malwa	1,673'94	1,673'94	16'30	12,77,45,036	76,314	2,34,40,581	94,45,319	1,39,95,262	18'35	7'30	10'96	269	40'29
XLVI	Pálanpur-Deesa	17'28	17'28	2'15	4,00,374	23,170	38,182	15,337	22,845	9'54	3'83	5'71	42	40'17
XLVII	Southern Mahratta	1,042'04	1,045'03	9'42	9,41,68,496	90,369	64,68,011	38,57,901	26,10,110	6'87	4'10	2'77	119	50'65
XLVIII	Guntakal-Mysore frontier	119'50	119'50	3'13	58,71,739	49,136	4,39,329	2,57,672	1,81,657	8'48	4'39	3'09	71	58'65
XLIX	Southern Mahratta (Mysore section)	296'00	296'00	9'78	1,45,25,023	49,071	15,78,281	9,42,539	6,35,742	10'87	6'49	4'38	103	59'72
L	South Indian	1,041'59	1,041'59	16'07	7,39,64,242	71,011	89,14,947	50,03,652	39,11,295	12'05	6'76	5'29	165	56'13
LI	Máyavaram-Mutupet	53'99	53'99	1'50	24,47,338	45,329	2,42,024	1,48,355	93,669	9'89	6'06	3'83	86	61'30
LII	Assam-Bengal	129'49	64'64	0'50	93,38,954	72,054	2,14,426	2,22,473	-8,047	2'30	-0'08	64	103'71	
	State lines worked by the State.													
LIII	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch)	478'51	478'52	12'76	3,90,45,077	81,597	49,40,177	18,24,399	31,15,778	12'65	4'67	7'98	199	36'93
	Dacca section	85'92	85'92	10'48	67,23,422	78,252	5,38,030	2,77,005	2,61,025	8'00	4'12	3'88	120	51'49
LIV	Burma (state)	834'20	762'91	8'70	7,10,92,076	85,222	67,04,509	39,46,670	27,57,839	9'43	5'55	3'88	169	58'87
	Assisted companies.													
LVII	Deoghur	4'79	4'79	12'88	2,86,180	59,745	33,612	18,304	15,308	11'74	6'40	5'34	130	54'46
LVIII	Rohilkund and Kumaon (Company's section)	53'92	65'92	11'25	20,75,751	38,497	4,04,504	2,51,530	1,52,974	19'49	12'12	7'37	118	62'18
LIX	Bengal Dooars	36'40	36'40	2'74	(c) 21,85,488	60,041	2,37,417	97,747	1,39,670	10'86	4'47	6'39	125	41'17
LX	Dibru-Sadiya	77'50	77'50	11'99	72,04,156	92,957	6,01,142	3,31,599	2,69,543	8'34	4'60	3'74	149	55'16
	Lines owned by native states and worked by companies.													
LXIII	The Gaekwar's Mehsána	92'63	92'63	5'82	32,55,044	35,140	3,38,445	1,36,004	2,02,441	10'40	4'18	6'22	70	40'18
LXIV	Kolhápúr	29'07	29'07	4'70	23,69,206	81,500	1,21,148	70,141	51,007	5'11	2'96	2'15	80	57'90
LXV	Yesvantpur-Mysore frontier (d)	51'35	51'35	2'59	23,93,551	46,612	1,92,159	1,12,272	79,887	8'03	4'69	3'34	72	58'43
LXVI	Mysore-Nanjangúd	15'25	15'25	4'08	6,01,758	39,460	39,100	22,668	16,432	6'44	3'77	2'72	49	57'97
	Lines owned and worked by native states.													
LXVII	Jodhpore-Bickaneer—Jodhpore section	320'50	320'50	6'38	(d) 64,06,374	19,989	9,74,738	4,05,492	5,69,246	15'21	6'33	8'88	58	41'00
	Bickaneer section	43'50	43'50	4'06	9,70,535	22,311	86,538	41,442	45,096	8'92	4'27	4'65	38	47'89
LXVIII	Oodeypore-Chitore	60'31	25'28	0'42	13,39,850	22,216	54,702	35,924	18,778	4'08	2'68	1'40	42	05'07
LXIX	Bhávnapur-Gondal-Junágarh-Porbándar	333'46	333'46	11'43	1,72,31,178	52,381	19,52,221	11,31,002	8,21,219	11'33	6'56	4'77	113	57'93
LXX	Jetalsar-Rájkot	46'23	46'23	2'72	14,98,463	32,413	1,83,338	1,05,890	77,448	12'24	7'07	5'17	76	57'76
	TOTAL AND AVERAGE	7,924'84	7,753'40	11'39	55,34,84,343	(f) 69,881	6,47,89,401	3,14,05,679	3,33,83,722	11'71	5'67	6'04	161	48'47
	SPECIAL GAUGES.													
	State line worked by the State.													
LXXVII	Jorhát (2' 0")	28'00	26'64	10'64	8,10,173	28,935	84,696	65,977	18,719	10'45	8'14	2'31	61	77'81
	Assisted company.													
LXXVIII	Darjeeling-Himalayan (2' 0")	51'00	51'00	15'12	30,86,094	60,512	7,39,618	3,76,618	3,63,000	23'97	12'20	11'77	279	50'92
	Line owned by native state and worked by company.													
LXXX	The Gaekwar's Dabhoi (2' 6")	71'66	71'66	16'01	18,72,862	26,135	2,34,473	1,37,710	96,763	12'52	7'35	5'17	63	58'73
	Line owned by native state and worked by state railway agency.													
LXXXII	Cooch Behar (2' 6")	22'12	22'12	2'30	7,03,714	31,813	53,174	33,974	19,200	7'56	4'83	2'73	46	63'89
	Line owned and worked by native state.													
LXXXIII	Morvi (2' 6")	94'36	94'36	8'34	23,29,426	24,687	3,69,972	1,69,845	2,00,127	15'88	7'29	8'59	75	45'91
	TOTAL AND AVERAGE	267'14	265'78	11.43	88,02,269	32,950	14,81,933	7,84,124	6,97,809	16'84	8'91	7'93	107	52'91
	GRAND TOTAL AND AVERAGE	19,407'66	19,101'13	16'13	2,35,82,15,481	1,20,923	26,04,23,900	11,95,60,413	14,08,63,487	11'04	5'07	5'97	262	45'01

(a) Including interest on capital during construction (₹10,90,014).
 (b) Including interest on capital during construction (₹41,029).
 (c) Including ₹37,876 on account of interest on capital during construction.
 (d) The decrease as compared with the last year's report is due to certain credits.
 (e) Calculated on the mileage of the home line, viz., 328'96 miles.
 (f) Calculated on 7,920'34 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1896.

INDEX.

Railway.	Classification.	Serial No.	Railway.	Classification.	Serial No.	
A			K			
Ahmedabad-Parántij	Assisted company	LXI	Karikal-Peralam	Foreign line	LXXXVI	
Amráoti	Line owned by native state and worked by company	XXXII	Khamgaon	Line owned by native state and worked by company	XXXI	
Assam-Bengal	State line worked by company	LII	Kolar Gold-fields	Line owned by native state and worked by company	XXXVIII	
B			Kolhápur	Line owned by native state and worked by company	LXIV	
Barsi	Assisted company	LXXIX	Kotri-Rohri (Chord line)	State line worked by the State	XXI	
Bengal and North-Western*	State line worked by company	XLIII	L			
Bengal Central*	State line worked by the State	XVI	Lucknow-Bareilly section, Robilkund and Kumaon railway	State line worked by company	XLIV	
Bengal Dooars	Assisted company	LIX	M			
Bengal-Nágpur	State line worked by company	II	Madras	Line worked by guaranteed company	XXVI	
Bengal-Nágpur extensions	State line worked by company	XI	Mandalay-Kunlon	State line worked by the State	LVI	
Bezwada extension [East Coast (state) railway]	State line worked by company	VII I	Mári-Attock	State line worked by the State	XXIII	
Bezwada-Madras (Ennúr-Bez-wada section)	State line worked by the State	XX	Máyavaram-Mutupet	State line worked by company	LI	
Bezwada-Madras (Madras-Ennúr section)	State line worked by company	IX	Morvi	Line owned and worked by native state	LXXXIII	
Bhávnagar-Gondal-Junágarh-Porbandar	Line owned and worked by native states	LXIX	Mushkaf-Bolán	State line worked by the State	XXII	
Bhopal-Itársi (British section)	State line worked by company	IV	Mysore-Nanjangúd	Line owned by native state and worked by company	LXVI	
Bhopal-Itársi (Native state section)	Line owned by native state and worked by company	XXXV	Mysore section, Southern Mah-ratta railway	State line worked by company	XLIX	
Bhopal-Ujjain	Line owned by native state and worked by company	XXXIV	N			
Bina-Goona	Line owned by native state and worked by company	XXXIII	Nagda-Ujjain	Line owned by native state and worked by company	XXXIX	
Bina-Goona (Goona-Bara extension)	Line owned and worked by native State	XL I	Nálgiri	Assisted company	LXII	
Bombay, Baroda and Central India	Line worked by guaranteed company	XXV	Nizam's Guaranteed State	Line owned by native state and worked by company	XXXVI	
Burma (state)	State line worked by the State	LIV	North Western (state)	State line worked by the State	XII	
C			O			
Calcutta Port Commissioners'	State line worked by the State	XVII	Oodeypore-Chitor	Line owned and worked by native state	LXVIII	
Cawnpore-Burhwál (Rámnagar) (metre gauge link)	State line worked by the State	LV	Oudh and Rohilkhand (state)	State line worked by the State	XIV	
Cooch Behar	Line owned by native state and worked by State railway agency	LXXXII	P			
D			Pálanpur-Deesa	State line worked by company	XLVI	
Darjeeling-Himalayan	Assisted company	LXXVIII	Pondicherry	Foreign line	LXXV	
Delhi-Umballa-Kalka	Assisted company	XXVII	R			
Deoghur	Assisted company	LVII	Rae Bareli-Benares	State line worked by the State	XIX	
Dhond-Manmád	State line worked by company	VII	Rájkot-Jamnagar	Line owned and worked by native state	LXXIII	
Dibru-Sadiya	Assisted company	LX	Rajpipla (Anklesvar-Párdi section)	Line owned by native state and worked by company	LXXXI	
E			Rájpura-Bhátinda	Line owned by native state and worked by State railway agency	XL	
East Coast (state)	State line worked by the State	XVIII	Rajputana-Malwa	State line worked by company	XLV	
Eastern Bengal (state)—Dacca section	State line worked by the State	LIII	Rohilkund and Kumaon (Company's section)	Assisted company	LVIII	
Northern and Behar sections, (including the Kaunia-Dharlla, 2' 6" gauge branch).			XV	S		
Standard gauge sections				Shadipalli-Balotra (Balotra Jodhpore frontier section)	Line owned and worked by native state	LXXII
East Indian	State line worked by company	I	South Behar (Luckeeserai-Gya)	Assisted company	XXIX	
East Indian railway extensions (Moghal Sarai-Gya)	State line worked by company	X	Southern Mahratta	State line worked by company	XLVII	
G			Southern Punjab (Delhi-Samásata)	Assisted company	XXX	
Gaekwar's Dabhoi	Line owned by native state and worked by company	LXXX	South Indian	State line worked by company	L	
Gaekwar's Mehsána	Line owned by native state and worked by company	LXIII	T			
Gaekwar's Petlád	Line owned by native state and worked by company	XXXVII	Tarkessur	Assisted company	XXVIII	
Godhra-Rutlam-Nagda	State line worked by company	V	Tirhoot section, Bengal and North-Western railway	State line worked by company	XLIII	
Great Indian Peninsula	Line worked by guaranteed company	XXIV	Tramways outside municipal limits	"	See after No. LXXXIII	
Guntakal-Mysore frontier	State line worked by company	XLVIII	W			
H			Wardha Coal	State line worked by company	VI	
Hyderabad-Shadipalli	State line worked by the State	XIII	West of India Portuguese	Foreign line	LXXXIV	
I			Y			
Indian Midland	State line worked by company	III	Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LXV	
J						
Jammu and Kashmir (Native state section)	Line owned by native state and worked by State railway agency	XLI				
Jetalsar-Rájkot	Line owned and worked by native state	LXX				
Jodhpore-Bickaneer	Line owned and worked by native state	LXVII				
Jodhpore-Bickaneer railway extension (Bickaneer-Khari)	Line owned and worked by native state	LXXI				
Jorhát	State line worked by the State	LXXVII				

the company's section of this line is the property of the this line

* Although for convenience classed amongst the state railways, Bengal and North-Western Bengal Central Railway Company.

Railways constructed and

STATE LINES WORKI

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
1	East Indian—	Miles.		
	<i>Main line—</i>	Miles.	<i>Main line—</i>	
	Howrah to Khána junction	74'48	Howrah to Hooghly	15-8-54* 23'20
	Khána junction to Luckeeserai junction	187'20	Hooghly to Pundooah	1-9-54* 14'30
	Luckeeserai junction to Allahabad	303'33	Pundooah to Khána junction	3-2-55* 36'90
	Allahabad to Delhi	390'27	Khána junction to Raneegunge	3-2-55* 45'70
		955'28	Raneegunge to Siársol	21-7-63* 1'70
			Siársol to Sítarámpur	1-1-65* 15'10
			Sítarámpur to Luckeeserai junction	1-1-71* 124'60
			Luckeeserai to Dinapore	17-11-62* 82'40
	<i>Loop line—</i>		Dinapore to Moghal Sarai	22-12-62* 125'90
	Khána junction to Luckeeserai junction	250'51	Moghal Sarai to Mirzapur	1-1-64 39'20
			Mirzapur to south bank, Jumna	4-4-64 52'60
			Jumna bridge to Allahabad	15-8-65 3'00
			Allahabad to Cawnpore	3-3-59 119'40
			Cawnpore to Etáwah	1-7-61 86'40
			Etáwah to Shikohabad	13-11-61 34'30
	<i>Branches—</i>		Shikohabad to Tundla junction	1-4-62 22'90
	Bhadreswar junction (17'46 miles from Howrah) to the river bank (<i>Bhadreswar branch</i>)	2'60	Tundla junction to Aligarh	1-3-63 48'40
	Hooghly junction (23'23 miles from Howrah) to Naiháti on the Eastern Bengal (state) railway (<i>Hooghly bridge branch</i>)	4'22	Aligarh to Chola (Bulandshahr Road)	1-4-64 35'50
	Ondál junction (115'80 miles from Howrah <i>viá</i> the main line) to Alipur block hut (<i>Ondál loop</i>)	31'53	Chola to Delhi (south bank, Jumna)	1-8-64 41'20
	Shekhpur junction on the Ondál loop (125'63 miles from Howrah <i>viá</i> the main line) to Khorabad (<i>Shekhpur branch</i>)	8'92	Delhi terminus	1-1-67 1'78
	Sítarámpur junction (137'04 miles from Howrah <i>viá</i> the main line) to Kátrásgarh (<i>Jherria branch</i>)	39'23		955'28
	Salanpur (140'20 miles from Howrah <i>viá</i> the main line) to Shamdi (<i>Salanpur branch</i>)	5'30	<i>Loop line—</i>	
	2'05 miles from Barákar (144'52 miles from Howrah <i>viá</i> the main line) to Chanchi (<i>Chanchi branch</i>)	3'88	Khána junction to river Adjai	3-10-58 19'00
	Dheria Joba (171'17 miles from Howrah <i>viá</i> the main line) to the Damoodur river (<i>Damoodur branch</i>)	10'00	River Adjai to Sainthia	3-9-59 25'12
Madhupur junction (182'38 miles from Howrah <i>viá</i> the main line) to the Kurhurbaree collieries (<i>Kurhurbaree branch</i>)	26'70	Sainthia to Tinpahár	15-10-60 76'12	
Nalháti (144'60 miles from Howrah <i>viá</i> the loop line) to Azimganj (<i>Asimganj branch</i>)	27'48	Tinpahár to Bhágalpur	1-11-61 69'05	
		Bhágalpur to Jamálpur	10-2-62 32'62	
		Jamálpur to Luckeeserai	17-11-62 28'60	
			250'51	
		<i>Branches—</i>		
		Bhadreswar branch	6-12-81 2'60	
		Hooghly bridge branch	15-3-87* 4'22	
		Ondál loop—		
		Ondál to Babasole	1-5-64 2'02	
		Babasole to Mangalpur	1-1-63 2'74	
		Mangalpur to Toposi	2-2-63 2'65	
		Toposi to Shekhpur junction—		
		For coal traffic	15-4-94 2'42	
		Shekhpur junction to Gourangdi	1-6-95 14'16	
		Gourangdi to Alipur block hut—		
		For goods traffic	30-3-95 7'54	
		Shekhpur branch—		
		For coal traffic	15-4-94 } 8'92	
		For passenger and goods traffic	1-1-95 }	
		Jherria branch—		
		Sítarámpur to Barákar	1-1-65 5'43	
		Barákar to Kátrásgarh	20-5-94(a) 33'80	
		Salanpur branch—		
		For coal traffic	7-9-94 4'29	
			1,205'79	
	Carried over	1,59'86 1,205'79	Carried over	
			90'79	

* These are the dates of opening the original single line which has been extended. (a) The first seven miles of this extension were worked for coal traffic.

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
<p>The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.</p>	<p>The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854.</p> <p>The chord line from Khána junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line diminishes the distance between Howrah and the Upper Provinces by 63·31 miles.</p> <p>A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borraah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.</p> <p>The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.</p>
<p>The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.</p>	<p>The section of the Ondál loop from Toposi to Panooria, and the Shekhpur branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894.</p>
<p>The Jherria branch is single throughout. The rails are iron, cut, 18' 6" long, and are laid on timber sleepers.</p>	<p>The Alipur branch of the Barákar Coal Company, extending from the Alipur block hut to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of R1,00,000. It has since been worked as a part of the Ondál loop.</p>
<p>The Kurhurbaree branch is constructed for a single line. The width of formation in the embankments is 16 feet.</p>	<p>The extension of the Jherria branch from Barákar to Kátrágarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896.</p>
	<p>The construction of the Damoodur branch was sanctioned in January 1894.</p>

since been doubled. For dates of opening the double line see page CXXXIV. from the 1st August 1893.

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
I	East Indian—concl'd.				1,205'79
	Brought forward	159'86	1,205'79	Brought forward	90'79
	<i>Branches—concl'd.</i>			<i>Branches—concl'd.</i>	
	Tinpahár junction (194'72 miles from Howrah <i>viâ</i> the loop line) to Rajmehal (<i>Rajmehal branch</i>)	7'08		Chanch branch— For goods traffic	2'88
	Sakrigali junction (213'28 miles from Howrah <i>viâ</i> the loop line) to the river Ganges (<i>Sakrighât branch</i>)	5'85		Damoodur branch	8'00
	Sultangunge (279'28 miles from Howrah <i>viâ</i> the loop line) to Sultangunge ghât (<i>Sultangunge branch</i>)	1'16		Kurhurbaree branch	26'70
	Jamálpur junction (296'39 miles from Howrah <i>viâ</i> the loop line) to Monghyr (<i>Monghyr branch</i>)	5'68		Azínganj branch	27'48
	Mokameh junction (282'32 miles from Howrah <i>viâ</i> the main line) to the river bank (<i>Mokameh branch</i>)	3'63		Rajmehal branch	7'08
	Bankipore junction (337'74 miles from Howrah <i>viâ</i> the main line) to Gya (<i>Patna-Gya branch</i>)	57'47		Sakrighât branch	2'70
	Bankipore junction (337'74 miles from Howrah <i>viâ</i> the main line) to Dígha ghât (<i>Dígha ghât branch</i>)	5'53		Sultangunge branch	3'15
	Dildárnagar (433'66 miles from Howrah <i>viâ</i> the main line) to Tárighât on the Ganges opposite Gházipur (<i>Tárighât branch</i>)	12'00		Monghyr branch	1'16
	Naini junction (560'46 miles from Howrah <i>viâ</i> the main line, or 4'55 miles east of Allahabad) to Jubbulpore (<i>Jubbulpore branch</i>)	223'58		Mokameh branch	5'68
	Allahabad junction (565'01 miles from Howrah <i>viâ</i> the main line) to fort (<i>Allahabad fort branch</i>)	2'34		Patna-Gya branch— Bankipore junction to Bankipore	0'25
	Cawnpore junction (684'48 miles from Howrah <i>viâ</i> the main line) to the corn market in the city (<i>Cawnpore city branch</i>)	0'88		Bankipore to Jehanabad	28'00
	Tundla junction (828'25 miles from Howrah <i>viâ</i> the main line) to Agra (<i>Agra branch</i>)	13'35	498'41	Jehanabad to Gya	29'22
	TOTAL		1,704'20	Dígha ghât branch	5'53
				Tárighât branch	12'00
				Jubbulpore branch	223'58
				Allahabad fort branch	2'34
				Cawnpore city branch	0'88
				Agra branch	13'35
					494'40
				<i>Double—Main line and branches.</i>	
				Howrah to Serampore	11'74
				Serampore to Chander- nagore	8'38
				Chandernagore to Hooghly	3'11
				Hooghly to Magra	5'49
				Magra to Pundooah	8'82
				Pundooah to Burdwan	28'72
				Burdwan to Khána	8'22
				Khána to Durgapur	31'35
				Durgapur to Raneegunge	14'36
				Raneegunge to Sítarâmpur	16'85
				Sítarâmpur to Luckeeserai	124'64
				Luckeeserai to Burhee	9'82
				Burhee to Barh	27'10
				Barh to Futwah	25'87
				Futwah to Dinapore	19'63
				Dinapore to Bihta	10'93
				Bihta to Arrah	13'50
				Arrah to Buxar	42'67
				Buxar to Dildárnagar	22'46
				Dildárnagar to Zamánia	8'59
				Zamánia to Sakaldiha	16'28
				Sakaldiha to Moghal Sarai	11'49
				Hooghly bridge branch	4'22
				TOTAL DOUBLE LINE	474'25
				TOTAL OPEN MILEAGE	1,700'19

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.																	
<p>The road on the Azimganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sál, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.</p>	<p>The line from Nalháti to Azimganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azimganj branch."</p>																	
<p>The first 29 miles of the Patna-Gya branch are laid with rails, 64lbs. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.</p>	<p>The old Nalháti (4' 0" gauge) line was opened for traffic on the 21st December 1863.</p>																	
<p>On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sál.</p>	<p>The construction of the Sultangunge branch was sanctioned in March 1893.</p>																	
<p>The rest of the branches are laid with a single track, but the formation generally is for a double line.</p>	<p>The Mokameh branch was originally 1.75 miles in length, and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0.75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893 the length of this branch has now been increased to 3.63 miles.</p>																	
<p>The rails are laid on wooden cross sleepers.</p>	<p>The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway.</p>																	
<p>The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10.15 miles of very short branches which it is not considered necessary to provide with additional sleepers.</p>	<p>There is a branch, 0.88 mile long, from Patna (331.25 miles from Howrah <i>via</i> the chord line) to the Ganges bank, which is treated as a siding in the mileage returns. It is laid with two tracks on wooden cross sleepers, and was opened on the 17th November 1882.</p>																	
<p>The length of road relaid with steel rails up to the 31st December 1895 was 1,549.97 miles, as follows:</p>	<p>The branch from Bankipore to Digha ghát has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghát near Sonopore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.</p>																	
<table border="0"> <tr> <td></td> <td style="text-align: right;">Miles.</td> </tr> <tr> <td>Howrah district</td> <td style="text-align: right;">180.55</td> </tr> <tr> <td>Chord line</td> <td style="text-align: right;">369.07</td> </tr> <tr> <td>Dinapore district</td> <td style="text-align: right;">487.87</td> </tr> <tr> <td>Allahabad district</td> <td style="text-align: right;">272.31</td> </tr> <tr> <td>Delhi district</td> <td style="text-align: right;">240.17</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">1,549.97</td> </tr> </table>		Miles.	Howrah district	180.55	Chord line	369.07	Dinapore district	487.87	Allahabad district	272.31	Delhi district	240.17		1,549.97	<p>The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years.</p>			
	Miles.																	
Howrah district	180.55																	
Chord line	369.07																	
Dinapore district	487.87																	
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Delhi district	240.17																	
	1,549.97																	
<p>The line is double fenced throughout, excepting the Azimganj branch and the Barákar-Kátrágarh section of the Jherria branch which are unfenced.</p>	<p>The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880.</p>																	
<p>There are no curves of less than 1,000 feet in radius.</p>	<p>On the 1st January 1889 the Dildárnagar-Gházipur state railway was incorporated with the East Indian railway.</p>																	
<p>The length and situation of gradients up to 1 in 100 are as shown below:</p>	<p>The Gwalior branch (late Scindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company.</p>																	
<table border="1"> <thead> <tr> <th rowspan="2">Section of line.</th> <th colspan="2">Length of gradients.</th> </tr> <tr> <th>to</th> <th>to 100.</th> </tr> </thead> <tbody> <tr> <td>Main line— Between 216 and 226 miles from Howrah (100)</td> <td>...</td> <td>6.64</td> </tr> <tr> <td>Ondál loop— Between 125 and 147 miles from Howrah</td> <td>5.19</td> <td>9.95</td> </tr> <tr> <td>Shekhpur branch</td> <td>1.40</td> <td>3.52</td> </tr> <tr> <td>Kurhurbaree branch</td> <td>4.05</td> <td>6.14</td> </tr> </tbody> </table>	Section of line.	Length of gradients.		to	to 100.	Main line— Between 216 and 226 miles from Howrah (100)	...	6.64	Ondál loop— Between 125 and 147 miles from Howrah	5.19	9.95	Shekhpur branch	1.40	3.52	Kurhurbaree branch	4.05	6.14	<p>The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.</p>
Section of line.		Length of gradients.																
	to	to 100.																
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Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
II	Bengal-Nágpur—			<i>Main line—</i>	
	<i>Main line—</i>			Ásansol to Damoodur—	
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur	372·28	626·69	For coal traffic 12-6-89 } For passenger and goods traffic 14-12-89 }	5·10
	Biláspur to Nágpur (519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway)	<u>254·41</u>		Damoodur to Purulia 14-12-89	41·72
				Purulia to Chakardharpore—	
				For goods traffic 22-1-90 } For passenger traffic 1-4-90 }	72·25
				Chakardharpore to Goilkera—	
				For goods traffic 15-5-90 } For passenger traffic 28-3-91 }	21·06
				Goilkera to Jharsuguda—	
				For goods traffic 1-2-91 } For passenger traffic 28-3-91 }	105·09
				Jharsuguda to Raighar—	
				For goods traffic 20-4-90 } For passenger traffic 1-8-90 }	44·35
				Raighar to Biláspur—	
				For goods traffic 10-2-90 } For passenger traffic 24-3-90 }	81·90
				Biláspur to Raipur—	
		For goods traffic 10-1-89 } For passenger traffic 14-2-89 }		68·35	
		Raipur to Ráj-Nándgaon 4-12-88		41·99	
		Ráj-Nándgaon to Nágpur 27-11-88	144·88		
	Carried over	<u>626·69</u>	Carried over	<u>626·69</u>	

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge

Details of construction.	REMARKS.																																		
<p>The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sál, and teak, wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves.</p> <p>On the main line the rails are 75lb. steel, flat-footed, laid on transverse steel sleepers. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy.</p> <p>On the Umaria-Biláspur section the permanent-way consists of 75lb. steel rails laid on transverse cross steel sleepers. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200-foot girders, 116 feet high from rail-level.</p> <p>The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore division where laterite is used.</p> <p>The line is unfenced, except between Nágpur and Kamp-tee and at the more important stations.</p>	<p>Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork.</p> <p>Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates.</p> <p>In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Chhattisgarh, 149 miles. Of this length 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned.</p> <p>The whole system extends from Ásansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Pensinsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur <i>via</i> the Umaria coal mines to Katni. There is also a branch from near Ásansol to the mines of the Equitable Coal Company.</p> <p>The Umaria-Katni line was taken over by the Company on the 1st April 1888.</p> <p>The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follow :</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881.</p> <p style="text-align: center;"><i>Dates of opening.</i></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Nágpur to Tumsar—</td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: right;">Miles.</td> </tr> <tr> <td>For goods traffic</td> <td>6-4-80</td> <td rowspan="3" style="font-size: 3em; vertical-align: middle;">}</td> </tr> <tr> <td>For passenger traffic—</td> <td></td> </tr> <tr> <td>Nágpur to Kamptee (9 miles)</td> <td>26-7-80</td> </tr> <tr> <td>Kamptee to Tumsar (44 miles)</td> <td>8-11-80</td> <td style="text-align: right;">53</td> </tr> <tr> <td>Dowháli junction (Tumsar road) to Tirora</td> <td>21-2-81</td> <td style="text-align: right;">13</td> </tr> <tr> <td>Tirora to Gondia</td> <td>18-5-81</td> <td style="text-align: right;">18</td> </tr> <tr> <td>Gondia to Amgaon</td> <td>25-11-81</td> <td style="text-align: right;">14</td> </tr> <tr> <td>Amgaon to Ráj-Nándgaon—</td> <td></td> <td></td> </tr> <tr> <td>For goods traffic</td> <td>16-12-82</td> <td rowspan="2" style="font-size: 3em; vertical-align: middle;">}</td> </tr> <tr> <td>For passenger traffic</td> <td>7-2-83</td> <td style="text-align: right;">51</td> </tr> <tr> <td colspan="2">TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE</td> <td style="text-align: right; border-top: 1px solid black;">145·50*</td> </tr> </table>	Nágpur to Tumsar—		Miles.	For goods traffic	6-4-80	}	For passenger traffic—		Nágpur to Kamptee (9 miles)	26-7-80	Kamptee to Tumsar (44 miles)	8-11-80	53	Dowháli junction (Tumsar road) to Tirora	21-2-81	13	Tirora to Gondia	18-5-81	18	Gondia to Amgaon	25-11-81	14	Amgaon to Ráj-Nándgaon—			For goods traffic	16-12-82	}	For passenger traffic	7-2-83	51	TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE		145·50*
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	<p>The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891.</p> <p>The Saranda tunnel was completed and opened for traffic on the 1st October 1892, the diversion over which traffic previously passed being eliminated. It is lined almost throughout.</p>																																		

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
II	Bengal-Nágpur—concl'd. Brought forward	626·69	Brought forward 626·69
	<i>Branches—</i>		<i>Branches—</i>
	Damoodur (5·10 miles from Ásansol junction) to the mines of the Equitable Coal Company (<i>Sanctoria coal branch</i>)	7·03	<i>Sanctoria coal branch—</i> Damoodur to the Sanctoria coal mines— For coal traffic 12-6-89 7·03
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (<i>Sambalpur branch</i>)	30·23	<i>Sambalpur branch—</i> Jharsuguda to Sambalpur— For goods traffic 1-2-93 } For passenger traffic 10-3-93 } 30·23
	Biláspur to Katni (<i>Katni branch</i>)	196·93	<i>Katni branch—</i> Biláspur to Birsinghpur— For goods traffic 1-2-91 } For passenger traffic 9-3-91 } 142·57
		234·19	Birsinghpur to Umariá— For goods traffic 11-5-90 } For passenger traffic 9-3-91 } 18·48 Umariá to Katni 2-11-86 35·88
			234·19
	TOTAL	860·88	TOTAL OPEN MILEAGE 860·88
III	Indian Midland—		
	<i>Main Line—</i>		<i>Main line—</i>
	Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49	Bhopal to Jhánsi 1-1-89 180·49
	Jhánsi <i>viá</i> Gwalior to Agra Cantonment	135·03	Jhánsi to Gwalior 1-3-89 60·39
			Gwalior to Hetampur 20-12-79 32·40
			Hetampur to Dholpur 15-5-81 8·55
			Dholpur to Agra Cantonment 10-1-78 33·69
		315·52	315·52
	<i>Branches—</i>		<i>Branches—</i>
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (<i>Mánikpur branch</i>)	180·37	<i>Mánikpur branch—</i> Jhánsi to Mau Ranipur 5-6-89 39·96
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (<i>Cawnpore branch</i>)	135·22	Mau Ranipur to Bándá 1-8-89 78·96
	Bína (143 miles from Itársi on the main line) to Saugor (<i>Saugor branch</i>)	46·24	Bándá to Mánikpur 15-2-89 61·45
			180·37
			<i>Cawnpore branch—</i> Jhánsi to Chaunrah 1-2-88 95·00
			Chaunrah to Cawnpore 1-4-86 40·22
			135·22
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway	1·56	<i>Saugor branch—</i> Bína to Saugor 5-6-89 46·24
	Carried over	363·39	Carried over 677·35

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge.

Details of construction.		REMARKS.																																																																						
<p>The Katni-Umaria section is laid with second-hand East Indian railway permanent-way on sál sleepers, 82lb. rails on three-fourths of the distance and 74lb. rails on the remainder. Of this, eight miles from Umaria towards Katni have been relaid with 75lb. steel rails on steel sleepers.</p> <p>The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahanadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.</p> <p>The Sambalpur branch is laid with the same type of permanent-way as the main line. The work is fairly heavy and contains one bridge of six spans of 100-foot girders across the Bonum river.</p> <p>The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below :</p>		<p>The survey of the Sambalpur branch was sanctioned on the 2nd October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.</p>																																																																						
Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.																																																																					
	$\frac{1}{100}$	$\frac{1}{200}$	Length.	Radius.																																																																				
Main line—	Miles.	Miles.	Miles.	Feet.																																																																				
Between 160 and 161 miles from Nágpur.	...	0'19																																																																				
" 341 " 363 " " " "	...	7'36																																																																				
" 419 " 437 " " " "	...	5'83																																																																				
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Katni branch—																																																																								
Between 299 and 317 miles from Nágpur.	...	12'06																																																																				
" 378 " 387 " " " "	...	4'53																																																																				
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Between 385 and 413 miles from Nágpur.	...	8'90																																																																				
<p>The main line and branches are constructed for a single line with flat-footed steel rails 80lb. to the yard and oval pot sleepers weighing 80lb each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi where the rails are 75lb. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section.</p> <p>From Bhopal to Jhánsi the ruling gradient is 1 in 200. The chief bridges are—</p> <table border="0"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Betwa (Markrari)</td> <td>9 of</td> <td>150</td> </tr> <tr> <td>Narain</td> <td>4 "</td> <td>150</td> </tr> <tr> <td>Bína</td> <td>4 "</td> <td>150</td> </tr> <tr> <td>Keotan</td> <td>5 "</td> <td>100</td> </tr> <tr> <td>Newan</td> <td>8 "</td> <td>60</td> </tr> <tr> <td>Betwa (Bhilsa)</td> <td>4 "</td> <td>100 and 5 of 75</td> </tr> </tbody> </table> <p>From Jhánsi to Gwalior the ruling gradient is 1 in 150, with heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 60 feet over the Sindh river.</p> <p>From Jhánsi to Mánikpur the ruling gradient is 1 in 125. The principal bridges are—</p> <table border="0"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Betwa (Sujanpura)</td> <td>13 of 150 and 1 of 60</td> <td></td> </tr> <tr> <td>Dhassan (Mau)</td> <td>13 "</td> <td>100</td> </tr> <tr> <td>Ken</td> <td>1 "</td> <td>250 and 12 of 100</td> </tr> <tr> <td>Bagain</td> <td>8 "</td> <td>100</td> </tr> <tr> <td>Borwa</td> <td>1 "</td> <td>100 and 4 of 40</td> </tr> <tr> <td>Paisuni</td> <td>4 "</td> <td>100</td> </tr> <tr> <td>Ohan</td> <td>1 "</td> <td>100 and 4 of 40</td> </tr> </tbody> </table>			Spans.	Feet.	Betwa (Markrari)	9 of	150	Narain	4 "	150	Bína	4 "	150	Keotan	5 "	100	Newan	8 "	60	Betwa (Bhilsa)	4 "	100 and 5 of 75		Spans.	Feet.	Betwa (Sujanpura)	13 of 150 and 1 of 60		Dhassan (Mau)	13 "	100	Ken	1 "	250 and 12 of 100	Bagain	8 "	100	Borwa	1 "	100 and 4 of 40	Paisuni	4 "	100	Ohan	1 "	100 and 4 of 40	<p>On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Biláspur-Etáwa state railway.</p> <p>The contract also provides for the extension from Saugor to a point on the East India railway at or near Katni. Sanction was given to the construction of this line in December 1895.</p> <p>Work was started on the several sections of the Indian Midland railway on the dates given below :</p> <table border="0"> <tbody> <tr> <td>Cawnpore-Kálpi</td> <td>Oct.</td> <td>1884</td> </tr> <tr> <td>Kálpi-Jhánsi</td> <td>Jan.</td> <td>1886</td> </tr> <tr> <td>Bhopal-Bhílsa</td> <td>Mar.</td> <td>1886</td> </tr> <tr> <td>Bhílsa-Básoda</td> <td>Apl.</td> <td>1886</td> </tr> <tr> <td>Jhánsi-Lalitpur</td> <td>May</td> <td>1886</td> </tr> <tr> <td>Básoda-Lalitpur</td> <td>June</td> <td>1886</td> </tr> <tr> <td>Jhánsi-Gwalior</td> <td>Aug.</td> <td>1886</td> </tr> <tr> <td>Bína-Saugor</td> <td>Aug.</td> <td>1887</td> </tr> </tbody> </table> <p>The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.</p>		Cawnpore-Kálpi	Oct.	1884	Kálpi-Jhánsi	Jan.	1886	Bhopal-Bhílsa	Mar.	1886	Bhílsa-Básoda	Apl.	1886	Jhánsi-Lalitpur	May	1886	Básoda-Lalitpur	June	1886	Jhánsi-Gwalior	Aug.	1886	Bína-Saugor	Aug.	1887
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Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
III	<p>Indian Midland—concl'd.</p> <p>Brought forward 363'39</p> <p><i>Branches—concl'd.</i></p> <p>From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway 0'21</p> <p>Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (<i>Katni branch</i>) 116'00</p> <p style="text-align: right;">TOTAL</p>	<p>315'52</p> <p>479'60</p> <p>795'12</p>	<p>Brought forward 677'35</p> <p>Bína to point of junction with Bína-Goon railway—</p> <p>For goods traffic . . . 1-5-95 } 1'56</p> <p>For passenger traffic . . 23-9-95 }</p> <p>Bhopal to point of junction with Bhopal-Ujjain railway—</p> <p>For goods traffic . . . 11-11-95 . . . 0'21</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . 679'11</p>
IV	<p>Bhopal-Itársi (British section)— (See Bhopal-Itársi—page cxcii)</p>		
V	<p>Godhra-Rutlam-Nagda—</p> <p>Godhra (318'75 miles from Bombay, Colaba) on the Bombay, Baroda and Central India railway <i>via</i> Rutlam to Nagda</p>	<p>140'56</p>	<p>Godhra to Limkhérá . . . 16-1-93 25'00</p> <p>Limkhérá to Dóhad . . . 7-3-94 20'00</p> <p>Dóhad to Rutlam . . . 22-10-94 70'26</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . 115'26</p>
VI	<p>Wardha Coal—</p> <p>Wardha (471'25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora</p>	<p>44'88</p>	<p>Wardha to mile 18'44 . . . 1-2-74 18'44</p> <p>Mile 18'44 to mile 40'88 (for coal traffic only) . . . 24-12-75 22'44</p> <p>Mile 40'88 to Warora (for coal traffic only) . . . 26-4-76 4'00</p> <p>Mile 18'44 to mile 21 (for public traffic) . . . 16-6-77</p> <p>Mile 21 to Warora (mile 44'88), for public traffic . . 7-11-77</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . 44'88</p>

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge

Details of construction.	REMARKS.
<p>The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails.</p> <p>The only important works on the Bína-Saugor branch are the heavy cutting at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100—the steepest on the line—for a length of 3·37 miles.</p> <p>The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior, and is laid with rails 60lb. to the yard on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. Up to the end of 1895 the company have relaid 38·5 miles of track with Indian Midland railway pots, and 16·21 miles with Indian Midland railway 80lb. rails.</p> <p>The line is fenced throughout except between Bándá and Jhánsi on the Jhánsi-Mánikpur section.</p> <p>There are no curves under a radius of 1,000 feet.</p>	<p>The length, 1·56 miles, from the Bína station to the point of junction with the Bína-Gooná railway was sanctioned for construction on the 5th June 1893, and that, 0·21 mile, from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with Bhopal-Ujjain railway on the 7th July 1894.</p> <p>On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.</p> <p>Under the provisions of the contract the Indian Midland Railway Company has acquired the late Sindia state railway and worked it from the 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91.</p> <p>The Company works the Bína-Gooná and the Bhopal-Ujjain railways.</p>
<p>The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The rails are flat-footed, steel, 75 lb. to the yard, laid on steel trough sleepers from Godhra to Rutlam and on deodar sleepers from Rutlam to Nagda over a bed of ballast.</p> <p>The line is fenced with wire from mile 0 to mile 35 and then in different sections making an aggregate of 73½ miles. The rest of the line is unfenced.</p>	<p>The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886.</p> <p>Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles, in both cases by petty contract.</p> <p>The construction of the line from Rutlam to Nagda was sanctioned and orders for the commencement of work issued in December 1894, but work was not started till March 1895.</p> <p>The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company, which came into force on the 1st July 1894, is printed as Appendix J to Part II of the Railway Administration Report for 1893-94.</p>
<p>The line is constructed for a single track. There are 18 miles of 69 lb. double-headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stone.</p> <p>The line is fenced throughout.</p> <p>There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.</p>	<p>This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart.</p> <p>The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874.</p> <p>The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.</p>

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
VII	Dhond-Manmád--- Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway	145·44	Dhond to Ahmednagar . . 15-3-78 50·41 Ahmednagar to Manmád . . 17-4-78 95·03 TOTAL OPEN MILEAGE . . 145·44
VIII	East Coast (state) (Bezwada extension)--- Hyderabad frontier to Bezwada [91·00 miles from Gódávari North on the East Coast (state) railway]	20·58	Hyderabad frontier to Bezwada 10-2-89 20·58
IX	Bezwada-Madras (Madras-Ennúr section)--- Washermenpet, (1·02 miles from Ráyapuram on the Madras railway), to Ennúr	8·55	Washermenpet to Ennúr 22-2-96 8·55
X	East Indian railway extensions (Moghal Sarai-Gya)--- Moghal Sarai (470·02 miles from Howrah, <i>via</i> the chord line, East Indian Railway) to Gya)	126·26	

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.															
<p>The line is constructed for a single track; the rails are double-headed steel, 69 lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing for a distance of 120 miles from Dhond, and arrangements were in progress for fencing the remainder of the line. The steepest gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.</p>															
<p>The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½ lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations.</p> <p>A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.</p>	<p>The line was sanctioned for construction in February 1889. It was amalgamated with the East Coast (state) railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system.</p>															
<p>The permanent-way consists of flat-bottomed 75 lb. steel rails [East Coast (state) railway pattern] with five-holed fish-plates laid on wooden sleepers. There are no gradients of 1 in 100 or less—the ruling grade being 1 in 200. The sharpest curve is 1,910 feet in radius.</p>	<p>The construction of this line which was sanctioned in August 1894, was carried out by the Madras Railway Company. It is being worked by that Company on the same percentage (excluding the cost of maintenance) of gross earnings as obtains on the entire system <i>plus</i> 5 per cent. for the use of rolling-stock; the charges for maintenance being borne by the State. The terms and conditions of working will be found in Appendix U to this report.</p>															
<p>The country traversed by the line is comparatively flat. The most important rivers crossed are:</p> <table border="0" data-bbox="193 2306 908 2471"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Sone</td> <td>Type undecided.</td> <td></td> </tr> <tr> <td>Mohar</td> <td>14</td> <td>of 60</td> </tr> <tr> <td>Budh</td> <td>11</td> <td>" 60</td> </tr> <tr> <td>Punpun</td> <td>10</td> <td>" 60</td> </tr> </tbody> </table> <p>The permanent way will be of the East Indian railway standard design with double-headed rails 75 lb. to the yard laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 ft. radius and the steepest gradient is 1 in 500. The line will be fenced throughout on both sides with a five wire fence on the ordinary pattern adopted for state railways. Stone ballast procurable from the adjacent hills will be used throughout.</p>		Spans.	Feet.	Sone	Type undecided.		Mohar	14	of 60	Budh	11	" 60	Punpun	10	" 60	<p>A number of reconnaissance surveys under different projects have been made during the past twelve years of the district now to be served by the Moghal Sarai-Gya railway. In August 1895 it was definitely decided that in the event of a railway between Moghal Sarai and Barakar being constructed, the work should be entrusted to the East Indian Railway Company; and in October 1895 the Secretary of State communicated his decision to the Board authorizing them to construct a line from Moghal Sarai to Gya. The Moghal Sarai-Gya line will connect hereafter with the South Behar railway at Gya.</p>
	Spans.	Feet.														
Sone	Type undecided.															
Mohar	14	of 60														
Budh	11	" 60														
Punpun	10	" 60														

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
<p>XI</p>	<p>Bengal-Nágpur extensions—</p> <p>Sini (530'41 miles from Nágpúr on the Bengal-Nágpúr railway, main line) to Midnapore 99'00 Midnapore to Nanji, near Calcutta 68'00 Midnapore to the Mahánadi (at Cuttack) <u>194'00</u></p>	<p>361'00</p>	
<p>TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE)</p>		<p>4,220'58*</p>	<p>3,588'01*</p>

*Including the length (13'11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "xxxv.—Bhopal-Itársi (Native state section)."

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
<p>This line will be laid with steel rails, weighing 85lb. to the yard on cast-iron pot sleepers.</p> <p>The important bridges are those over the Mahánadi, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopnarain, Damoodur, Upper Subanarikha and Korkai rivers.</p>	<p>The survey of this line was carried out by Government. It was sanctioned for construction in August 1895, and work was started by the Bengal-Nágpúr Railway Company in December 1895. The land has been demarcated and earthwork is well in hand.</p> <p>The construction of a bridge over the Mahánadi river at Cuttack, to connect directly with the East Coast (state) railway, was sanctioned on the 20th December 1895.</p>

D—continued.

progress on the 31st March 1895.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p>From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60 lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st December 1895, 89.62 miles have been relaid with 68 lb. bull-headed steel rails, 25.37 miles with 68 lb. double-headed steel rails, 17.00 miles with 73 lb. bull-headed steel rails, 94.21 miles with 75 lb. flat-footed steel rails and 0.88 mile with flat-footed 70 lb. steel rails.</p> <p>On the Phillour-Amritsar section the earthwork from Amritsar to the Beas (26.20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line.</p> <p>The original Delhi section bull-headed 60 lb. rails have been renewed with the bull-headed 68 lb. rails, with the exception of some short lengths on bridges.</p> <p>From Phillour to Amritsar the rails are laid on wooden sleepers for 32.50 miles, and on cast-iron (oval and round) pots for 43.34 miles. On the Beas and East Bayn bridges (aggregating 1.50 miles), the rails are flat-footed, 70 lb. steel, and are laid on longitudinal timbers.</p> <p>From Amritsar to Lahore the earthwork and bridges are for a single line. 12.80 miles have been relaid with bull-headed 68 lb. steel rails, of which 8.92 miles are on cast-iron pots and 3.88 miles on wooden sleepers; the remaining 19.50 miles of the old Punjab section 68 lb. rails have been relaid with 75 lb. flat-footed rails on wooden sleepers.</p>	<p>The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin state railways to be worked as one Imperial system under the name of the North Western (state) railway.</p> <p>The section from Gháziabad to Amritsar (first called the Delhi, and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line.</p> <p>The section from Amritsar to Lahore was commenced on the 8th February 1859.</p> <p>The Delhi section of the late Sind, Punjab and Delhi railway suffered considerable damage during 1871 and 1872 at the Beas, the Sutlej, and elsewhere, necessitating interruption to through communication for some time. The section between Amritsar and Jullundur also suffered severely during the floods of 1875.</p> <p>In August 1876 two piers of the Sutlej bridge were carried away, and through communication was not re-established till the middle of December.</p> <p>In August 1878 the line was again considerably damaged, and through communication stopped until 3rd October.</p> <p>In 1886 the line between Umballa and the Jumna river (mile 1,048) was much damaged by floods, resulting in through communication being interrupted for three weeks.</p> <p>Again in 1887 heavy floods between Sirhind and Umballa resulted in through communication being interrupted for a week.</p> <p>The Haro bridge near Lawrencepur which was swept away in July 1893 was re-constructed and opened on the 18th April 1895.</p>
<p>The line from Lahore to Pesháwar is constructed for a single track. From the Ravi bridge, mile 2.50, to the 25th mile, the old flat-footed 60 lb. iron rails have been replaced by flat-footed 75 lb. steel rails on wooden sleepers; from mile 5 to mile 25 the line is laid with 75 lb. steel rails on wooden sleepers and from .50 mile from Lahore to the Ravi bridge with 75 lb. flat-footed steel rails on cast iron pot sleepers.</p> <p>From the 25th mile to Gujráat the rails are 75 lb. flat-footed steel, excepting one length, of 1.55 miles, where flat-footed 62 lb. steel rails are laid. The sleepers throughout are wooden.</p> <p>From Gujráat to Pesháwar Cantonment the rails are 62 lb. steel, with the exception of isolated lengths, aggregating 73.25 miles of track, of 75 lb. flat-footed steel, and 74.88 of 64 lb. double-headed rails. The whole length is laid with wooden sleepers, except 42.50 miles with steel sleepers and 1 mile with cast-iron oval pots.</p>	<p>The dates of orders for survey and construction of the Lahore-Pesháwar section are as follow:</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Jhelum to Ráwalpindi, 8th November 1864. Ráwalpindi to Khusálgarh, September 1879. Lála Músa to Miani junction, September 1877. Jhelum to Ráwalpindi for improvement of grades, February 1886.</p>

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XII	North Western (state)— <i>contd.</i> Miles.	Miles.	Miles.
	Brought forward . 514'92		Brought forward { 335'48 179'44
	MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>		MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>
	<i>Main line—</i>		<i>Main line—</i>
	Ráwalpindi to Pesháwar Cantonment 104'62		Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58½ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883. Thus, Ráwalpindi to Attock bridge 58'62 Attock to Khairabad 31-5-83 1'87 Khairabad to Pesháwar City 1-5-82 41'75 Pesháwar City to Pesháwar Cantonment 1-1-83 2'38 <hr/> 284'06
	<i>Branches—</i>		<i>Branches—</i>
	<i>Siálkot branch—</i>		<i>Siálkot branch—</i>
	Wazirabad to Siálkot . 26'31		Wazirabad to Siálkot 1-1-84 26'31
	<i>Wazirabad-Lyallpur branch—</i>		<i>Wazirabad-Lyallpur branch—</i>
	Wazirabad (885 miles from Kiá-mari on the North Western (state) railway) to Lyallpur . 95'68 Lyallpur to Toba Tek Singh . 48'00 <hr/> 169'99		Wazirabad to Hafizabad 15-8-95 37'75 Hafizabad to Sangla Hill 1-1-96 31'00 Sangla Hill to Lyallpur 15-2-96 26'93 <hr/> 121'99
	Carried over . 789'53		Carried over . 741'53

D—continued.

progress on the 31st March 1896.
BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.												
<p>The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{80}$ grades have now been improved to $\frac{1}{100}$; and the Taraki quarry.</p>	<p style="text-align: center;"><i>Dates for construction.</i></p> <p>Lahore to Jhelum 2-10-69 Jhelum to Ráwalpindi 17-9-77 Lála Músa to Miani 24-7-78 Ráwalpindi to Khusálgarh Sept. '79 Ráwalpindi to Pesháwar city 3-10-79 Pesháwar City to Pesháwar Cantonment 1-1-83 Maini to Jhelum river 4-3-81 Maini to Bhera 25-10-81 Maini to Khewra 27-1-82 Wazirabad to Siálkot 19-4-83 Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge 27-11-84 Grades, Jhelum to Domeli Nov. '86 " Domeli to Soháwa 31-10-91 " Soháwa to Gujar Khan 18-4-89 " Gujar Khan to Ráwalpindi 28 2 92</p>												
<p>The chief works on the Ráwalpindi-Pesháwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar is however only partially fenced.</p>	<p>It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.</p>												
<p>The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below :</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">62 lb. flat-footed steel on wood sleepers</td> <td style="width: 10%;">7.50 miles</td> <td rowspan="4" style="width: 5%; vertical-align: middle;">} From Wazirabad to the frontier of the Kashmir state.</td> </tr> <tr> <td>70 " " " "</td> <td>1.50 "</td> </tr> <tr> <td>60 " " iron "</td> <td>24.43 "</td> </tr> <tr> <td>60 " " " on steel sleepers</td> <td>1.37 "</td> </tr> <tr> <td colspan="2" style="text-align: right;"><u>34.80</u></td> <td></td> </tr> </table>	62 lb. flat-footed steel on wood sleepers	7.50 miles	} From Wazirabad to the frontier of the Kashmir state.	70 " " " "	1.50 "	60 " " iron "	24.43 "	60 " " " on steel sleepers	1.37 "	<u>34.80</u>			<p>Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned.</p>
62 lb. flat-footed steel on wood sleepers	7.50 miles	} From Wazirabad to the frontier of the Kashmir state.											
70 " " " "	1.50 "												
60 " " iron "	24.43 "												
60 " " " on steel sleepers	1.37 "												
<u>34.80</u>													
<p>On the Kashmir section, the ballast used is broken stone of excellent quality. Both sections are unfenced.</p>	<p>The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes.</p> <p>In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875.</p> <p>The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles.</p>												

D—continued.

progress on the 31st March 1895.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p><i>Wazirabad-Lyallpur</i></p> <p>The line is constructed for a single track. The permanent-way consists of second-hand 60 lb. bull-headed, 68 lb. double-headed and 60 lb. flat-footed rails obtained from the renewals of the North Western (state) railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is bent ballasted to about $\frac{1}{8}$ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.</p> <p>The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 x 40 feet girders over the main canal at mile 829.50 from Kurrachee, and another 3 x 40 feet at mile 793.25 over the Jhang branch canal.</p> <p>Girders for all bridges have been supplied from the old stock of the North Western (state) railway.</p> <p>From Lahore to Ráewind the earthwork and bridges are for a single track. From Ráewind south distant signal to Muzaffarabad (188.49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68 lb. iron rails have been in parts (aggregating 171.25 miles) replaced with double-headed 68 lb., bull-headed 73 lb., flat-footed 75 lb., and bull-headed 77½ lb., steel rails. The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60 lb. to the yard, but 18.37 miles have been replaced with 62 lb. flat-footed steel rails, and 120.38 miles with 75 lb. flat-footed steel rails. The sleepers are wooden, except 76.63 miles which are laid with steel transverse sleepers. On the 1st January 1889 Muzaffarabad junction was closed and Sher Shah junction was opened in connection with the Sind-Sagar loop.</p>	<p>This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200.34 miles in length, was surveyed and estimated in 1892-93. It branches off from the North Western (state) railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95.68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earth-work, masonry of bridges, and other masonry work.</p> <p>The length of 95.68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and will be treated as a quarry siding.</p> <p>The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895, but commencement of work has not yet been authorized.</p> <p>The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water.</p> <p>The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859. The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.</p>

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned,	Total mileage.	Date of opening for public traffic.
		Miles.	
XII	North Western (state)— <i>contd.</i> Brought forward . 1,153'02		Brought forward . 1,105'02
	MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>		MAIN LINE AND BRANCHES (Commercial)— <i>contd.</i>
	Khánpur to Rohri . . . 132'05		Khánpur to Rohri . . . 11-7-78 132'05
	Rohri to Sukkur . . . 2'64		Rohri to Sukkur . . . 27-3-89 2'64
	Sukkur to Kotri . . . 225'36		Sukkur to Rádhan . . . 1-10-78 79'26
	<u>360'05</u>		Rádhan to Laki . . . 27-10-78 70'54
			Laki to Kotri . . . 8-10-78 75'56
			<u>360'05</u>
	Kotri to Kurrachee Cantonment . . . 102'59		Kotri to Kurrachee City . . . 13-5-61 104'89
	Kurrachee Cantonment to Kurrachee City . . . 2'30		Kurrachee City to Kiámári, including Napier Mole line—
	Kurrachee City to Kiámári (including Napier Mole line) . . . 3'06		For goods traffic, 16-6-89
	<u>107'95</u>		For passenger traffic, 5-11-91 } 3'06
			<u>107'95</u>
	<i>Branches—</i>		<i>Branches—</i>
	Sukkur to Sukkur Bandar . . . 1'76		Sukkur to Sukkur Bandar . . . 1-10-78 1'76
	Kotri to Kotri Bandar . . . 1'15		Kotri to Kotri Bandar . . . 1-4-89 1'15
	<u>2'91</u>		<u>2'91</u>
	<i>Meean Meer chord line*—</i>		<i>Meean Meer chord line*—</i>
	Meean Meer East to Meean Meer West . . . 2'25		Meean Meer East to Meean Meer West . . . 10-12-91† 2'25
	<i>Ferozepore branch—</i>		<i>Ferozepore branch—</i>
	Ráewind to Ganda Singhwála 23'50		Ráewind to Kasúr . . . 15-4-83 16'50
	Ganda Singhwála to Ganda Singh Bandar . . . 2'75		Kasúr to Ganda Singhwála 10-6-83 7'00
	Ganda Singh Bandar to Hussainiwala . . . 2'50		Ganda Singhwála to Ganda Singh Bandar . . . 15-12-83 2'75
	Hussainiwala to Ferozepore City . . . 2'00		Ganda Singh Bandar to Hussainiwala . . . 8-5-87 2'50
	Ferozepore City to Ferozepore Cantonment . . . 2'00		Hussainiwala to Ferozepore City . . . 1-10-92 2'00
	<u>32'75</u>		Ferozepore City to Ferozepore Cantonment . . . 1-10-88 2'00
			<u>32'75</u>
	Hussainiwala to Ferozepore Cantonment . . . 4'00‡		Hussainiwala to Ferozepore Cantonment . . . 8-5-87 4'00‡
	<u>4'00‡</u>		
	Carried over . 1,662'93		Carried over . 1,614'93

* This is a military line and is not intended to be used for ordinary public traffic. The line was completed on the 1st July 1888.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.
‡ This is a military line and is not intended to be used for ordinary public traffic.

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p>The section from Khánpur to Kotri is constructed for a single track and with flat-footed iron rails 60lb. to the yard, and flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.</p>	<p>The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows:</p> <p style="text-align: center;"><i>Date for survey.</i></p> <p>Khánpur to Kotri 30-10-69</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Khánpur to Rohri 8-11-71</p> <p>Sukkur to Kotri 4-11-72</p> <p>The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic; it was originally treated as a siding, but is now shown as a branch line.</p> <p>The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge.</p>
<p>On the section from Kotri to Kurrachee (formerly the Sind section of the Sind, Punjab and Delhi railway) the earthwork is for a single line, the masonry of bridges for a double line, the superstructure for a single line, some of the piers of the Malir viaduct for a double, and the rest for a single line. The masonry viaduct at Bahrún is for a double line.</p> <p>Ordinary double-headed rails 65 lb. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 75.73 miles having been relaid with 75 lb. flat-footed, 25.97 miles with 68 lb. double-headed, and 4.25 miles with 77½ lb. bull-headed steel rails up to the 31st December 1895.</p> <p>From Kurrachee Cantonment station to Kurrachee City station the line is double.</p> <p>From Meean Meer East to Meean Meer West, including the siding to the commissariat yard, the line is constructed of second-hand 68 lb. double-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.</p>	<p>The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiamári was virtually completed on the 12th November 1887.</p> <p>The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.</p>
<p>The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60 lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 6 miles with 68 lb. bull-headed steel rails on cast-iron pots and wooden sleepers; 16.75 miles with 75 lb. flat-footed rails on deodar sleepers, and on 10.50 miles with 75 lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75 lb. flat-footed steel.</p>	<p>The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.</p>

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
XII	North Western (state)—<i>conld.</i>				
	Brought forward	1,662'93		Brought forward	1,614'93
	MAIN LINE AND BRANCHES (Commercial)—<i>conld.</i>			MAIN LINE AND BRANCHES (Commercial)—<i>conld.</i>	
	<i>Patháńkot branch—</i>			<i>Patháńkot branch—</i>	
	Amritsar <i>viá</i> Batála and Gurdáspur to Patháńkot	66'70	1,729'63	Amritsar to Dínanagar	1-1-84 51'22
				Dínanagar to Patháńkot	8-6-84 15'48
					66'70
				TOTAL MAIN LINE AND BRANCHES	1,681'63
	FRONTIER SECTION (Military)—			FRONTIER SECTION (Military)—	
	<i>Sind-Sagar railway and Khusálgarh branch—</i>			<i>Khusálgarh branch—</i>	
<i>Khusálgarh branch—</i>			Golra junction to Langar	1-4-81 60'50	
Golra junction to Khusálgarh	70'16		Langar to Khusálgarh	16-4-81 } 9'66	
			Khusálgarh, new station	13-7-83 } 70'16	
<i>Sind-Sagar railway—</i>			<i>Sind-Sagar railway—</i>		
<i>Main line—</i>			<i>Main line—</i>		
Lála Músa (82'27 miles from Lahore) to Malakwál	44'97		Lála Músa to Malakwál	10-2-86 44'97	
Malakwál to Chenab west bank	294'78		Malakwál to Bhakkar	15-8-87 175'07	
Chenab west bank to Chenab east bank	2'49		Bhakkar to Chenab west bank	22-1-87 119'71	
Chenab east bank to Sher Shah	2'39		Chenab west bank to Chenab east bank	1-2-90 2'49	
	344'63		Chenab east bank to Sher Shah	1-1-89 2'39	
				344'63	
Carried over	414'79	1,729'63	Carried over	{ 1,681'63 414'79	

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p>The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track.</p> <p>The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-foot girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river.</p> <p>The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge.</p> <p>The Ferozepore branch is wholly fenced.</p>	<p>The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.</p>
<p>The Patháńkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Patháńkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Patháńkot is 333.96 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet.</p> <p>Steel rails 62 lb. to the yard have been used.</p> <p>The whole line is fenced.</p>	<p>The survey of the Patháńkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western (state) railway. It was absorbed into the North Western (state) railway system on the 1st April 1892.</p>
<p>The line from Golra junction to Khusáľgarh is constructed for a single track.</p> <p>The rails are flat-footed steel, 62 lb. to the yard, spiked to transverse wooden sleepers.</p> <p>The Khusáľgarh branch is unfenced, except at stations.</p>	
<p>The Sind-Sagar eastern section [formerly known as the Salt branch of the Punjab Northern state railway] was originally laid for a metre-gauge single track with 40 lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwáľ the rails are flat-footed steel 75 lb. to the yard, laid on transverse wooden sleepers; and from Malakwáľ to Bhera the rails, taken from the main line, are old iron flat-footed, 60 lb. to the yard, laid on wooden sleepers.</p> <p>The rails used on the Sind-Sagar, western section, are steel, 75 lb. to the yard. 194.69 miles on steel sleepers, 30.00 miles on steel and wood mixed, and the remainder with wooden sleepers.</p>	<p>The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems.</p> <p>The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3.50 miles) between Malakwáľ and the Jhelum river.</p> <p>The whole line between Malakwáľ and Pind Dádan Khán was seriously damaged by heavy floods in 1893; several small bridges were washed away and large new works have been undertaken to remedy defects.</p>

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.
		Miles.	Miles.	
XII	North Western (state)— <i>contd.</i> Brought forward	414·79	1,729·63	Brought forward
				Miles. 1,681·63 <hr/> 414·79
	FRONTIER SECTION (Military)— <i>contd.</i>			FRONTIER SECTION (Military)— <i>contd.</i>
	<i>Branches—</i>			<i>Branches—</i>
	<i>Bhera branch—</i> Malakwál to Bhera 18·00			<i>Bhera branch—</i> Malakwál to Bhera 15-3-87 18·00
	<i>Bhaganwala branch—</i> Haranpur to Bhaganwala 7·61			<i>Bhaganwala branch—</i> Haranpur to Bhaganwala— For goods traffic 7·61
	<i>Khewra branch—</i> Chalisa junction to Khewra salt mines 6·36 Khewra to Kalapani 2·27 <hr/> 8·63			<i>Khewra branch—</i> Chalisa junction to Khewra salt mines 15-8-87 6·36 Khewra to Kalapani— For coal traffic 1-8-89 2·27
	<i>Mári branch—</i> Kundián to Miánwáli 9·00 Miánwáli to Mári 27·32 <hr/> 36·32			<i>Mári branch—</i> Kundián to Mári 15-3-92 36·32
	<i>Dera Gházi Khan branch—</i> Mahmúd Kot to Gházi ghát 12·11 <hr/> 82·67			<i>Dera Gházi Khan branch—</i> Mahmúd Kot to Gházi ghát 1-4-87 12·11 <hr/> 82·67
				<i>Total Sind-Sagar railway with branch and Khusálgarh branch</i> 497·46
	Carried over	497·46	1,729·63	Carried over
				Miles. 1,681·63 <hr/> 497·46

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.										
<p>The steepest gradient on the main line is 1 in 100.</p> <p>The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.</p> <p>The permanent-way on the Bhaganwala branch consists of non-flat-footed 60 lb. rails laid on serviceable deodar sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips.</p> <p>On the Khewra branch there are two gradients; one 0.76 mile long of 1 in 53.54 and 1 in 60, and another 0.46 mile long of 1 in 100.</p> <p>The sharpest curve on the main line is 1° on the branches, 2,000 feet is the sharpest, except on the Khewra branch where there are two curves of 4°.</p> <p>The earthwork is light throughout.</p> <p>The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the longest on the main line is a bridge of 10 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.</p> <p>On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75 lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run.</p> <p>The Miánwáli-Mári section is laid with second hand iron rails, 60 lb. to the yard, on wooden sleepers, and ballasted with 8 cubic feet of shingle per foot run.</p> <p>The branch is unfenced throughout.</p> <p>The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40 feet girders over the Jabba nullah.</p> <p>The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.</p> <p>On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level.</p> <p>Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53.54.</p> <p>The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15' wide between girders and 14' 6" headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class.</p> <p>The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level.</p> <p>The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete.</p> <p>The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.</p>	<p>The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It was subsequently been decided to open this length for passenger traffic.</p> <p>The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively.</p> <p>The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction.</p> <p>The lines from Darya Khan to Dera Ismail Khan ferry and from Gházi ghát to Dera Gházi Khan ferry were opened on the 10th February 1888 and closed to traffic from May 1888.</p> <p>[The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, <i>vis.</i>:</p> <table data-bbox="1062 1557 1738 1767"> <tr> <td>Lála Músa to Miani on the Jhelum</td> <td></td> </tr> <tr> <td> opposite Pind Dádan Khán</td> <td>. . . 53.75</td> </tr> <tr> <td> Miani to Bhera</td> <td>. . . 8.75</td> </tr> <tr> <td> Miani to Khewra (abandoned)</td> <td>. . . 10.00</td> </tr> <tr> <td></td> <td style="border-top: 1px solid black;">72.50</td> </tr> </table> <p>The dates of opening of the metre gauge line were as follow:</p> <p>Lála Músa to Bahá-ud-dín (28.50 miles) on the 1st January 1880.</p> <p>Bahá-ud-dín to Hariah (10.50 miles) on the 1st February 1880.</p> <p>Hariah to Miani (14.75 miles) on the 10th April 1880.</p> <p>Miani to Bhera (8.75 miles) on the 2nd February 1882.</p> <p>Miani to Khewra (10 miles) on the 1st January 1883.]</p>	Lála Músa to Miani on the Jhelum		opposite Pind Dádan Khán	. . . 53.75	Miani to Bhera	. . . 8.75	Miani to Khewra (abandoned)	. . . 10.00		72.50
Lála Músa to Miani on the Jhelum											
opposite Pind Dádan Khán	. . . 53.75										
Miani to Bhera	. . . 8.75										
Miani to Khewra (abandoned)	. . . 10.00										
	72.50										

Railways constructed and in progress
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XII	North Western (state)— <i>concl'd.</i> Brought forward . 497'46	Miles. Miles. 1,729'63	Brought forward . <u>1,681'63</u> 497'46	
	FRONTIER SECTION (Military)— <i>concl'd.</i> Sind-Pishin railway— Main line—		FRONTIER SECTION (Military)— <i>concl'd.</i> Sind-Pishin railway— Main line—	
	Ruk junction to Sibi . 132'52 Sibi to Bostán . 135'01 Bostán to Gulistán . 30'48 Gulistán to Kila Abdulla . 8'18 Kila Abdulla to Chaman . 29'40 ——— 335'59		Ruk to Sibi— For coaching traffic . 2-5-80 } 132'52 For goods traffic . 1-7-80 } Sibi to Sharigh— For goods and parcels traffic 20-3-87 } 74'69 For coaching traffic . 28-8-87 } Sharigh to Bostán . 28-8-87 } 60'32 Bostán to Kila Abdulla— For goods traffic . 25-1-88 } 38'66 For coaching traffic . 8-2-88 } Kila Abdulla to Chaman . 1-1-92 } 29'40 Total Sind-Pishin railway . . . 335'59	
	Quetta loop— Quetta to Bostán 20'59		Quetta loop— Quetta to Bostán 28-8-87 20'59 Total Quetta loop 20'59 TOTAL FRONTIER SECTION 853'64	
			DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)— Kurrachee Cantonment to Kurrachee City 13-5-61 2'30 Meean Meer East to Meean Meer West 10-12-91 2'25 DOUBLE—MAIN LINE AND BRANCHES—(MILITARY)— Gulistán to Chaman 20-9-92 36'82 TOTAL DOUBLE LINE 41'37	
	TOTAL 2,583'27		TOTAL OPEN MILEAGE 2,535'27	

)—continued.

Progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.				REMARKS.	
<p>Somewhat extensive protective works have been carried out to train the river through the bridge.</p> <p>The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-iron pots, 82 lb. East Indian railway (very old) rails, and 84 lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden sleepers on the 31st December 1895.</p> <p>From Sibi for a length of 39 miles the line is laid with double-headed rails, 75 lb. to the yard, on Denham-Olpherts sleepers. The remainder of the line is laid with flat-footed steel rails, 75 lb. to the yard, on steel trough sleepers.</p> <p>The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.</p> <p>Ruling gradients are—</p> <p>1 in 200 between Sibi and Nárf.</p> <p>1 in 55 between Nárf and Dalújal.</p> <p>1 in 68·4 between Dalújal and Spintangi.</p> <p>1 in 55 between Spintangi and Nákus.</p> <p>1 in 45 between Nákus and Sharigh.</p> <p>1 in 50 between Sharigh and Khost.</p> <p>1 in 42·3 between Khost and Khanai.</p> <p>1 in 81·2 between Khanai and Bostán.</p> <p>1 in 100 between Bostán and Gulistán.</p> <p>1 in 39·8 between Gulistán and Chaman.</p> <p>From Nárf (140th mile from Ruk junction) to Spintangi (175th mile) and from Dirgi (224th mile) to Ghurkai (256th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (316th mile) the Khojak tunnel, 2½ miles long, occurs; the approaches to it on either side involve very heavy earthwork.</p> <p>The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced.</p>				<p>Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.</p>	
<p>The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers.</p> <p>The works are light and the ruling gradient is 1 in 93·6.</p> <p>This section is unfenced.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet;</p>				<p>Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887.</p> <p>The re-grading operations between Sibi and Nákus have been completed; there is now no grade on that section virtually steeper than 1 in 55.</p>	
SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/100 and less	1/75 to 1/100	1/50 to 1/100	Length.	Radii.
Lahore district (1/100)	...	...	0·21	...	...
Rawalpindi (1/100)	...	...	67·59	...	...
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955
Sind-Sagar, Main line—					
Between Haranpur and Chalisa (1/100)	...	...	0·06	...	...
Khusalgarh branch	1·23	12·42	9·21	...	...
Bhaganwala " (1/100)	...	...	0·43	...	...
Khewra "	...	1·59	0·45	...	...
Sukkur bandar " (1/75)	...	0·08	...	...	...
Sind-Pishin—					
Sibi to Nákus	...	30·30	5·50	6·49	Varying from 455 to 990 ft.
Nákus to Bostán	22·70	18·96	6·89	9·99	Varying from 500 to 980 ft.
Bostán to Yaru	...	...	1·42	...	...
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.
Bostán to Quetta	...	...	5·39	0·20	Varying from 550 to 980 ft.

The line from Quetta to Bostán was completed in October 1886. The remaining portion of the Quetta loop, *vis.*, from Sibi to Quetta, together with the Mithri chord line, was made over to the Mushkaf-Bolán railway from the 1st November 1891 for reconstruction on a new alignment.

The Jammu and Kashmir and Rájputra-Bhátinda railways are worked by the North Western (state) railway. The terms of working will be found in Appendices S and V to Part II of the Railway Administration Reports for 1890-91 and 1892-93, respectively.

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XIII	Hyderabad-Shadipalli— MILES. Gidu Bandar on the Indus near Hyderabad to Shadipalli . . .	MILES. 58·91	Gidu Bandar to Shadipalli . 18-8-92 58·91
XIV	Oudh and Rohilkhand (state)— <i>Main line—</i> Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western (state) railway at Saháranpur junction . On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad <i>via</i> Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line, and the main line mileage being . <i>Loop line—</i> Bareilly to Moradabad <i>via</i> Chandausi <i>Branches—</i> Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (<i>Ajodhya ghát branch</i>) . . . 3·22 Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (<i>Bahramghat branch</i>) . . . 21·52 Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (<i>Cawnpore branch</i>) . . . 45·45 Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (<i>Aligarh branch</i>) 60·60 Carried over . 130·79	530·27 70·50 600·77	Moghal Sarai to 3·25 mile south of the Dufferin bridge to the Benares Ganges station 22-12-62 . 3·25 From the Benares Ganges station to Benares Cantonment 1-10-87 . 4·25 Benares Cantonment to Sháhganj 18-6-83 . 1·50 Sháhganj to Bilwái 5-1-74 . 56·00 Bilwái to Málipur 1-5-74 . 7·00 Málipur to Akbarpur 17-4-74 . 9·00 Akbarpur to Fyzabad 2-3-74 . 12·00 Fyzabad to Bara Banki 10-6-73 . 36·00 Bara Banki to Lucknow 25-11-72 . 62·00 Lucknow to Sandíla 1-4-72 . 17·00 Sandíla to Hardoi 1-2-72 . 30·00 Hardoi to Sháhjahánpur 15-7-72 . 33·00 Sháhjahánpur to Farídpur 1-3-73 . 39·00 Farídpur to Bareilly { 1-11-73 } 13·00 { 2-12-73 } Bareilly to Moradabad (chord line <i>via</i> Rámpur) 8-6-94 . 56·07 Moradabad to Nagina 8-10-84 . 47·25 Nagina to Najíbabad 1-4-85 . 13·70 Najíbabad to Saháranpur 1-1-86 . 58·25 530·27 <i>Loop line—</i> Bareilly to Ukka 22-12-73 . 5·00 Ukka to Aonla 1-11-73 . 11·00 Aonla to Chandausi 10-6-73 . 27·00 Chandausi to Moradabad . 28-10-72 . 27·50 70·50 <i>Branches—</i> <i>Ajodhya ghát branch—</i> Ránupáli to Ajodhya ghát. 15-11-86 . 3·22 <i>Bahramghat branch—</i> Bara Banki to Bahramghat 20-11-72 . 21·52 <i>Cawnpore branch—</i> Lucknow to Cawnpore 23-4-67 . 42·00 Left bank Ganges to junction with the East Indian railway at Cawnpore . 15-7-75 . 3·22 Passenger approach to the East Indian railway at Cawnpore 21-2-88 . 0·23 45·45 <i>Aligarh branch—</i> Aligarh to Rájghat 1-2-72 . 30·12 Rájghat to Chandausi 28-10-72 . 30·48 60·60 Carried over . 731·56

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.		REMARKS.				
<p>This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60 lb. iron rails laid on deodar sleepers. Earth ballast is used, except at points and crossings. There is only one curve under a radius of 1,000 feet, <i>viz.</i>, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.</p>		<p>The construction of this line was sanctioned on the 5th March 1891. It is worked by the North Western (state) railway for 45 per cent. of the gross earnings, including the hire of rolling stock <i>plus</i> actual cost of maintenance and Telegraph Department charges.</p>				
<p>Land is taken up for a double line, but the formation is for a single way; between Lucknow and Barā Banki (late Nawabganj) the masonry of bridges is constructed for a double line. The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers. The Cawnpore branch which was originally laid with 35 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 61 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced by 60 lb. steel rails on deodar and sāl sleepers. Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern. On the northern extension, from Moradabad to Sahāranpur and the Hardwar branch, 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made. The permanent-way for the Bareilly-Rāmpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers. The length of permanent-way of the different types as existing on 31st December 1895 is shown in the following table:</p>		<p>The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalhāti and Azimganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted. In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge. The construction of the Moradabad-Sahāranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company. The Bareilly-Rāmpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line <i>via</i> Chandausi being thenceforth regarded as a Loop. The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883. Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883. Sanction to the construction of the Ajudhya ghāt branch was given on the 16th December 1884.</p>				
<i>Rails.</i>						
LOCALITY.	73 lb. East Indian railway pattern double-headed iron rail.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian state railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 2'99 miles	2'99	...	...	...	...	2'99
From mile 2'99 to Moradabad <i>via</i> the loop line, including Bahramghat, Cawnpore and Aligarh branches	...	130'75	150'17	258'01	11'15	550'08
Ajudhya ghāt branch.	...	...	3'22	...	...	3'22
Moradabad to Sahāranpur, and the Hardwar branch	...	...	...	...	136'26	136'26
Rae Bareilly branch	...	...	...	48'56	...	48'56
Bareilly-Rāmpur-Moradabad chord line	...	...	...	56'07	...	56'07
TOTAL	2'99	130'75	153'39	362'64	147'41	797'18
<i>Sleepers.</i>						
Cast-iron oval bowl.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
375'75	47'46	206'16	92'84	74'97	797'18	

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles	Miles.
XIV	Oudh and Rohilkhand (state)— <i>concl'd.</i>		
	Brought forward . 130'79	600'77	Brought forward . 731'56
	<i>Branches—concl'd.</i>		<i>Branches—concl'd.</i>
	Lhaksar junction (498 miles from Moghal Sarai <i>via</i> the chord line) to Hardwar (<i>Hardwar branch</i>) . 17'06		<i>Hardwar branch—</i> Lhaksar junction to left bank Ganges canal near Jawálapur . . . 1-1-86 . 13'53 Left bank Ganges canal near Jawálapur to Hardwar 20-8-86 . 3'53 <u>17'06</u>
	Lucknow junction (208 miles from Moghal Sarai junction) to Rae Bareli (<i>Rae Bareli branch</i>) 48'56		<i>Rae Bareli branch—</i> Lucknow to Rae Bareli— For goods traffic . 18-10-93 } 48'56 For passenger traffic . 26-10-93 }
Najibabad junction (472'02 miles from Moghal Sarai <i>via</i> the chord line) to the right bank of the Koh river opposite Kotdwára (<i>Kotdwára branch</i>) . . . 15'17	211'58		
TOTAL .	812'35	TOTAL OPEN MILEAGE .	797'18
XV	Eastern Bengal (state)—		
	EASTERN SECTION—		EASTERN SECTION—
	<i>Main line—</i>		<i>Main line—</i>
	Calcutta to Jagati junction . 107'25		Calcutta to Ránaghat . . . 29-9-62 45'25
	Jagati junction to 145th mile . 37'82		Ránaghat to Jagati junction 15-11-62 62'00
	<u>145'07</u>		Jagati junction to 145th mile . 1-1-71 37'82
			<u>145'07</u>
	<i>Branches—</i>		<i>Branches—</i>
	Jagati junction to river Ganges (<i>Kooshtea branch</i>) . . . 3'77		Jagati junction to river Ganges (<i>Kooshtea branch</i>) . 16-2-64 3'77
	Kooshtea loop line . . . 1'17		Kooshtea loop line . . . 1-8-81 1'17
	Canal junction to Chitpore (<i>Chitpore branch</i>) . . . 2'00		Canal junction to Chitpore (<i>Chitpore branch</i>) . . . 25-8-73 1'88
	Rajbári to Goalundo . . . 4'76		Portion in Chitpore yard for goods traffic . . . 13-4-88 0'12
	Mile 145 to Panchooria . . . 4'74		Rajbári to Goalundo . . . 10-6-87 4'00
	Belgáchai to the Ganges . . . 2'25		9-10-93 0'03
	Rajbári to Lalgola new station 3'50		6-10-95 0'73
Panchooria junction to the Ganges (<i>Fakirabad line</i>) . 5'75		Mile 145 to Panchooria . . . 1-4-90 4'74	
<u>27'94</u>		<u>16'44</u>	
Carried over . 173'01		Carried over . 161'51	

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p>The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers. The line is fenced throughout with wire fencing. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.</p>	<p>Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893. Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accord in October 1895. A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with the Oudh and Rohilkhand (state) railway near Sháhjahánpur. This tramway is 3.25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway also joins the Oudh and Rohilkhand (state) railway at Sháhjahánpur. The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.</p>
<p>The land and earthwork, as also the masonry of bridges and viaducts, are for a double line, but the girders put up are for a single line. Only one track has been laid, except from Calcutta to Naiháti, which was doubled in 1886, and from Naiháti to Ránaghat, which was doubled in 1892. The rails are iron, double-headed, weighing 74 lb. to the yard, except over 101.42 miles on which the 74 lb. rails have been replaced by 30 feet steel rails weighing 73 lb. to the yard. The second track between Sealdah and Ránaghat has been laid with double-headed steel rails weighing 73 lb. to the yard on Denham-Olphert's sleepers. The Goalundo extension embankment is for a single track only. All small bridges are built for a double line, and the inside piles and girders of screw-pile bridges are made strong enough for a double line. The permanent-way is similar to that on the old main line. The sleepers used are sál, creosoted pine, hardwood and cast-iron bowls. The wooden sleepers are gradually being replaced by Denham-Olphert's.</p>	<p>The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868. The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871. The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874. There is a branch, $\frac{1}{2}$ mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868. Owing to the encroachments of the river Ganges it became necessary in 1882 to construct a diversion between the 147th mile and Goalundo; 3 miles of this were opened on the 9th, and the remainder on the 15th August 1882. In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The Kooshtea branch has been reduced from 4 to 3.77 miles, owing to part of it having become a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0.75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola new station were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State from the late Guaranteed Eastern Bengal Railway Company on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal state railway was permanently amalgamated with the Eastern Bengal railway.</p>

APPENDIX

Railways constructed and

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XV	Eastern Bengal (state)— Miles. Brought forward . 173'01	Miles.	Miles. Brought forward . 161'51
	EASTERN SECTION—concl'd. <i>Porádaha branch—</i> Porádaha (102'72 miles from Calcutta) to Bhairámára on the right bank of the Ganges . 11'79 Bhairámára to Golabnuggur (Dámukdia station) . 6'10 <u>17'89</u>		190'90	EASTERN SECTION—concl'd. Porádaha branch— Porádaha to Bhairámára . 19-1-78 . 11'79 Bhairámára to Golabnuggur (Dámukdia) . 8-12-83 . 6'10 17'89 Total eastern section . 179'40
	SOUTHERN SECTION— <i>Original line—</i> Calcutta to Port Canning . 27'79 Junction with Eastern section . 0'41 <u>28'20</u>		SOUTHERN SECTION— <i>Original line—</i> Calcutta to Chámpaháti . 2-1-62 . 15'00 Chámpaháti to Port Canning . 15-5-63 . 12'79 Junction with eastern section . 15-8-85 . 0'41 <u>28'20</u>
	<i>Diamond Harbour line—</i> Sonárpur to Magra Hát . 14'85 Magra Hát to Diamond Harbour . 12'69 Diamond Harbour towards Hara fort . 0'42 <u>27'96</u>		<i>Diamond Harbour line—</i> Sonárpur to Baruipur . 10-6-82 . 5'30 Baruipur to Magra Hát . 18-12-82 . 9'55 Magra Hát to Diamond Harbour . 25-4-83 . 12'69 Diamond Harbour towards Hara fort . 25-4-83 . 0'42 <u>27'96</u>
	Carried over . 56'16	190'90	Carried over $\left\{ \begin{array}{l} 179'40 \\ 56'16 \end{array} \right.$

D—continued.

in progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p>The Porádaha branch is laid with rails, 72 lb. to the yard, on iron pot sleepers.</p> <p>The Dámukdia extension has been laid on sal sleepers with second-hand rails, 74 lb. to the yard, obtained from the East Indian railway.</p> <p>This section is fenced throughout.</p>	<p>Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghat.</p> <p>The doubling of the line between Naiháti and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naiháti and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha junction was sanctioned in December 1895 and is in hand.</p> <p>The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia junction, about 16 miles from Porádaha station, and is treated as a siding.</p> <p>The Golbatan extension, 2.84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895, and is now complete, but not open yet to traffic. It will be treated as a siding.</p>
<p>The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballyganj which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73 lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails, 74 lb. to the yard, are laid generally on wooden sleepers; a short length, 0.25 mile, has been laid with Greaves' bows.</p>	<p>The line from Calcutta to Port Canning was constructed under guarantee. In consequence of its having been worked at a loss since its opening, the company surrendered it to Government under the provisions of the contract on the 1st April 1868.</p> <p>The Beliagháta station, the Calcutta terminus of the late Calcutta and South-Eastern state railway, has been permanently closed, and trains of the southern section are now worked from the main station at Sealdah.</p>
<p>With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73 lb. to the yard, on Denham-Olphert's sleepers.</p>	<p>Orders for the Diamond Harbour survey were issued by the Government of Bengal in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.</p>

Railways constructed and in STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.		
		Miles.	Miles.	Miles.	Miles.	
XV	Eastern Bengal (state)— Brought forward	56·16	190·90	Brought forward	179·40	
	SOUTHERN SECTION— <i>concl'd.</i> <i>Budge-Budge extension—</i> Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge- Budge	13·66	69·82	SOUTHERN SECTION— <i>concl'd.</i> <i>Budge-Budge extension—</i> Ballygunge to Budge-Budge— For goods traffic 1-5-90 } For passenger traffic 1-6-90 } <i>Total southern section</i>	13·66	69·82
				DOUBLE—EASTERN SECTION— <i>Main line—</i> Calcutta to Naihati { 1-8-86 23·23 21-3-87 0·26 Canal junction to Chitpore 13-4-88 1·88 Naihati to Kanchrapara 20-4-92 4·69 Kanchrapara to Ranaghat 12-11-92 17·56		47·62
				DOUBLE—SOUTHERN SECTION— <i>Main line—</i> Sealdah to Ballygunge { 20-10-88 3·50 19-9-90 0·36 Ballygunge to Brace Bridge junction 20-11-93 4·00		7·86
				TOTAL DOUBLE LINE	55·48	
	TOTAL		260·72	TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION)	249·22	
XVI	Bengal Central*— Dum-Dum (4·25 miles from Calcutta on the eastern section of the East- ern Bengal (state) railway) <i>via</i> Baraset and Bongong to Khoorna	104·51		Dum-Dum junction to Datta- pukur 2-4-83	14·25	
	Ranaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal (state) railway) to Bongong	20·50	125·01	Dattapukur to Gobardanga 7-12-83 Gobardanga to Bongong 22-4-84 Bongong to Khoorna 16-2-84	17·00 12·00 61·26	
					104·51	
				Ranaghat to Bongong 16-10-82	20·50	
				TOTAL OPEN MILEAGE	125·01	

* Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p>The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73 lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's.</p> <p>The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47.50 miles.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>Sanction to the construction of the Kidderpore dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, amounting to ₹9,92,058, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished.</p> <p>Sanction to the construction of the Budge-Budge extension was given in November 1888 on an estimate amounting to ₹6,41,590. It was completed and opened to traffic in 1890.</p> <p>The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4.63 miles) has been taken over and now forms part of the Budge-Budge extension.</p> <p>Sanction to the construction of the double line from Ballygunge to Brace Bridge junction was given in November 1889. It was completed and opened in November 1893.</p> <p>A branch line, 2.50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding.</p> <p>On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharila, the Dacca and the Assam-Bihar railways, and these lines are now worked as one combined system.</p> <p>The Eastern Bengal (state) railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892.</p> <p>The Bengal Central railway is worked by the Eastern Bengal (state) railway under an agreement, the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91.</p>
<p>This line is single throughout. The permanent-way consists of flat-footed steel rails, 62 lb. to the yard, laid on sleepers of creosoted pine. S&L sleepers are now being used for renewals instead of creosoted pine, and in all curves s&L sleepers have been put in at the joints in place of creosoted pine sleepers, and s&L sleepers have also been put in in some of the curves.</p> <p>At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done on the over curves and between Singia and Khoodna where the earth of which the embankment is composed is not very good.</p> <p>The line is fenced throughout; iron gates are provided at level-crossings.</p> <p>Viaducts and bridges are constructed for a single line.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.</p> <p>The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—<i>Vide</i> Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect from the 1st July 1885.</p> <p>The survey of the proposed extension of the Bengal Central railway from Singia to Madaripur has been completed, and the high flood-levels were checked after the rainy season of 1891 and found correct. An independent survey of the proposed Singia-Madaripur extension, as also of the country and river banks between Madaripur and the Megna, was ordered by Government, and a reconnaissance survey was carried out by Government officers in February and March 1894.</p> <p>Additional waterways and protective works, necessitated by the floods of September 1890, were completed during the year 1892-93.</p> <p>An estimate for ballasting the line between 101 and 105½ miles, as also a portion of the Ránaghat branch, was sanctioned in March 1895 and the work is in progress.</p> <p>The line is worked by the Eastern Bengal (state) railway under an agreement, (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) but notice of the termination of the working agreement as from the 1st July 1896 has been given by the Company.</p>

Railways constructed and in

STATE LINES

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XVII	Miles.	Miles.	Miles.	
	Calcutta Port Commissioners'— Cossipore to Chandpal Ghât, Calcutta	4'06	Bagbazar to Cossipore 1-6-78 1'14 Bagbazar to Meerbohur Ghât 1-11-75 1'76 Meerbohur Ghât to Jetties 1-6-78 0'84 Jetties to Chandpal Ghât 1-12-80 0'32 Chandpal Ghât to Kidderpore docks 1-1-87 2'16 <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 6'22	
	Chandpal Ghât to Kidderpore docks	2'16		
	<i>Shalimar branch—</i> Telkul ghat road to Bhurpara khal at Shalimar	2'31	<i>Shalimar branch—</i> Telkul ghat road to Bhurpara khal at Shalimar 11-12-84 2'31	
	TOTAL	8 53	TOTAL OPEN MILEAGE 8'53	
	<hr/>			
	XVIII	East Coast (state)— <i>Main line—</i> Tadêpalli to Bezwada 2'99 Bezwada station to the distant signal of the Bezwada extension 0'39 Bezwada to Kovvûr, right bank of the Gôdâvari opposite Rajahmundry (permanent line) 88'69 Gôdâvari north to Vizianagram 159'50 Vizianagram to Parlâkimedi Road 55'25 Parlâkimedi Road to Palasa 32'37 Palasa to Berhampore-Ganjam 46'12 Berhampore-Ganjam to Rambha 29'50 Rambha to Khurda Road 61'75 Khurda Road to Narâj near Cuttack 29'29 <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 505'85		<i>Main line—</i> Tadêpalli to Bezwada— For metre gauge traffic only 1-1-94 2'99 Bezwada station to distant signal of the Bezwada extension 10-2-89 0'39 Bezwada to the south bank of the Gôdâvari 20-2-93 88'69 Gôdâvari north to Vizianagram— For goods traffic 15-7-93 } For passenger traffic 21-8-93 } 159'50 Vizianagram to Parlâkimedi Road 20-7-94 55'25 Parlâkimedi Road to Palasa— For goods traffic 17-12-94 } For passenger traffic 1-4-95 } 32'37 Palasa to Berhampore-Ganjam 1-4-95 46'12 Berhampore-Ganjam to Rambha— For goods traffic 1-9-95 } For passenger traffic 15-10-95 } 29'50 Rambha to Khurda Road 1-3-96 61'75 <i>Branches—</i> <i>Cocanada branch—</i> Samalkot junction to Cocanada port— For goods traffic 15-7-93 } For passenger traffic 21-8-93 } 9'93 <i>Visagapatam branch—</i> Waltair to Vizagapatam, including wharf, 0'82 mile— For goods traffic 15-7-93 } For passenger traffic 21-8-93 } 2'57 Swamp line— For goods traffic 1-10-94 2'57
		<i>Branches—</i> Samalkot junction (32'50 miles from Gôdâvari north) to Cocanada port (<i>Cocanada branch</i>) 9'93 Waltair junction (125'50 miles from Gôdâvari north) to Vizagapatam, including Wharf and Swamp lines (<i>Visagapatam branch</i>) 5'14 Khurda Road (372'75 miles from Gôdâvari north) to Pooree (<i>Pooree branch</i>) 25'71 <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 40'78		
		TOTAL	546'63	TOTAL OPEN MILEAGE 491'63

D—continued.

progress on the 31st March 1896.

WORKED BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.														
<p>The line is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent embossed sleepers; packing and boxing is generally done with coal cinders and in some places with 2nd class ballast. The line is fenced with wire and iron standards.</p> <p>The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet.</p> <p>The gradients up to 1 in 100 are:</p> <table data-bbox="227 1072 971 1162"> <tr> <td>1 of 1 in 80</td> <td>300 feet in length,</td> </tr> <tr> <td>and 1 of 1 in 90</td> <td>400 " "</td> </tr> </table>	1 of 1 in 80	300 feet in length,	and 1 of 1 in 90	400 " "	<p>The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal (state) railway and the Municipal railway, respectively.</p> <p>This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874.</p> <p>This line is really a single line but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary.</p> <p>From Chandpal Ghât to Kidderpore docks a line was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891. There are 5 bridges and a culvert on this line, a lifting bridge at Tolly's Nullah, the same as that over the Circular canal, a wrought iron cylinder viaduct of 8 spans of 30 feet each over a slip in the river bank north of Fort Point; an arched viaduct of 22 spans of 12 feet and 3 spans of 20 feet over the steps of Baboo Ghât; two small girder bridges, one over the Eden Garden outfall sluice and one over the entrance to the north water-gate of the Fort. The culvert is an extension of the one at the south water-gate, Fort William.</p>										
1 of 1 in 80	300 feet in length,														
and 1 of 1 in 90	400 " "														
<p>The permanent-way on the open line consists of 75 lb. flat-footed rails, 229 miles being laid with wooden and the rest with steel sleepers. The works present no special difficulty, and the ruling gradient is 1 in 150.</p> <p>The following are the important bridges:</p> <table data-bbox="189 1821 909 2070"> <tr> <td>Kistna</td> <td>12 spans of 300'</td> </tr> <tr> <td>Anakápalle</td> <td>6 " " 100'</td> </tr> <tr> <td>Beemasingha</td> <td>5 " " 100'</td> </tr> <tr> <td>Nelamarla</td> <td>4 " " 100'</td> </tr> <tr> <td>Lyángulya</td> <td>7 " " 150'</td> </tr> <tr> <td>Vamsadhára</td> <td>19 " " 70'</td> </tr> <tr> <td>Rushikulya</td> <td>10 " " 150'</td> </tr> </table> <p>There are no curves under a radius of 1,000 feet.</p>	Kistna	12 spans of 300'	Anakápalle	6 " " 100'	Beemasingha	5 " " 100'	Nelamarla	4 " " 100'	Lyángulya	7 " " 150'	Vamsadhára	19 " " 70'	Rushikulya	10 " " 150'	<p>The survey of this line, excepting the Bezwada extension and the Pooree branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by state agency. Work is in progress from Palasa to mile 502 (Cuttack road), the length from Vizianagram to Palasa having since been completed and opened for traffic. The portion from Cuttack road to Naráj is held in abeyance, owing to the site to be selected for the Mahandi bridge having not yet been settled.</p> <p>The construction of the Pooree branch was sanctioned in December 1894.</p>
Kistna	12 spans of 300'														
Anakápalle	6 " " 100'														
Beemasingha	5 " " 100'														
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Rushikulya	10 " " 150'														

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XIX	<p>Rae Bareli-Benares—</p> <p style="text-align: right;">Miles.</p> <p>Rae Bareli (48·26 miles from Lucknow) on the Oudh and Rohilkhand (state) railway to Benares Cantonment station on the Oudh and Rohilkhand (state) railway</p>	<p>Miles.</p> <p>138·96</p>	
XX	<p>Bezwada-Madras (Ennúr-Bezwada section)—</p> <p><i>Main line—</i></p> <p style="text-align: right;">Miles.</p> <p>From the terminus of the present Madras-Ennúr section at Ennúr to junction with the South Indian railway at Gudur. 74·60</p> <p>From the present terminus of the South Indian railway at Nellore to junction with the East Coast (state) railway at Tadépalli. <u>155·37</u></p>	<p>Miles.</p> <p>229·97*</p>	

* Excluding 24·24 miles of the existing South Indian, metre gauge, railway between Gudur and Nellore to be taken over and converted to the standard gauge.

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.																																																		
<p>The line is being constructed for a single line. The works generally are light, the largest bridges being— one of 4 spans of 100 feet. " " 4 " " 60 " " " 3 " " 60 " It is intended to use permanent-way of 75lb. flat-footed rails on timber sleepers.</p>	<p>Orders for construction were issued in September 1895, and work commenced in December of the same year.</p>																																																		
<p>The line which is a continuation of the East Coast (state) railway will be the southern link of the main line of direct communication between Calcutta and Madras. It runs almost parallel to the sea and at a short distance from it except for a length of about 40 miles south of the terminus of the East Coast (state) railway at Tadêpalli, a station some 3 miles to the south of Bezwada. The line traverses a country consisting mostly of fertile cultivated land, a great part of which is under irrigation from canals or tanks.</p> <p>The line is being constructed for a single track. The earthwork will be light, but on the second or Penner division between miles 85 and 107 from Madras on the existing South Indian railway metre gauge line the Gudur-Nellore section of which is to be converted from metre to broad gauge, also on the third or Ongol division from miles 146 to 153 and miles 159 to 174 from Madras, where some of the important rivers are crossed, the work is moderately heavy.</p> <p>There will be a large number of bridges for rivers, irrigation channels and distributaries, and omitting the 111 spans of 40 feet girders in the Gudur-Nellore metre gauge section the following are the more important bridges:</p> <table border="0" data-bbox="193 1617 927 2561"> <tr> <td>Ennûr creek</td> <td>30 spans of 40 ft.</td> </tr> <tr> <td>Arni</td> <td>7 " 60 "</td> </tr> <tr> <td>Arm of the Pulicat lake</td> <td>10 " 40 "</td> </tr> <tr> <td>Nalareddi Kalva</td> <td>4 " 40 "</td> </tr> <tr> <td>Kalinga</td> <td>6 " 60 "</td> </tr> <tr> <td>Swarnamukhi</td> <td>22 " 40 "</td> </tr> <tr> <td>Mamade Kalva</td> <td>6 " 40 "</td> </tr> <tr> <td>Jaffer Saheb Canal</td> <td>1 span of 60 " and 2 of 20 "</td> </tr> <tr> <td>Penner</td> <td>23 spans of 70 " and 5 of 40 "</td> </tr> <tr> <td>Paidaru</td> <td>4 spans of 40 "</td> </tr> <tr> <td>Pillay Vagu</td> <td>3 " 40 "</td> </tr> <tr> <td>Mungamur Vagu</td> <td>3 " 40 "</td> </tr> <tr> <td>Obalvagu</td> <td>4 " 40 "</td> </tr> <tr> <td>Manner</td> <td>9 " 60 "</td> </tr> <tr> <td>Palar</td> <td>21 " 40 "</td> </tr> <tr> <td>Musi</td> <td>14 " 40 "</td> </tr> <tr> <td>Spill</td> <td>7 " 40 "</td> </tr> <tr> <td>Mudigonda</td> <td>13 " 40 "</td> </tr> <tr> <td>Gundlakamma</td> <td>13 " 60 "</td> </tr> <tr> <td>Spill</td> <td>3 " 40 "</td> </tr> <tr> <td>Kommanur Canal</td> <td>1 " 60 " and 2 of 20 "</td> </tr> <tr> <td>Ramperu</td> <td>14 spans of 40 "</td> </tr> <tr> <td>Nullamada</td> <td>5 " 60 "</td> </tr> <tr> <td>Tungabhadra drain</td> <td>7 " 40 "</td> </tr> <tr> <td>Kommanur Canal</td> <td>4 " 40 "</td> </tr> </table> <p>The line will be fenced at stations and in the vicinity of towns and villages.</p> <p>There are no gradients so steep as 1 in 100 (the ruling gradient being 1 in 200), or curves under a radius of 1,000 feet.</p> <p>The permanent-way will consist of 75lb. flat-footed steel rails with 4 bolt holes laid on pynkado sleepers.</p>	Ennûr creek	30 spans of 40 ft.	Arni	7 " 60 "	Arm of the Pulicat lake	10 " 40 "	Nalareddi Kalva	4 " 40 "	Kalinga	6 " 60 "	Swarnamukhi	22 " 40 "	Mamade Kalva	6 " 40 "	Jaffer Saheb Canal	1 span of 60 " and 2 of 20 "	Penner	23 spans of 70 " and 5 of 40 "	Paidaru	4 spans of 40 "	Pillay Vagu	3 " 40 "	Mungamur Vagu	3 " 40 "	Obalvagu	4 " 40 "	Manner	9 " 60 "	Palar	21 " 40 "	Musi	14 " 40 "	Spill	7 " 40 "	Mudigonda	13 " 40 "	Gundlakamma	13 " 60 "	Spill	3 " 40 "	Kommanur Canal	1 " 60 " and 2 of 20 "	Ramperu	14 spans of 40 "	Nullamada	5 " 60 "	Tungabhadra drain	7 " 40 "	Kommanur Canal	4 " 40 "	<p>The construction of the line was sanctioned in July 1895. Acquisition of land was commenced in the first and fourth (Pulicat and Bapatla) divisions in October and November 1895, respectively, and later on in the Penner and Ongalo divisions. Realignment, chiefly in the Pulicat and Penner divisions, amounting in all to about 63 miles, have effected a great saving in money and length, but have necessarily retarded the commencement of work on these portions. The acquisition of land and the earthwork also was considerably interfered with during the winter months owing to the large extent of land under wet cultivation. Progress in earthwork has nevertheless been very considerable, over 80 miles having been completed, and all earthwork will be completed during the present calendar year. Work on some of the larger bridges is in hand and preparations for bridgework are in progress throughout the line. It is anticipated that progress on large bridges will be somewhat retarded for want of sufficient dredging machinery for the very large number of wells that have to be sunk.</p>
Ennûr creek	30 spans of 40 ft.																																																		
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Railways constructed and in
STATE LINES

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.																
XXI	<p>Kotri-Rohri (Chord Line)—</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; width: 20%;">Miles.</td> </tr> <tr> <td>Kotri (107.95 miles from Kiamari) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)</td> <td style="text-align: right;">5.30</td> </tr> <tr> <td>Rahuki on the Hyderabad-Shadipalli railway (119.64 miles from Kiamari) to Rohri (298.43 miles from Kiamari) on the North Western (state) railway</td> <td style="text-align: right;">178.79</td> </tr> </table> <p><small>NOTE.—The total sanctioned mileage is 190.43 miles of which 6.39 miles, the distance between Hyderabad and Rahuki, are in abeyance. Communication, however, exists between these two stations by the Hyderabad-Shadipalli railway.</small></p>		Miles.	Kotri (107.95 miles from Kiamari) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)	5.30	Rahuki on the Hyderabad-Shadipalli railway (119.64 miles from Kiamari) to Rohri (298.43 miles from Kiamari) on the North Western (state) railway	178.79	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; width: 20%;">Miles.</td> </tr> <tr> <td></td> <td style="text-align: right;">184.09</td> </tr> </table>		Miles.		184.09	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; width: 20%;">Miles.</td> </tr> <tr> <td>Rahuki to Shabdapur—</td> <td></td> </tr> <tr> <td>For goods traffic</td> <td style="text-align: right;">21-1-96 38.99</td> </tr> </table>		Miles.	Rahuki to Shabdapur—		For goods traffic	21-1-96 38.99
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D—continued.

progress on the 31st March 1896.

WORKED BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
<p>This railway traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 ft. girders and one land span of 100 ft.</p> <p>Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light.</p> <p>On the Kotri approach to the bridge the gradient is 1 in 150 and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500.</p> <p>The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 ft.</p> <p>All bridges over 2 ft. span except those on the Kotri approach to the Indus bridge and that bridge are being built for a double line. The earthwork is for a single line only at present.</p> <p>The permanent-way consists of 75 lb. steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 ft. rail. Sidings are being laid with second-hand materials.</p>	<p>The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Karachi to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier.</p> <p>The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36.51 miles on the through distance from the Punjab to Karachi, and will also give an alternative route to Quetta.</p> <p>The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the Indus bridge in September 1895, although the design was not fixed until March 1896.</p>
<p>The line from the Bolán junction station, and from the Sibi station, follows the old Quetta loop to the proposed Nári Bank station, about 5 miles from Sibi and 456.77 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nári Bank, <i>via</i> Kundalani to Hirók, has been dismantled except the first portion from Nári Bank to Rindli.</p> <p>The new line just constructed is on a completely new alignment between Nári Bank and Kolpur, the actual length of the construction works being 58 miles. From Nári Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), <i>via</i> Sibi the line is over flat ground with light works. Between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open but the line crosses the Mushkaf river twice and has two tunnels.</p> <p>On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being four tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings, at least one of which will have to be arched in.</p> <p>Thence to Mach at mile 498.33, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491, where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley.</p> <p>Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirók (mile 506.45) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán.</p>	<p>The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The field work was finished in June 1891, the plans and estimates being submitted to the Government of India in September 1891.</p> <p>The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891.</p> <p>The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line.</p> <p>Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were submitted to Government in 1893. These estimates were sanctioned by the Secretary of State in December 1893.</p> <p>The railway was practically completed and sanction to its opening for public traffic was accorded in March 1896. The line, however, is not yet opened.</p> <p>Orders were issued in November 1895, for the completion of the double line between Ab-i-Gum to Kolpur.</p>

Railways constructed and
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
XXII	Mushkaf-Bolán—contd		
XXIII	<p>Mári-Attock—</p> <p>Roumia to Basál 25'00</p> <p>Jand near Langar to mile 74 33'00</p> <p>Mile 74 to Daud Khel (Mári) 22'00</p> <p style="text-align: right;">—</p>	80'00	
TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)		5,115'55	4,304'7

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge

Details of construction.				REMARKS.
<p>Between Hirók and Kolpur (513·88 mile) the works are again very heavy, involving numerous heavy rock cuttings, three tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.</p> <p>There are five curves under a radius of 1,000 feet—one of 860 feet close to Mach station, one of 900 feet and three of 955 feet radius between Hirók and Kolpur,—in lengths varying from 950 feet to 1,570 feet.</p> <p>The following statement shows the length and situation of gradients of 1 in 100 and less :</p>				
SECTION OF LINE.	LENGTH OF GRADIENTS.			REMARKS.
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	
	Miles.	Miles.	Miles.	
Sibi to A-bi-Gum	...	19·32	4·20	Ruling gradient 1 in 55.
A-bi-Gum to Mach	6·96	0·13	...	" " 1 in 33.
Mach to Kolpur	14·21	0·38	...	" " 1 in 25.
Kolpur to Quetta	...	...	2·70	" " 1 in 100.
<p>The scheme will complete the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan.</p> <p>The works are those of a ghât line of the heaviest class. There are nine tunnels aggregating some two miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet high, as also other heavy bridging.</p> <p>The sharpest curve, which is 0·19 mile long, has a radius of 955 feet, and is situated between 62·02 and 62·21 miles from Roumia.</p> <p>The steepest gradients vary from $\frac{1}{81}$ to $\frac{1}{100}$ and aggregate 50·16 miles as detailed below :</p>				
			Miles.	
Roumia to Basál			16·73	
Jand near Langar to Daud Khel (Mári)			31·17	
Basal to Jand near Langar (Kushalgarh branch)			2·26	
			<u>50·16</u>	
<p>The total length from Daud Khel to Roumia is 96 miles, of which 80 miles are new line and 16 miles are a part of the existing Khusálgarh branch of the North Western (state) railway.</p> <p>All works have been vigorously pushed during the year except between miles 74 to 84 at the Sohan crossing, where a survey has been started to endeavour to find a better alignment.</p>				

Railways constructed and in
STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXII	Mushkaf-Bolán— <i>contd.</i>		
XXIII	Mári-Attock— Roumia to Basál 25'00 Jand near Langar to mile 74 33'00 Mile 74 to Daud Khel (Mári) 22'00 —————	80'00	
TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)		5,115'55	4,304'7

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Standard gauge

Details of construction.				REMARKS.
<p>Between Hirók and Kolpur (513·88 mile) the works are again very heavy, involving numerous heavy rock cuttings, three tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.</p> <p>There are five curves under a radius of 1,000 feet—one of 860 feet close to Mach station, one of 900 feet and three of 955 feet radius between Hirók and Kolpur,—in lengths varying from 950 feet to 1,570 feet.</p> <p>The following statement shows the length and situation of gradients of 1 in 100 and less :</p>				
SECTION OF LINE.	LENGTH OF GRADIENTS.			REMARKS.
	$\frac{1}{20}$ and less.	$\frac{1}{25}$ to $\frac{1}{30}$	$\frac{1}{35}$ to $\frac{1}{100}$	
	Miles.	Miles.	Miles.	
Sibi to A-bi-Gum	...	19·32	4·20	Ruling gradient 1 in 55.
A-bi-Gum to Mach	6·96	0·13	...	" " 1 in 33.
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<p>The scheme will complete the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan.</p> <p>The works are those of a ghât line of the heaviest class. There are nine tunnels aggregating some two miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet high, as also other heavy bridging.</p> <p>The sharpest curve, which is 0·19 mile long, has a radius of 955 feet, and is situated between 62·02 and 62·21 miles from Roumia.</p> <p>The steepest gradients vary from $\frac{1}{25}$ to $\frac{1}{100}$ and aggregate 50·16 miles as detailed below :</p>				
			Miles.	
Roumia to Basál			16·73	
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Basal to Jand near Langar (Kushalgarh branch)			2·26	
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<p>The total length from Daud Khel to Roumia is 96 miles, of which 80 miles are new line and 16 miles are a part of the existing Khusálgarh branch of the North Western (state) railway.</p> <p>All works have been vigorously pushed during the year except between miles 74 to 84 at the Sohan crossing where a survey has been started to endeavour to find a better alignment.</p>				

Railways constructed and in

LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXIV	Great Indian Peninsula—		NORTH-EAST LINE—
	NORTH-EAST LINE—		<i>Main line—</i>
	<i>Main line—</i>		Victoria terminus to Bori bandar 1-1-82 0'19
	Bombay (Victoria terminus) to Kalyán junction 33'38		Bori bandar to Thána 18-4-53 20'54
	Kalyán junction to Bhusával junction 242'78		Thána to Kalyán 1-5-54 12'65
	Bhusával junction to Jubbulpore (point of junction with the East Indian railway) 338'95		Kalyán to Vásind 1-10-55 16'14
	<u>615'11</u>		Vásind to Ásangaon 6-2-60 3'75
			Ásangaon to Kására 1-1-61 21'84
			Kására to Igatpuri (Thul ghát) 1-1-65 9'89
			Igatpuri to Násik 28-1-61 31'43
			Násik to Chálisgaon 1-10-61 87'24
			Chálisgaon to Jalgaon 6-10-62 57'48
			Jalgaon to Bhusával 20-5-63 15'01
			Bhusával to Burhánpur 20-11-65 33'91
			Burhánpur to Khandwa 3-9-66 42'79
			Khandwa to Bir 17-2-68 21'15
			Bir to Itársi 1-1-70 89'27
			Itársi to Sohágpur 1-2-79 30'69
			Sohágpur to Jubbulpore 8-3-70 121'14
			<u>615'11</u>
	<i>Branches—</i>		<i>Nágpur branch—</i>
	Bhusával junction (276'16 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (<i>Nágpur branch</i>) 243'25		Bhusával junction to Malkápur 20-5-63 30'05
			Malkápur to Shegaon 24-10-64 32'53
			Shegaon to Badnera 18-12-65 72'67
			Badnera to Pulgaon 16-7-66 40'29
			Pulgaon to Sindi 5-11-66 38'27
			Sindi to Nágpur 20-2-67 29'44
			<u>243'25</u>
	Gádarváda junction (535'33 miles from Bombay) to the new coal field of the Nerbudda Coal and Iron Company (<i>Mohpáni branch</i>) 13'47		<i>Mohpáni branch—</i>
	<u>13'47</u>		Gádarváda to Mohpáni—
		871'83.	For coal traffic only 3-9-72 }
			For public traffic 1-1-81 } 12'47
			<u>12'47</u>
	SOUTH-EAST LINE—		SOUTH-EAST LINE—
	<i>Main line—</i>		<i>Main line—</i>
	Kalyán junction (33'19 miles from Bombay) to Ráichúr (point of junction with the Madras railway) 408'86		Kalyán to Palasdhari (Karjat) 12-5-56 30'61
			Palasdhari to Khandála (Bhore ghát) 14-5-63 13'20
			Khandála to Lonávla (Bhore ghát) 14-6-58 2'35
			Lonávla to Poona 14-6-58 39'66
			Poona to Diksál 15-12-58 64'25
			Diksál to Bársi Road 23-10-59 50'60
			Bársi Road to Mohol 20-1-60 28'32
			Mohol to Sholápur 6-6-60 20'51
			Sholápur to Gulbarga 1-2-70 70'29
			Gulbarga to the Kistna 1-12-70 73'76
			Kistna to Ráichúr 1-5-71 15'31
			<u>408'86</u>
	<i>Khopoli branch—</i>	416'10	<i>Khopoli branch—</i>
	Palasdhari (64 miles from Bombay) to Khopoli 7'24		Palasdhari to Khopoli 12-5-56 7'24
	<u>7'24</u>		
	Carried over	1,287'93	Carried over
			1,286'93

D—continued.

progress on the 31st March 1896.

BY GUARANTEED COMPANIES.

Standard gauge.

Details of construction.		REMARKS.																																																																
<p>The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bâgra; 46·42 miles from Kalyân junction to Lonâvla on the south-east line, and 62·37 miles from Bhusâval to Shegaon on the Nâgpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.</p> <p>The rails, originally laid were iron, weighing 68lb. and 84lb. to the yard. These are now being gradually replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The lengths at present laid with steel and iron rails are 1,482·08 and 247·06 miles, respectively. The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,557·94 miles of bowl sleepers and 171·20 miles of wooden sleepers on the 31st December 1895.</p> <p>The whole of the south-east line, excepting the ghât section, is laid with iron bowls.</p> <p>The whole line, with the exception of the Mohpâni and Khopoli branches, is fenced.</p> <p>The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:</p>		<p>The line from Bombay to Thâna was commenced on the 31st October 1850, and that from Bhusâval junction to Malkâpur towards the close of 1859.</p> <p>The dates of orders for the construction of other sections on the north-east line, including branches, are as follows:</p> <table border="0"> <tr> <td>Thâna to Persick</td> <td>28-3-51</td> </tr> <tr> <td>Persick to Kalyân</td> <td>22-5-52</td> </tr> <tr> <td>Kalyân to Vâsind</td> <td>20-5-53</td> </tr> <tr> <td>Vâsind to Bhusâval</td> <td>25-3-57</td> </tr> <tr> <td>Bhusâval to Jubbulpore</td> <td>1858</td> </tr> <tr> <td>Nâgpur branch</td> <td>27-9-58</td> </tr> <tr> <td>Mohpâni branch</td> <td>13-2-71</td> </tr> </table>		Thâna to Persick	28-3-51	Persick to Kalyân	22-5-52	Kalyân to Vâsind	20-5-53	Vâsind to Bhusâval	25-3-57	Bhusâval to Jubbulpore	1858	Nâgpur branch	27-9-58	Mohpâni branch	13-2-71																																																	
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Poona to Sholâpur	5-10-55																																																																	
Khopoli branch	30-1-55																																																																	
<p>The Khopoli branch is worked during fair weather only. This company works, under agreement, the Dhond-Manmâd railway, the Berar branches, and the Wardha Coal railway. The terms on which the branch lines are worked will be found in appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.</p>																																																																		

APPENDIX

Railways constructed and in

LINES WORKED BY

Standard gange.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XXIV	Great Indian Peninsula—concl'd.	Miles.			
	Brought forward	1,287'93	Brought forward	1,286'93	
				DOUBLE—NORTH-EAST LINE—	
				Victoria terminus to Bori bandar	
					1-1-82 0'19
					18-4-53 20'54
					1-5-54 12'65
					22-10-66 16'15
					20-2-67 9'65
					25-4-67 15'94
					1-1-65 9'89
					10-1-69 31'43
					10-1-69 87'24
					10-1-69 11'86
					17-3-69 16'05
					27-5-69 9'14
					6-3-73 27'59
					6-6-73 7'84
					1-7-92 1'11
					11-1-89 75'12
					1-2-70 0'74
					<u>353'13</u>
				DOUBLE—SOUTH-EAST LINE—	
					25-7-70 30'61
					} Bhore ghât {
				14-5-63 13'20	
				14-6-58 2'61	
				<u>46'42</u>	
			DOUBLE—NÁGPUR BRANCH—		
				11-1-89 17'72	
				1-4-90 44'65	
				<u>62'37</u>	
			TOTAL DOUBLE LINE	461'92	
TOTAL		1,287'93	TOTAL OPEN MILEAGE 1,286'93		

D—continued.

progress on the 31st March 1896.

GUARANTEED COMPANIES.

Standard gauge.

Details of construction.	REMARKS.

Railways constructed and

LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
XXV	Bombay, Baroda and Central India—		
	<i>Main line—</i>		<i>Main line—</i>
	Bombay (Colába) terminus to Ahmedabad 309'64		Colába to Marine lines 18-1-70 2'00
	Extension to Viramgám junction and Wadhván 79'93		Marine lines to Charni Road 19-6-69 0'70
	<u>389'57</u>		Charni Road to Bellasis Road 13-9-68 0'70
			Bellasis Road to Bulsár 28-11-64 121'00
			Bulsár to Navsári 2-9-61 24'20
			Navsári to Sachin 20-5-61 9'20
			Sachin to Surat 18-3-61 9'00
			Surat to Amroli 19-11-60 2'20
			Amroli to Anklesvar 10-2-60 28'70
			Anklesvar to the Nerbudda 5-12-60 } 5'50
			Nerbudda to Broach 22-6-60 }
			Broach to Baroda 9-1-61 43'75
			Baroda to Dholia 22-4-61 11'25
			Dholia to Mehmabad 3-9-62 33'25
			Mehmabad to Ahmedabad 21-1-63 17'89
			Ahmedabad to Sábarmati 1-1-70 3'75
			Sábarmati to Sánand 24-5-71 13'75
			Sánand to Viramgám 30-11-71 22'75
			Viramgám to Wadhván 25-5-72 39'68
			<u>389'57</u>
	<i>Branches—</i>		<i>Branches—</i>
	Ánand junction (269'50 miles from Bombay) to Godhra (<i>Godhra branch</i>) 49'21		<i>Godhra branch—</i>
			Ánand to Dákor 8-4-74 16'75
			Dákor to Rukhyal 6-1-75 1'75
			Rukhyal to Hungari 6-12-76 9'00
			Hungari to Páli 29-1-77 4'71
			Páli to Godhra 26-2-82 17'00
			<u>49'21</u>
			<i>Pátri branch—</i>
	Khárághoda in the Runn of Cutch, to Viramgám junction (349'75 miles from Bombay on the Wadhván extension on the Bombay, Baroda and Central India railway) (<i>Pátri branch</i>) 22'12		Khárághoda to Viramgám 12-5-73 22'12
	<u>71'33</u>		
		460'90	DOUBLE—MAIN LINE—
			Colába to Marine lines 18-1-70 1'90
			Marine lines to Charni Road 19-6-69 0'71
			Charni Road to Bellasis Road 13-9-68 1'29
			Bellasis Road to Máhim 20-7-65 5'44
			Máhim to Bándra 23-2-66 1'07
			Bándra to Santa Cruz 23-5-66 1'83
			Santa Cruz to Andheri 29-8-67 2'71
			Andheri to Bháyndar 27-4-85 13'33
			Bháyndar to Virár 1-10-85 10'34
			Sachin to Kánkra Khádi 4-7-87 6'36
			Kánkra Khádi to Surat 5-6-68 2'72
			Surat to Amroli 9-10-67 2'19
			Bárejadi to Ahmedabad 2-6-87 10'21
			Itola to Baroda 7-6-95 10'77
			<u>70'88</u>
	TOTAL	460'90	TOTAL OPEN MILEAGE 460'90

D—continued.

progress on the 31st March 1896.

GUARANTEED COMPANIES.

Standard gauge.

Details of construction.	REMARKS.																				
<p>The line is double from Colába to Virár, 38·56 miles; from Sachin to Amroli, 11·34 miles; from Itola to Baroda 10·77 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 70·88 miles. On the rest of the line, except the Nerbudda and Bassein valleys, the earthwork is for a single line, and the bridge piers and abutments for a double line; superstructure for a double line has been provided only in the Mahi viaducts. The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.</p>	<p>The section from Colába to Marine Lines was commenced in May 1865. The estimates of the extension to Wadhván were sanctioned on the 24th October 1870. The following are the dates of sanction of the remaining sections of this line:</p> <table border="0"> <tr> <td>Marine Lines to Charni Road</td> <td>1868</td> </tr> <tr> <td>Charni Road to Grant Road</td> <td>May 1863</td> </tr> <tr> <td>Grant Road to Dádar</td> <td>July 1862</td> </tr> <tr> <td>Dádar to 50th mile (from Colába)</td> <td>1859</td> </tr> <tr> <td>50th mile (from Colába) to Surat</td> <td>1858</td> </tr> <tr> <td>Surat to Ahmedabad</td> <td>1857 and 1859</td> </tr> <tr> <td>Ahmedabad to Viramgám</td> <td>October 1870</td> </tr> </table>	Marine Lines to Charni Road	1868	Charni Road to Grant Road	May 1863	Grant Road to Dádar	July 1862	Dádar to 50th mile (from Colába)	1859	50th mile (from Colába) to Surat	1858	Surat to Ahmedabad	1857 and 1859	Ahmedabad to Viramgám	October 1870						
Marine Lines to Charni Road	1868																				
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Dádar to 50th mile (from Colába)	1859																				
50th mile (from Colába) to Surat	1858																				
Surat to Ahmedabad	1857 and 1859																				
Ahmedabad to Viramgám	October 1870																				
<p>The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhván extension, which is, for the most part, laid with 60lb. iron rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.</p>																					
<p>The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 14 miles of cactus. From Ahmedabad to Wadhván there are 55 miles of cactus and 24 miles of wire.</p>																					
<p>The formation and earthwork of the Godhra branch are for a single line; the rails are a mixture of 60lb. iron, and 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The line is located on the trunk road, and is fenced partly with cactus and partly with wire, except some 6·50 miles which are unfenced.</p>																					
<p>The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers with sand ballast.</p>	<p>The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.</p>																				
<p>This branch is unfenced.</p>																					
<p>There are no curves under a radius of 1,000 feet. The length and situation of gradients up to 1 in 100 are shown in the statement below:</p>	<p>The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.</p>																				
<table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="2">LENGTH OF GRADIENTS.</th> </tr> <tr> <th>1 in 80.</th> <th>1 in 100.</th> </tr> <tr> <td></td> <th>Miles.</th> <th>Miles.</th> </tr> </thead> <tbody> <tr> <td>Main line, miles 197 and 198 from Bombay</td> <td>...</td> <td>0·06</td> </tr> <tr> <td> " " 259 and 260 " "</td> <td>...</td> <td>0·13</td> </tr> <tr> <td>Godhra branch, miles 301 to 304 from Bombay</td> <td>1·35</td> <td>...</td> </tr> <tr> <td>Godhra branch, miles 315 and 316 from Bombay</td> <td>...</td> <td>0·06</td> </tr> </tbody> </table>	SECTION OF LINE.	LENGTH OF GRADIENTS.		1 in 80.	1 in 100.		Miles.	Miles.	Main line, miles 197 and 198 from Bombay	...	0·06	" " 259 and 260 " "	...	0·13	Godhra branch, miles 301 to 304 from Bombay	1·35	...	Godhra branch, miles 315 and 316 from Bombay	...	0·06	<p>The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found on page 150 of, and Appendix M to, Part II of the Railway Administration Reports for 1889-90 and 1893-94, respectively.</p> <p>The Rajputana-Malwa state railway has been leased to this Company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.</p>
SECTION OF LINE.		LENGTH OF GRADIENTS.																			
	1 in 80.	1 in 100.																			
	Miles.	Miles.																			
Main line, miles 197 and 198 from Bombay	...	0·06																			
" " 259 and 260 " "	...	0·13																			
Godhra branch, miles 301 to 304 from Bombay	1·35	...																			
Godhra branch, miles 315 and 316 from Bombay	...	0·06																			

Railways constructed and in

LINES WORKED BY

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXVI	Madras—	Miles.	SOUTH-WEST LINE—
	SOUTH-WEST LINE—	Miles.	Miles.
	<i>Main line—</i>		<i>Main line—</i>
	Madras to Veyasarpady junction 2'16		Madras to Veyasarpady 7-4-73 2'16
	Veyasarpady junction to Arkonam junction 40'25		Veyasarpady to Arcot 1-7-56 63'22
	Arkonam junction to Calicut <u>370'73</u>		Arcot to Kátpádi 7-5-57 14'96
	<u>413'14</u>		Kátpádi to Gudiyáttam 19-5-58 15'36
			Gudiyáttam to Ambúr 16-1-60 17'01
			Ambúr to Vániyambádi 1-2-60 9'98
			Vániyambádi to Tirupattúr 23-5-60 14'19
			Tirupattúr to Salem 1-2-61 6'98
			Salem to Sankaridrug 1-12-61 23'68
			Sankaridrug to Pódanúr 12-5-62 71'18
			Pódanúr to Pattámbi 14-4-62 64'96
			Pattámbi to Kuttippuram 23-9-61 11'50
			Kuttippuram to Tirúr 1-5-61 9'39
			Tirúr to Kadalundi 12-3-61 16'31
			Kadalundi to Calicut 2-1-88 9'26
			<u>413'14</u>
	<i>Branches—</i>		<i>Branches—</i>
	Veyasarpady junction to Ráyapuram (<i>Ráyapuram branch</i>) 2'16		<i>Ráyapuram branch—</i> Veyasarpady to Ráyapuram 1-7-56 2'16
	<i>Bangalore branch—</i>		<i>Bangalore branch—</i>
	Jalarpet junction (132 miles from Madras) to Bangalore Cantonment 84'37		Jalarpet junction to Bangalore Cantonment 1-8-64 84'37
	Bangalore Cantonment to Bangalore City 3'05		Bangalore Cantonment to Bangalore City 1-7-82 3'05
	<u>87'42</u>		<u>87'42</u>
	Pódanúr junction (301'72 miles from Madras) to Méttupálayam at the foot of the hills (<i>Nilgiri branch</i>) 25'75		<i>Nilgiri branch—</i> Pódanúr junction to Coimbatore 1-2-73 3'78
	Olavakkót (332'07 miles from Madras) to Palghat town (<i>Palghat branch</i>) 2'47		Coimbatore to Méttupálayam 31-8-73 21'97
	<u>117'80</u>		<u>25'75</u>
		530'94	<i>Palghat branch—</i> Olavakkót to Palghat 2-1-88 2'47
	NORTH-WEST LINE—		NORTH-WEST LINE—
	<i>Main line—</i>		<i>Main line—</i>
	Arkonam junction (42'41 miles from Madras) to Guntakal 232'88		Arkonam to Nagari 4-3-61 17'27
	Guntakal to Ráichúr (point of junction with the Great Indian Peninsula railway) 75'40		Nagari to Puttúr 8-12-61 9'59
	<u>308'28</u>		Puttúr to Rénigunta 15-9-62 14'46
			Rénigunta to Reddipalle 1-10-64 38'02
			Reddipalle to Cuddapah 1-9-65 39'59
			Cuddapah to Muddanúru 1-8-66 34'31
			Muddanúru to Tadpatri 1-9-68 32'07
			Tadpatri to Gooty 1-8-69 29'72
			Gooty to the Tungabhadra river 12-12-70 75'33
			Tungabhadra to Ráichúr 15-3-71 17'92
			<u>308'28</u>
	Carried over	839'22	Carried over . 839'22

D—continued.

progress on the 31st March 1896.

GUARANTEED COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
<p>The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65 lb. to 84 lb. to the yard, are double-headed and laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails 30 feet long and weighing 76lb. to the yard are now used.</p> <p>The section between Madras and Arkonam, 42.41 miles, is double.</p> <p>The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2' x 2' x 1', as sleepers. As the experiment proved unsatisfactory the blocks were all removed in 1857.</p> <p>Jungle wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lbs.) of an improved and stronger design, with steel bull-headed rails 76lbs. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.</p> <p>The whole line is fenced.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The statement below shows the length and situation of gradients up to 1 in 100.</p>	<p>Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpady junction and the Central station this became a portion of the main line, and the old line from the junction to Ráyapuram was then treated as a branch. The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 13 lakhs of rupees, of which 1.3rd lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.</p> <p>The line takes off at 1.89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.</p> <p>The following are the dates of sanction of the remaining sections of the south-west line, including branches:</p> <p>Madras to Veyasarpady April 1868. Veyasarpady to Arkonam Between July 1853 and Feb. 1854. Arkonam to Kadalundi Between Feb. 1854 and May 1857. Ráyapuram branch July 1853. Bangalore " 1862 and Mar. 1881. Nilgiri " 17th Aug. 1870. Palghat " 4th Jan. 1887.</p> <p>The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore state railway, but was subsequently made over to the Madras Railway Company.</p> <p>The Bellary branch, from Guntakal junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887.</p> <p>The dates of sanction of the various sections of the north-west line are as follow:</p>

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1/1 to 1/30	1/1 to 1/100
	Miles.	Miles.
South-west line—		
Between 187.33 and 196.40 miles from Madras .	1.34	4.11
" 223.87 and 241.06 " " "	...	3.59
" 305.88 and 319.73 " " "	5.36	2.90
" 353.48 and 366.57 " " "	...	3.99
Bangalore branch—		
Between 135.30 and 146.37 miles from Madras .	6.32	3.17
" 147.60 and 191.14 " " "	...	18.98
" 215.10 and 218.74 " " "	0.88	1.60
Nilgiri branch—		
Between 316.13 and 325.67 miles from Madras .	2.56	0.43
North-west line—		
Between 62.12 and 63.75 miles from Madras .	...	1.63
" 72.77 and 76.68 " " "	0.75	2.02
" 96.62 and 97.79 " " "	0.80	0.37
" 137.54 and 138.36 " " "	...	0.82
" 152.16 and 158.49 " " "	...	4.49

Arkonam to mile 64 from Madras	23-6-59
Mile 64 " " 87 " "	3-1-60
" 87 " " 108 " "	31-1-61
" 108 " " 130 " "	26-5-63
" 130 " " 172 " "	18-11-63
" 172 " " 192 " "	20-7-63
" 192 " " 203 " "	22-7-65
" 203 " " 233 " "	8-5-65
" 233 " " 245 " "	21-5-65
" 245 " " 256 " "	25-5-66
" 256 " " 267 " "	22-6-66
" 267 " " 278 " "	31-7-67
" 278 " " 288 " "	20-11-67
" 288 " " 294 " "	4-3-67
" 294 " " 305 " "	3-12-68
" 305 " " 314 " "	27-5-68
" 314 " " 325 " "	24-9-68
" 325 " " 334 " "	23-8-69
" 334 " Ráichúr	22-9-69

Railways constructed and in

LINES WORKED BY

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXVI	Madras Railway—concl'd.	Miles.	Miles.
	Brought forward .	839'22	Brought forward . 839'22
			DOUBLE SOUTH-WEST LINE—
			Madras to Veyasarpady
			junction 7-4-73 2'16
			Veyasarpady junction to
			Perambúr 7-2-74 1'30
			Perambúr to Ávadi 1-5-77 9'54
			Ávadi to Tiruvallúr 20-7-77 12'89
			Tiruvallúr to Arkonam 28-8-77 16'52
		<u>42'41</u>	
	TOTAL .	TOTAL OPEN MILEAGE	
	<u>839'22</u>	<u>839'22</u>	
TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE)		2,588'05	2,587'05

D—continued.

progress on the 31st March 1896.
GUARANTEED COMPANIES.

Standard gauge.

Details of construction.	REMARKS.

Railways constructed and i

ASSISTED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles
XXVII	Delhi-Umballa-Kalka— Delhi on the East Indian railway, <i>via</i> Karnál and Umballa, to Kalka	161'40	Delhi to Kalka 1-3-91 161'40
XXVIII	Tarkessur— Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district	22'23	Seoraphuli to Tarkessur 1-1-85 22'2
XXIX	South Behar (Luckeeserai-Gya) Luckeeserai to Gya	78'81	

D—continued.

progress on the 31st March 1896.

COMPANIES.

Standard gauge.

Details of construction.		REMARKS.																					
<p>The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails 75 lb. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 5 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shown below:</p> <table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="3">LENGTH OF GRADIENTS.</th> </tr> <tr> <th>$\frac{1}{20}$ & less.</th> <th>$\frac{1}{30}$</th> <th>$\frac{1}{40}$ to $\frac{1}{100}$</th> </tr> </thead> <tbody> <tr> <td>Between 149 and 154.98 miles from Delhi</td> <td>Miles.</td> <td>Miles.</td> <td>Miles.</td> </tr> <tr> <td>Between 154.98 and 161.40 miles from Delhi</td> <td>...</td> <td>3.29</td> <td>0.85</td> </tr> <tr> <td></td> <td>5.78</td> <td>...</td> <td>...</td> </tr> </tbody> </table>		SECTION OF LINE.	LENGTH OF GRADIENTS.			$\frac{1}{20}$ & less.	$\frac{1}{30}$	$\frac{1}{40}$ to $\frac{1}{100}$	Between 149 and 154.98 miles from Delhi	Miles.	Miles.	Miles.	Between 154.98 and 161.40 miles from Delhi	...	3.29	0.85		5.78	<p>The Delhi-Umballa-Kalka Railway Company was formed in January 1889, and the capital share lists closed on the 26th of that month. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.</p>		
SECTION OF LINE.	LENGTH OF GRADIENTS.																						
	$\frac{1}{20}$ & less.	$\frac{1}{30}$	$\frac{1}{40}$ to $\frac{1}{100}$																				
Between 149 and 154.98 miles from Delhi	Miles.	Miles.	Miles.																				
Between 154.98 and 161.40 miles from Delhi	...	3.29	0.85																				
	5.78																				
<p>The permanent-way consists of 74 lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham-Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>		<p>The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.</p>																					
<p>The line traverses a comparatively flat country with small isolated rocky hills at intervals. The two most important rivers crossed are the Phulgu and Sukri spanned by 18-100 ft. girders and 20-60 ft. girders, respectively. The waterway is comparatively heavy, owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way will be on the East Indian railway standard design with double-headed rails, 75 lb. to the yard, laid with cast-iron chains and timber sleepers. The minimum radius of curve is 2,865, and the steepest gradient 1 in. 500. The line will be fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills will be used throughout.</p>		<p>The South Behar Railway Company was formed at the end of 1892, and a reconnaissance survey was made early in 1893. On 7th August 1895, the South Behar Company entered into a contract with the Secretary of State for the construction of the line, <i>vide</i> Appendix K to this report. It was decided that the East Indian Railway Company should be the agency by which the construction should be undertaken by the Secretary of State, and a contract to that effect, dated the 22nd August 1895, was entered into between the Secretary of State and the East Indian Railway Company. The indenture will be found in Appendix L to this report. The South Behar line will connect hereafter with the Moghal Sarai-Gya railway at Gya.</p>																					

APPENDIX

Railways constructed and in ASSISTED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXX	Southern Punjab (Delhi-Samasata)	Miles. 400·71	
TOTAL ASSISTED COMPANIES (STANDARD GAUGE)		663·15	183·63

D—continued.

progress on the 31st March 1896.

COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
<p>The earthwork and bridges are for a single line. The permanent-way will consist of 75 lb. flat-footed rails spiked to transverse sleepers of creosoted pine and deodar.</p> <p>The country traversed is flat, passing for the 230 miles from Delhi through irrigated country, and, for the 170 miles at its southern end, along the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few, but there are long stretches of bank, low for the most part, but of greater height in places where headway is required for the canal bridges.</p> <p>For natural waterways few minor bridges are required throughout the line, but there are a large number of openings of from 18 in. to 20 ft. for irrigation channels and canals, by which the country is intersected. The Ghaggar is the only river crossed by the line, and for this 20 spans of 40 ft. girders are proposed, the openings being at four different places in 1½ miles; at the main channel, four of the piers will be on well foundations; elsewhere the foundation will be open. There is a 75 ft. girder bridge over the Western Jumna Canal, one mile out of Delhi, and there are, besides, one 60 ft. and four 40 ft. girder bridges over canals.</p> <p>The line will be ballasted near Delhi with broken stone, and beyond that with broken block kunkur, where obtainable, and with broken bricks from extensive ruins at Rohtak, Bhatinda, and a few other places, while in places the ballast will be largely supplemented with specially burnt brick.</p>	<p>The contract between the Secretary of State for India and the Company was executed on the 13th August 1895, and by October all the engineers had reached India and taken the field. The indenture will be found in Appendix M to this report.</p> <p>Of the total length of the line, 173 miles from Samasata to near Abohar had been previously finally located by the Government engineers, and land plans made out. On this length, therefore, the land, which for 155 miles lay in the Bahawalpur State, was acquired at once, and earthwork started in December 1895.</p> <p>Plate-laying from Samasata was started at the end of March 1895.</p>

Railways constructed and in
LINES OWNED BY NATIVE STATES

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXI	<p>Khámgaon— Miles.</p> <p>Jalamb junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon</p>	<p>Miles</p> <p>7·55</p>	<p>Jalamb to Khámgaon 4-3-70 Miles. 7·55</p>
XXXII	<p>Amráoti—</p> <p>Badnera junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti</p>	<p>Miles</p> <p>5·44</p>	<p>Badnera to Amráoti 16-2-71 Miles. 5·44</p>
XXXIII	<p>Bína-Gooná—</p> <p>From the joint boundary of the Indian Midland and Bína-Gooná railways, a point 1·56 miles from the centre of Bína station (143 miles from Itársi on the Indian Midland railway) to Gooná</p>	<p>Miles</p> <p>72·18</p>	<p>From the joint boundary of the Indian Midland and Bína-Gooná railways, a point 1·56 miles from the centre of Bína station to Gooná 23-9-95 Miles. 72·18</p>
XXXIV	<p>Bhopal-Ujjain—</p> <p>Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway</p>	<p>Miles</p> <p>114·01</p>	<p>Bhopal to Ujjain—</p> <p>For goods traffic 11-11-95 Miles. 114·01</p>

D—continued.

progress on the 31st March 1896.

AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.																																				
<p>The line is constructed for a single track with a formation of 16 feet.</p> <p>It was originally laid with 57 lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 69 lb. iron rails and cast-iron pot sleepers.</p> <p>One quarter of the line is ballasted with broken stone, and the rest with gravel.</p> <p>The sharpest curve on this line has a radius of 990 feet; it is 0.27 mile long and is situated between 0 and 0.50 miles.</p> <p>The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0.23 mile.</p> <p>About 1.26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.</p> <p>The permanent-way used on this line is of iron, the rails weighing 68 lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle.</p> <p>The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations.</p> <p>There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, <i>viz.</i>, 990 feet. It is situated between 0 and 0.25 mile and is 0.14 mile in length.</p>	<p>The dates of order for survey and construction are as follow:</p> <table data-bbox="1014 572 1818 692"> <tr> <td><i>Date for survey.</i></td> <td><i>Dates for construction.</i></td> </tr> <tr> <td>8th April 1870.</td> <td>7th June 1869.</td> </tr> <tr> <td></td> <td>11th June 1870.</td> </tr> </table> <p>These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K to Part II of the Railway Administration Report for 1890-91.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	8th April 1870.	7th June 1869.		11th June 1870.																														
<i>Date for survey.</i>	<i>Dates for construction.</i>																																				
8th April 1870.	7th June 1869.																																				
	11th June 1870.																																				
<p>The permanent-way consists of 75 lb. steel rails laid on steel transverse sleepers.</p> <p>There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet.</p> <p>The line is fenced throughout.</p> <p>There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.</p>	<p>This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895.</p>																																				
<p>The permanent-way consists of 75 lb. flat-footed steel rails laid on 135 lb. transverse steel sleepers.</p> <p>There are six large bridges on the line:</p> <table data-bbox="79 2453 942 2678"> <tr> <td>Parbati</td> <td>5 spans of</td> <td>.</td> <td>.</td> <td>.</td> <td>100 feet.</td> </tr> <tr> <td>Niwaj</td> <td>5 "</td> <td>"</td> <td>"</td> <td>"</td> <td>100 "</td> </tr> <tr> <td>Bari-Kalis-Sind</td> <td>6 "</td> <td>"</td> <td>"</td> <td>"</td> <td>100 "</td> </tr> <tr> <td>Lakhundar</td> <td>4 "</td> <td>"</td> <td>"</td> <td>"</td> <td>60 "</td> </tr> <tr> <td>Greater Tilar</td> <td>8 "</td> <td>"</td> <td>"</td> <td>"</td> <td>60 "</td> </tr> <tr> <td>Choti-Kali-Sind</td> <td>6 "</td> <td>"</td> <td>"</td> <td>"</td> <td>60 "</td> </tr> </table> <p>The line will be fenced only at, and in the vicinity of, stations, towns, and important level-crossings.</p> <p>There are no grades so steep as 1 in 100, or curves under a radius of 1,000 feet.</p>	Parbati	5 spans of	.	.	.	100 feet.	Niwaj	5 "	"	"	"	100 "	Bari-Kalis-Sind	6 "	"	"	"	100 "	Lakhundar	4 "	"	"	"	60 "	Greater Tilar	8 "	"	"	"	60 "	Choti-Kali-Sind	6 "	"	"	"	60 "	<p>The construction of this line was sanctioned in November 1892.</p> <p>It was constructed jointly by the Gwalior and Bhopal states. Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not sanctioned until the end of April 1893.</p> <p>It is being worked by the Indian Midland Railway Company.</p>
Parbati	5 spans of	.	.	.	100 feet.																																
Niwaj	5 "	"	"	"	100 "																																
Bari-Kalis-Sind	6 "	"	"	"	100 "																																
Lakhundar	4 "	"	"	"	60 "																																
Greater Tilar	8 "	"	"	"	60 "																																
Choti-Kali-Sind	6 "	"	"	"	60 "																																

Railways constructed and in

LINES OWNED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.		Miles.
IV and XXXV	<p>Bhopal-Itársi—</p> <p><i>Main line—</i></p> <p>Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal 57 11</p> <p><i>Branch—</i></p> <p>Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . 0·28</p>	57·39		<p><i>Main line—</i></p> <p>Itársi to Hoshangabad 1-6-82 10·89</p> <p>Hoshangabad to Bhopal 18-11-84 46·22</p> <p>57·11</p> <p><i>Branch—</i></p> <p>Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopa 11-11-95 0·28</p> <p>TOTAL OPEN MILEAGE . 57·39</p>	
XXXVI	<p>The Nizam's Guaranteed State—</p> <p><i>Main line—</i></p> <p>Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] <i>via</i> Secunderabad to the south-east frontier 310·09</p> <p><i>Branches—</i></p> <p>Husain Ságar junction (111·50 miles from Wádi) to Hyderabad (<i>Hyderabad branch</i>) 3·54</p> <p>Dornakal to Singareni Coal-fields (<i>Mineral branch</i>) 16·50</p> <p>Junction of new line to Trimulgherry (<i>Troop siding</i>) 2·19</p>	332·32		<p><i>Main line—</i></p> <p>Wádi junction to Secunderabad and to junction of new line 9-10-74 115·45</p> <p>Junction of new line to Warangal 8-4-86 87·47</p> <p>Warangal to Dornakal 1-1-88 51·91</p> <p>Dornakal to Bona Kálu 5-8-88 31·72</p> <p>Bona Kálu to British frontier .10-2-89 23·54</p> <p>310·09</p> <p><i>Branches—</i></p> <p><i>Hyderabad branch—</i></p> <p>Husain Ságar to Hyderabad 9-10-74 3·54</p> <p><i>Mineral branch—</i></p> <p>Dornakal to Singareni Coal-fields 1-1-88 16·50</p> <p><i>Troop siding*—</i></p> <p>Junction of new line to Trimulgherry 9-10-74 2·19</p> <p>TOTAL OPEN MILEAGE . 332·32</p>	

* This is a military line and is not intended to be used for ordinary public traffic.

—continued.

Progress on the 31st March 1896.

BY NATIVE STATES AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.		REMARKS.								
<p>The line has been laid for a single track with 62 lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood.</p> <p>The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 80 lbs. per bowl. A similar operation is now in progress on those portions of the line where wooden sleepers are in use.</p> <p>The line is wholly fenced.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The steepest gradients are noted below :</p> <table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="2">LENGTH OF GRADIENTS.</th> </tr> <tr> <th>1/1 to 1/10</th> <th>1/1 to 1/100</th> </tr> </thead> <tbody> <tr> <td>Budni-Barkhera</td> <td>Miles. 6.75</td> <td>Mile. 0.83</td> </tr> </tbody> </table>		SECTION OF LINE.	LENGTH OF GRADIENTS.		1/1 to 1/10	1/1 to 1/100	Budni-Barkhera	Miles. 6.75	Mile. 0.83	<p>The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively.</p> <p>The British Government has paid for the portion, 13.11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs ; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line was constructed on contract by Messrs. Glover & Co., and has been worked by the Indian Midland Railway Company from the 1st January 1889.</p> <p>The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.</p> <p>The short branch, 0.28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.</p>
SECTION OF LINE.	LENGTH OF GRADIENTS.									
	1/1 to 1/10	1/1 to 1/100								
Budni-Barkhera	Miles. 6.75	Mile. 0.83								
<p>The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track.</p> <p>About 24 miles are laid with double-headed 68 lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company ; 23 miles with bull-headed 75 lb. steel rails on old cast-iron bowl sleepers ; 9 miles with double-headed 68 lb. steel rails on cast-iron bowl sleepers ; 2 miles with old flat-footed 62 lb. steel rails on steel sleepers ; and the remainder of the line with 66½ lb. flat-footed steel rails on steel pea-pod sleepers.</p>		<p>The dates of orders for survey and construction are 30th October 1869 and 25th March 1871, respectively.</p> <p>The Government of the Nizam provided the capital, and the British Government constructed the line.</p> <p>The standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock ; from January 1879 to the 31st December 1884 it was worked by state agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.</p>								
<p>The branch line to the mines is laid with 60 lb. flat-footed iron rails, except 0.85 mile on which 66½ lb. flat-footed steel rails have been used. Steel pea-pod sleepers have been used throughout.</p> <p>The branch to Trimulgherry is laid with second-hand 60 lb. flat-footed iron rails partly on steel pea-pod sleepers and partly on timber sleepers.</p> <p>The branches are also constructed for a single track.</p> <p>The line is fenced from Wadi to Secunderbad, but from Secunderabad to the frontier only the station yards are fenced.</p> <p>The steepest gradient on this line is 1 in 100 for a length of 83.60 miles, occurs between Secunderabad and the British frontier.</p> <p>There are no curves under a radius of 1,000 feet.</p>		<p>The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886.</p> <p>This company was formed for the purpose of acquiring and working the then existing line of 119.32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance.</p> <p>The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1886. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889.</p> <p>This Company works, as part of its own system, the section of the East Coast (state) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station. The original terms of working, which are printed as Appendix P to Part II of the Railway Administration Report for 1889-90, are under revision.</p>								

Railways constructed and in
LINES OWNED BY NATIVE STATES

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXVII	The Gaekwars Petlád— Anand (269·50 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway) to Petlád	13·35	Anand to Petlád 5-5-90 13·35
XXXVIII	Kolar Gold-fields— Bowringpet (175·46 miles from Madras on the Madras railway) to the Mysore mines station	10·00	Bowringpet to Mysore mines 1-6-94 10·00
XXXIX	Nagda-Ujjain— Nagda [459·38 miles from Bombay (Colaba)], on the Godhra-Rutlam-Nagda railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway	34·25	
TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)		633·38*	599·13*

* Excluding the length (13·11 miles) of the Bhopal-Itarsi railway (British section), which has been included in "Total state lines worked by companies (standard gauge)."

D—continued.

progress on the 31st March 1896.

AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
<p>The rails used are flat-footed steel, 69½ lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each. The whole line is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The orders for the survey of this line were given in December 1887. Construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company.</p>
<p>The permanent-way consists of Madras Railway second-hand double-headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75 lb. steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{51}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.</p>	<p>The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company on the same percentage of gross earnings as obtains on the entire system <i>plus</i> 5 per cent. for the use of rolling-stock.</p>
<p>The permanent-way will consist of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length, two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the metre-gauge Rajputana-Malwa railway. The line will not be fenced, except round station yards. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet, the heaviest gradient being 1 in 200 for a total length aggregating 10·50 miles and the sharpest curve an angle of curvature of 3° or radius of 1,910 feet, being rather under half a mile in length. The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.</p>	<p>This line was sanctioned for construction on the 17th, and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line is being constructed by the Bombay, Baroda and Central India Railway Company.</p>

APPENDIX

Railways constructed and in
LINES OWNED BY NATIVE STATES AND

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
XL	Rájpura-Bhátinda— Rájpura [179 miles from Delhi on the North Western (state) railway, main line] <i>via</i> Patiala to Bhátinda	107'94	Rájpura to Patiala 1-11-84 15'77 Patiala to Bhátinda 13-10-89 92'17 TOTAL OPEN MILEAGE . 107'94
XLI	Jammu and Kashmir— Frontier of the Kashmir state to the left bank of the Tawi river near Jammu	15'92	Frontier of the Kashmir state to the left bank of the Tawi river 15-3-90 15'92
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	123'86	123'86

D—continued.

progress on the 31st March 1896.

WORKED BY STATE RAILWAY AGENCY.

Standard gauge.

Details of construction.	REMARKS.
<p>The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails 68 lb. to the yard, laid on deodar sleepers, from Rájpara to Patiála; and with 75 lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda.</p> <p>The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250.</p> <p>The line is fenced from Rájpara to Patiála only.</p>	<p>The line from Rájpara to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar.</p> <p>The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888.</p> <p>The line is worked and maintained by the North Western (state) railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.</p>
<p>This line has been constructed according to standard dimensions.</p> <p>The rails are 75 lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>Sanction was given to the construction of this line on the 25th February 1888.</p> <p>The line has been constructed by the Kashmir Darbar, by whom also the capital was provided.</p> <p>It is maintained and worked by the North Western (state) railway as a leased line under agreement for five years. The terms of working will be found in Appendix S to Part II of the Railway Administration Report for 1890-91.</p> <p>The renewal of the agreement is under consideration.</p>

Railways constructed and in
LINE OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XLII	Bina-Goonna (Goonna-Bara extension)— Goonna to the Parbati river in the Gwalior State, near Bara)	Miles. 21'00	
	TOTAL LINE OWNED AND WORKED BY NATIVE STATE (STANDARD GAUGE)	21'00	

D—continued.

progress on the 31st March 1896.

WORKED BY NATIVE STATE.

Details of construction.	REMARKS.
<p>Beyond five miles of heavy work on a ruling grade of 1 in 125, the works on this extension are very light. The permanent-way will consist of 75 lb. flat-footed steel rails, laid on transverse steel sleepers.</p>	<p>Surveys were carried out during the year for the extension of the Bina-Goonna Railway to Bara and Kotah ; but plans and estimates have not yet been submitted. Sanction, however, was accorded in March 1896 to the commencement of earth work for famine relief purposes on the section from Goona to the Parbati river in the Gwalior State, near Bara, with funds supplied by the Gwalior Durbar. The work is well in hand.</p>

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
X LIII	Bengal and North-Western*—	Miles.	Miles.
	TIRHOOT SECTION—		
	<i>Main line—</i>		
	Semaria ghât on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah	145'87	TIRHOOT SECTION— <i>Main line—</i> Semaria ghât to Dalsinghsarai 1-5-83 22'55 Dalsinghsarai to Samastipur 1-11-75 14'75 Samastipur to Mozufferpore 24-2-77 32'00 Mozufferpore to Motiharee 1-2-83 49'57 Motiharee to Bettiah 20-12-83 27'00 <hr/> 145'87
	<i>Kosi extension—</i>		<i>Kosi extension—</i>
	Samastipur to Bháptlâhi 76'92	98'92	Samastipur to Durbhunga 1-11-75 23'00
	Bháptlâhi to Pratápganj 14'00		Durbhunga to Jhanjharpur 1-2-83 24'00
	Pratápganj to Khanwa ghât 8'00		Jhanjharpur to Ghoghardiha— For goods traffic 8-4-86 } 13'00 For passenger traffic 6-5-86 } Ghoghardiha to Nirmala— For goods traffic 8-4-86 } 6'92 For passenger traffic 1-11-86 } Nirmala to Bháptlâhi— For goods traffic 15-11-87 } 10'00 For passenger traffic 1-1-88 } Bháptlâhi to Pratápganj— For goods traffic 1-10-88 } 14'00 For passenger traffic 1-1-89 } Pratápganj to Khanwa ghât 14-11-90 8'00 <hr/> 98'92
	<i>Bairagnia branch—</i>		<i>Bairagnia branch—</i>
	Durbhunga to Dheng 57'00	60'51	Durbhunga to Sitamarhi— For goods traffic 1-7-90 } 42'00 For passenger traffic 1-11-90 } Sitamarhi to Riga— For goods traffic 1-1-91 } 6'00 For passenger traffic 2-11-91 } Riga to Dheng— For goods traffic 1-7-91 } 9'00 For passenger traffic 2-11-91 } Dheng to Bairagnia— For goods traffic 1-3-92 } 3'51 For passenger traffic 15-3-92 } <hr/> 60'51
	Dheng to Bairagnia (<i>fair weather line</i>) 3'51		
	<i>Sonepore branch—</i>		Mozufferpore to Hajeeopore 26-10-84 31'25
	Mozufferpore to Sonepore (point of junction with the Company's section) 34'61		Hajeeopore to Sonepore— For goods traffic 1-8-87 } 3'36 For passenger traffic 25-4-87 } <hr/> 34'61
	<i>Hajeeopore branch—</i>		<i>Hajeeopore branch—</i>
	Hajeeopore to Hajeeopore ghât 1'89		Hajeeopore to Hajeeopore ghât 26-10-84 1'89
	Hajeeopore <i>vid</i> Khagaria to Katihar 162'00		<i>Total Tirhoot section 341'80</i>
	COMPANY'S SECTION—		COMPANY'S SECTION—
	<i>Main line—</i>		<i>Main line—</i>
	Sonepore, opposite Patna, <i>vid</i> Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya 238'60		Sonepore to Mankapur 15-1-85 218'50
	<i>Loop line—</i>		Mankapur to Nawábganj 2-4-84 14'00
	Sonepore to Bunwárchak 9'00		Nawábganj to Ajodhya 1-12-84 6'10 <hr/> 238'60
			<i>Loop line—</i>
			Sonepore to Bunwárchak 15-1-85 9'00
	Carried over 247'60	503'80	Carried over { 341'80 247'60

Although for convenience classed amongst state railways, the Company's section of

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.

REMARKS.

The line is laid partly with iron rails 40lb. to the yard, and partly with steel rails 41½lb. to the yard, on transverse sleepers of sal and deodar, and Denham-Olpherts and Denham's iron sleepers. The 40 lb. iron rails are being replaced with 50 lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.

The Balragnia branch is laid with second-hand iron rails, 60 lb. to the yard, received from the North Western (state) railway, the sleepers used being of pynkado wood from Burma.

The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonopore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking; on the Unka bazar branch the works, both earthwork and bridging, are heavy.

The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank opposite Barh to Durbhunga in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875.

The construction of the line from Dalmingharai to Sema-ria ghât was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *via* Bajitpur and the Barh branch was closed.

The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876.

With the opening of the section from Pratâpganj to Khanwa ghât the construction of the Kosi extension project was brought to completion.

This line is connected with the Behar section of the Eastern Bengal (state) railway by means of a ferry across the Kosi river, between Khanwa ghât on the Kosi extension of this line and Ancharâghât on the Kosi branch of the Eastern Bengal (state) railway.

The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882.

From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee.

The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonopore and Ilajepore, which was sanctioned on the 19th October 1883.

this line is the property of the Bengal and North-Western Railway Company.

Railways constructed and i

STATE LINES WORKE

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XLIII	Bengal and North-Western— <i>concl'd.</i> Miles.	Miles.	Miles
	Brought forward 247'60	503'80	Brought forward { 341'80 247'60
	COMPANY'S SECTION—<i>concl'd.</i>		Branches—
	Branches—		Uska bazar branch—
	Gorakhpur to Uska bazar (<i>Uska bazar branch</i>) 39'58		Gorakhpur to Uska bazar . 15-12-86 39'58
	Mankapur to Naipálganj road (<i>Naipálganj road branch</i>) 88'98		Naipálganj road branch—
	Chupra to Revelganj (<i>Revelganj branch</i>) 7'34		Mankapur to Bahraich 2-4-84 55'00
	Gonda to Gogra ghát (<i>Bahramghat branch</i>) 31'00		Bahraich to Naipálganj road 15-12-86 33'96
	Jarhwal Road to Burhwal, on the Cawnpore-Burhwal metre gauge railway, with bridge over the Gogra river (<i>Burhwal branch</i>) 9'30		88'96
	Gonda <i>via</i> Bálrampur to Tulsipur (<i>Tulsipur branch</i>) 42'00		Revelganj branch—
	Nánpára to Katarnian ghát (<i>Katarnian ghát branch</i>) 42'08		Chupra to Revelganj—
	Bhatni to Turtipur with side extension to Barhaj (<i>Turtipur branch</i>) 29'79		For goods traffic 15-4-91 } 7'34
			For passenger traffic 15-5-91 }
	Gogra-Ganges Doab lines—		Bahramghat branch—
	Turtipur to Benares 83'20		Gonda to Colonelganj—
	Mau to Azamgarh 27'00		For goods traffic 29-10-91 } 177'00
	Mau <i>via</i> Ballia to Revelganj 71'32		For passenger traffic 1-2-92 }
	Syedpur to Gházipur 29'00		Colonelganj to Gogra ghát 1-2-92 13'20
	500'59	748'19	31'00
			Total Company's section 414'50
	TOTAL 1,251'99		TOTAL OPEN MILEAGE 756'30

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
<p>The line is laid with 41½ lb. steel rails on sleepers of sāl and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of level-crossings and near stations. On this line (including the Tirhoot section), there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, <i>vis.</i>, at Paleza ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.</p>	<p>On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer.</p> <p>The branch from Gorakhpur to Uska bazar was sanctioned, on the 3rd August 1885, in substitution of a branch 36 miles from Gorakhpur to Bânsi.</p> <p>During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889.</p> <p>The construction of the Gonda-Bahramghat branch was sanctioned in November 1889, and of the fair weather extension (6.08 miles) from Gogra ghât to Bahramghat—the point of junction with the Oudh and Rohilkhand (state) railway—in October 1893. The latter is a temporary line which is treated as a wagon ferry, and is, therefore, excluded from the mileage returns.</p> <p>The temporary bridge over the Gogra is 1,400 feet in length, of which 400 feet consist of floating bridges and the remainder of 20-foot girder spans supported on wooden piers. It is taken up during the rains and reconstructed annually after the rains.</p> <p>Communication across the Ganges between Digha ghât station of the East Indian railway and Paleza ghât station of the Bengal and North-Western railway is maintained by means of a steam ferry.</p> <p>The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways.</p> <p>The extensions of the Company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895.</p> <p>The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.</p>

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles
XLIV	<p>Rohilkund and Kumaon (Lucknow-Bareilly section)—</p> <p><i>Main line—</i> Lucknow (209 miles from Moghal Sarai on the Oudh and Rohilkhand (state) railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand (state) railway) . . . 198.55 Bareilly grain siding . . . 1.75 <u>200.30</u></p> <p><i>Dudhwa branch—</i> Mailani (118 miles from Lucknow) to Dudhwa 26.00 Dudhwa to Sonaripur 4.87 <u>30.87</u></p> <p style="text-align: right;">TOTAL 231.17</p>		<p><i>Main line—</i></p> <p>Lucknow to Sitapur . . . 15-11-86 55.00 Sitapur to Lakhimpur . . . 15-4-87 28.50 Lakhimpur to Gola Gokaran Náth . . . 15-12-87 21.50 Gola Gokaran Náth to Pilibhit . . . 1-4-91 57.50 Pilibhit to Bhojepura . . . 15-11-84 24.00 Bhojepura to Bareilly . . . 12-10-84 12.00 Bareilly grain siding— For goods traffic . . . 1-4-94 1.75</p> <p><i>Dudhwa branch—</i> Mailani to Sarda . . . 1-1-93 15.0 Sarda to Sohela— For goods traffic . . . 10-3-93 8.5 Sohela to Sonaripur— For goods traffic . . . 18-3-94 7.3</p> <p style="text-align: right;">TOTAL OPEN MILEAGE 231.17</p>
XLV	<p>Rajputana-Malwa—</p> <p>STANDARD GAUGE. Junction of East Indian railway, Agra, (Jumna east bank) to the limit of Agra Cantonment . . . 3.07*</p> <p>METRE GAUGE. RAJPUTANA SECTION. <i>Main line—</i> Delhi to Bándikui (Junction with the Agra branch) . . . 135.25 Bándikui to Ajmere . . . 139.75 Ajmere, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway 304.75 <u>579.75</u></p> <p style="text-align: right;">Carried over . . . 579.75</p>		<p>Jumna east bank to Agra cantonment . . . 1-1-76 3.07</p> <p>RAJPUTANA SECTION. <i>Main line—</i> Delhi to Rewári— For salt traffic only . . . 14-2-73 } 51.0 For passenger traffic . . . 1-7-73 } Rewári to Ulwur . . . 15-9-74 46.0 Ulwur to Bándikui . . . 7-12-74 37.0 Bándikui to Dausa . . . 20-4-74 17.0 Dausa to Jeypore . . . 12-10-74 38.0 Jeypore to Phulera . . . 1-3-75 34.0 Phulera to Ajmere . . . 1-8-75 49.0 Ajmere to Beáwar . . . 15-5-78 32.0 Beáwar to Haripur . . . 12-8-79 21.0 Haripur to Sojat road . . . 20-10-80 20.0 Sojat road to Pálanpur . . . 1-1-81 148.0 Pálanpur to Ahmedabad . . . 15-11-79 83.0 <u>579.0</u></p> <p style="text-align: right;">Carried over . . . 579.0</p>

* These 3.07 miles are laid on both the standard and metre gauges, except on the Jumna bridge where a mixed gauge is laid.

—continued.

Progress on the 31st March 1896.

RAILWAY COMPANIES.

Metre gauge

Details of construction.	REMARKS.																																
<p>The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½ lb. steel rails on sál, teak, and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. It is fenced only for the first 4.50 miles from Bareilly.</p> <p>The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season.</p> <p>The steepest gradients on this line are situated on the Dudhwa branch and are as noted below :</p> <p style="margin-left: 40px;"> $\frac{1}{81}$ to $\frac{1}{80}$ 1.57 miles. $\frac{1}{81}$ to $\frac{1}{100}$ 1.17 " </p> <p>A curve under a radius of 1,000 feet occurs between Lucknow junction and Lucknow City, the length of which is 0.63 mile.</p>	<p>The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884.</p> <p>The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889.</p> <p>Orders for the construction of the first 4.62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepera, 12 miles from Bareilly.</p> <p>The length from Mailáni to Pilibhit (41.75 miles), which was closed to traffic on the 5th July 1891, was permanently reopened on the 25th October 1891.</p> <p>A grain siding, 1.75 miles long, to Bareilly City was sanctioned for construction on the 24th March 1892. It was opened for goods traffic on and from the 1st April 1894.</p> <p>The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893.</p> <p>The pontoon bridge was opened for public traffic for the current season on the 14th December 1894.</p> <p>The Lucknow-Gola Gokaran Náth section and the Pilibhit-Bareilly section, which were previously worked by the Oudh and Rohilkhand (state) railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.</p>																																
<p>The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter.</p> <p>The rails originally used were 36 lb. and 40 lb. to the yard, laid on transverse, deodar and creosoted pine sleepers. The 36 lb. iron rails have nearly all been replaced by 41½ lb. steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50 lb. section, which has already been used in relaying 412 miles of the length between Delhi and Ahmedabad.</p>	<p>The dates of orders for survey and construction are as follow :</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4" style="text-align: center;"><i>Dates for survey.</i></th> </tr> </thead> <tbody> <tr> <td>Delhi and Agra to Nusseerabad</td> <td>.</td> <td>.</td> <td>17-5-69</td> </tr> <tr> <td>Ajmere to Ahmedabad</td> <td>.</td> <td>.</td> <td>1-11-72</td> </tr> <tr> <td>Khandwa to Indore</td> <td>.</td> <td>.</td> <td>8-4-70</td> </tr> <tr> <td>Indore to Neemuch</td> <td>.</td> <td>.</td> <td>6-3-71</td> </tr> <tr> <td>Neemuch to Nusseerabad</td> <td>.</td> <td>.</td> <td>3-11-71</td> </tr> <tr> <td>Rewári to Hissar</td> <td>.</td> <td>.</td> <td>10-3-81</td> </tr> <tr> <td>Hissar to Ferozepore</td> <td>.</td> <td>.</td> <td>13-9-81</td> </tr> </tbody> </table>	<i>Dates for survey.</i>				Delhi and Agra to Nusseerabad	.	.	17-5-69	Ajmere to Ahmedabad	.	.	1-11-72	Khandwa to Indore	.	.	8-4-70	Indore to Neemuch	.	.	6-3-71	Neemuch to Nusseerabad	.	.	3-11-71	Rewári to Hissar	.	.	10-3-81	Hissar to Ferozepore	.	.	13-9-81
<i>Dates for survey.</i>																																	
Delhi and Agra to Nusseerabad	.	.	17-5-69																														
Ajmere to Ahmedabad	.	.	1-11-72																														
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Indore to Neemuch	.	.	6-3-71																														
Neemuch to Nusseerabad	.	.	3-11-71																														
Rewári to Hissar	.	.	10-3-81																														
Hissar to Ferozepore	.	.	13-9-81																														

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XLV	Rajputana-Malwa— <i>continued</i> . Miles.	Miles.	Miles.
	Brought forward . . . 579'75		Brought forward . . . 579'75
	RAJPUTANA SECTION—<i>concl'd</i>.		RAJPUTANA SECTION—<i>concl'd</i>.
	<i>Branches—</i>		<i>Farukhnagar salt branch—</i>
	Garhi Harsaru junction (25'25 miles from Delhi) to Farukhnagar (<i>Farukhnagar salt branch</i>) . . . 7'75		For salt traffic only . . . 14-2-73 } 7'75
	Bándikui to Agra fort (<i>Agra branch</i>) . . . 94'64*		For passenger traffic . . . 1-7-73 }
	Agra fort to Jumna east bank . . . 1'50		<i>Agra branch—</i>
	Phulera junction (183'50 miles from Agra) to Sámbar (<i>Sámbar lake salt branch</i>) . . . 4'50		Bándikui to Bhurtpore . . . 20-4-74 60'50
	Extension of Sámbar branch to Japog . . . 4'50		Bhurtpore to Agra fort—
	Extension of Sámbar branch across the lake to Gudha, and thence <i>viá</i> Kucháman Road to Jhowra . . . 17'00		For goods traffic . . . 11-8-73 } 34'14
	Kankaroola siding . . . 1'25		For passenger traffic . . . 20-10-73 }
	Additional salt sidings in the Sámbar lake . . . 5'02		Agra fort to Jumna east bank . . . 1-1-76 1'50
	<u>135'02</u>		Sámbar lake salt branch . . . 1-3-75 4'50
			Japog extension . . . Oct. 76 4'50
			Extension of Sámbar branch to Jhowra . . . 20-12-79 17'00
			Kankaroola siding . . . 15-2-81 1'25
			Additional salt sidings in the Sámbar lake . . . 1-9-91 5'02
			<u>135'02</u>
		715'91	Total Rajputana section . . . 715'91
			DOUBLE-RAJPUTANA SECTION.
			<i>Agra branch—</i>
			Agra fort to Agra Cantonment—
			For goods traffic . . . 11-8-73 } 1'14
			For passenger traffic . . . 20-10-73 }
			<u>1'14</u>
	MALWA SECTION.		MALWA SECTION.
	<i>Main line—</i>		<i>Main line—</i>
	Khandwa (352'75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore . . . 86'94		Khandwa to Sanáwad . . . 1-2-74 34'25
	Indore, <i>viá</i> Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch . . . 156'48		Sanáwad to Mortakka . . . 1-4-74 3'50
	Neemuch to Ajmere . . . 148'85		Mortakka to Choral . . . 20-1-75 20'50
	<u>392'27</u>		Choral to Mhow . . . 1-1-78 15'69
			Mhow to Indore . . . 3-8-76 13'00
			Nerbudda bridge . . . 5-10-76 . . .
			Indore to Fatehabad . . . 3-8-76 25'23
			Fatehabad junction to Rutlam . . . 11-7-78 48'75
			Rutlam to Jaora . . . 25-2-80 20'50
			Jaora to Mandsaur . . . 8-4-80 31'75
			Mandsaur to Neemuch . . . 2-7-80 30'25
			Neemuch to Nímahera . . . 10-3-81 16'40
			Nímahera to Chítorgarh . . . 19-3-81 17'65
			Chítorgarh to Nusseerabad . . . 1-12-81 100'65
			Nusseerabad to Ajmere . . . 14-2-76 14'15
			<u>392'27</u>
			<i>Ujjain branch—</i>
	<i>Ujjain branch—</i>		Fatehabad to Ujjain . . . 3-8-76 12'00
	Fatehabad junction (24'50 miles from Indore) to Ujjain . . . 12'00		Ujjain branch extension across the Sipra river to Ujjain city . . . 2'25
	Extension of Ujjain branch across the Sipra river to Ujjain city . . . 2'25		<u>14'25</u>
	<u>14'25</u>	406'52	<u>14'25</u>
			Total Malwa section . . . 406'52
	Carried over . . . 1,122'43		Carried over . . . 1,122'43

* Of this length 1'14 miles are double.

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
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The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers. The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmere. The total length of line fenced on the Rajputana section is 575 miles, or about three-fourths of the whole section. The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below :

SECTION OF LINE.	LENGTH OF GRADIENT.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{100}$	Length.	Radii.	Length.	Radii.
<i>Main line—</i>	Miles.	Miles.			
East of Ajmere station-yard	0'14	...	...
Between 320'25 and 320'50 miles from Delhi	...	0'29	Varying from 882 feet to 955 feet.		
418'75 " " "	...	0'09	716 feet.		
458'25 " " "	...	0'19	955 "		
<i>Agra branch—</i>					
West end of Jumna bridge	0'18	...	...
<i>Farukhnagar branch—</i>					
Between miles 2'75 and 7'50 from Garhi Har-saru.	2'60	...	...
Miles 7'35 " " "	...	0'21	700 feet.		

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy. With the exception of the bridging, the works on the Sindia-Neemuch section are light. The Sipra bridge consists of 6 spans of 150-foot girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge. The Malwa section is generally unfenced, except on the gháts between Mhow and Kalakund and at stations. The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section :

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET	
	$\frac{1}{100}$	$\frac{1}{75}$	$\frac{1}{50}$	Length.	Radii.
<i>Main line—</i>	Miles.	Miles	Miles	Miles.	
Between 322 and 323 miles from Ajmere	...	...	0'59	...	...
" 323 and 326'66 " "	3'43	...	...	"	...
" 326'66 and 326'86 " "	...	0'20	...	"	...
" 326'86 and 386 " "	...	...	15'20	...	...
" 323 and 342 " "	...	...	...	3'68	Varying from 600 feet to 900 feet
<i>Ujjain branch—</i>					
Between 0 and 0'31 mile from Fatehabad	...	...	...	0'31	955 feet.

Dates for construction.

Delhi-Rewári section and Salt branch	1-3-70
Rewári to Bándikui	14-8-72
Agra to Phulera	20-10-71
Phulera to Sámbar	8-4-73
Phulera to Ajmere	9-4-73
Ajmere to Nusseerabad	14-4-74
Sámbar to Japog	14-7-75
Ajmere to Nusseerabad	4-9-76
Sámbar extension to Jhowra and extension of Japog siding.	15-5-78
Khandwa to Indore	8-1-72
Indore to Rutlam, with branch to Ujjain	29-10-73
Rutlam to Neemuch	5-10-77
Neemuch to Nusseerabad	30-4-79
Rewári to Hissar	13-9-81
Hissar to Ferozepore	8-10-82
Extension of Ujjain branch to Ujjain city	6-12-82

The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4'33 miles in the same year; 5'25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits. The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XLV	Rajputana-Malwa— <i>continued</i> . Miles.	Miles.	Miles
	Brought forward . . . 579'75		Brought forward . . . 579'75
	RAJPUTANA SECTION— <i>concl'd</i> .		RAJPUTANA SECTION— <i>concl'd</i> .
	<i>Branches—</i>		<i>Farukhnagar salt branch—</i>
	Garhi Harsaru junction (25'25 miles from Delhi) to Farukhnagar (<i>Farukhnagar salt branch</i>) . . . 7'75		For salt traffic only . . . 14-2-73 } 7'75
	Bándikui to Agra fort (<i>Agra branch</i>) . . . 94'64*		For passenger traffic . . . 1-7-73 }
	Agra fort to Jumna east bank . . . 1'50		<i>Agra branch—</i>
	Phulera junction (183'50 miles from Agra) to Sámbar (<i>Sámbar lake salt branch</i>) . . . 4'50		Bándikui to Bhurtpore . . . 20-4-74 60'50
	Extension of Sámbar branch to Japog . . . 4'50		Bhurtpore to Agra fort—
	Extension of Sámbar branch across the lake to Gudha, and thence <i>viá</i> Kucháman Road to Jhowra . . . 17'00		For goods traffic . . . 11-8-73 } 34'14
	Kankaroola siding . . . 1'25		For passenger traffic . . . 20-10-73 }
	Additional salt sidings in the Sámbar lake . . . 5'02		Agra fort to Jumna east bank . . . 1-1-76 1'50
	135'02		Sámbar lake salt branch . . . 1-3-75 4'50
			Japog extension . . . Oct. 76 4'50
			Extension of Sámbar branch to Jhowra . . . 20-12-79 17'00
			Kankaroola siding . . . 15-2-81 1'25
			Additional salt sidings in the Sámbar lake . . . 1-9-91 5'02
			135'02
			<i>Total Rajputana section</i> . . . 715'91
		715'91	
			DOUBLE-RAJPUTANA SECTION.
			<i>Agra branch—</i>
			Agra fort to Agra Cantonment—
			For goods traffic . . . 11-8-73 } 1'14
			For passenger traffic . . . 20-10-73 }
	MALWA SECTION.		MALWA SECTION.
	<i>Main line—</i>		<i>Main line—</i>
	Khandwa (352'75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore . . . 86'94		Khandwa to Sanáwad . . . 1-2-74 34'25
	Indore, <i>viá</i> Fatehabad junction, Rutlam, Jaora and Mandsaar, to Neemuch . . . 156'48		Sanáwad to Mortakka . . . 1-4-74 3'50
	Neemuch to Ajmere . . . 148'85		Mortakka to Choral . . . 20-1-75 20'50
	392'27		Choral to Mhow . . . 1-1-78 15'69
			Mhow to Indore . . . 3-8-76 13'00
			Nerbudda bridge . . . 5-10-76 . . .
			Indore to Fatehabad . . . 3-8-76 25'23
			Fatehabad junction to Rutlam . . . 11-7-78 48'75
			Rutlam to Jaora . . . 25-2-80 20'50
			Jaora to Mandsaar . . . 8-4-80 31'75
			Mandsaar to Neemuch . . . 2-7-80 30'25
			Neemuch to Nímbera . . . 10-3-81 16'40
			Nímbera to Chítorgarh . . . 19-3-81 17'65
			Chítorgarh to Nusseerabad . . . 1-12-81 100'65
			Nusseerabad to Ajmere . . . 14-2-76 14'15
			392'27
			<i>Ujjain branch—</i>
	<i>Ujjain branch—</i>		Fatehabad to Ujjain . . . 3-8-76 12'00
	Fatehabad junction (24'50 miles from Indore) to Ujjain . . . 12'00		Ujjain branch extension across the Sipra river to Ujjain city . . . 1-3-84 2'25
	Extension of Ujjain branch across the Sipra river to Ujjain city . . . 2'25		14'25
	14'25	406'52	
			<i>Total Malwa section</i> . . . 406'52
	Carried over . . . 1,122'43		Carried over . . . 1,122'43

* Of this length 1'14 miles are double.

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
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The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers. The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmere. The total length of line fenced on the Rajputana section is 575 miles, or about three-fourths of the whole section. The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below :

Dates for construction.

Delhi-Rewári section and Salt branch	1-3-70
Rewári to Bándikui	14-8-72
Agra to Phulera	20-10-71
Phulera to Sámbar	8-4-73
Phulera to Ajmeré	9-4-73
Ajmere to Nusseerabad	14-4-74
Sámbar to Japog	14-7-75
Ajmere to Nusseerabad	4-9-76
Sámbar extension to Jhowra and extension of Japog siding.	15-5-78
Khandwa to Indore	8-1-72
Indore to Rutlam, with branch to Ujjain	29-10-73
Rutlam to Neemuch	5-10-77
Neemuch to Nusseerabad	30-4-79
Rewári to Hissar	13-9-81
Hissar to Ferozepore	8-10-82
Extension of Ujjain branch to Ujjain city	6-12-82

The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4.33 miles in the same year; 5.25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

SECTION OF LINE.	LENGTH OF GRADIENT.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{100}$	Length.	Radii.	
<i>Main line—</i>	Miles.	Miles.		
East of Ajmere station-yard	0.14	...	...
Between 320.25 and 320.50 miles from Delhi	...	0.29	Varying from 882 feet to 955 feet.	
418.75 " " "	...	0.09	716 feet.	
458.25 " " "	...	0.19	955 "	
<i>Agra branch—</i>				
West end of Jumna bridge	0.18	...	...
<i>Farukhnagar branch—</i>				
Between miles 2.75 and 7.50 from Garhi Har-saru.	2.60	...	...
Miles 7.35 " " "	...	0.21	700 feet.	

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy. With the exception of the bridging, the works on the Sindia-Neemuch section are light. The Sipra bridge consists of 6 spans of 150-foot girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge. The Malwa section is generally unfenced, except on the gháts between Mhow and Kalakund and at stations. The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section :

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits. The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET	
	$\frac{1}{70}$	$\frac{1}{80}$	$\frac{1}{100}$	Length.	Radii.
<i>Main line—</i>	Miles.	Miles	Miles	Miles.	
Between 322 and 323 miles from Ajmere	...	...	0.59	...	...
" 323 and 326.66 " "	3.43	...	...	...	...
" 326.66 and 326.86 " "	...	0.20	...	...	...
" 326.86 and 386 " "	...	...	15.20	...	...
" 323 and 342 " "	...	...	...	3.68	Varying from 600 feet to 900 feet
<i>Ujjain branch—</i>					
Between 0 and 0.31 mile from Fatehabad	...	...	...	0.31	955 feet.

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
XLV	Rajputana-Malwa— <i>concl'd.</i>				
	Brought forward		1,122'43	Brought forward	1,122'43
	CAWNPORE-ACHNERA SECTION.			CAWNPORE-ACHNERA SECTION.	
	<i>Main line—</i>			<i>Main line—</i>	
	Cawnpore (683'50 miles from Howrah, <i>via</i> the chord line, on the East Indian railway) to Farukhabad 86'00			Cawnpore to Kanauj 15-12-80 49'50	
	Farukhabad to Háthras Road junction 101'00			Kanauj to Farukhabad 1-2-81 36'50	
	Háthras Road station (856'75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra 29'00			Farukhabad to Kásganj 14-4-84 67'00	
	Jumna bridge and approaches 1'00			Kásganj to Háthras 1-7-84 34'00	
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra 22'33			Háthras to Muttra 19-10-75 29'00	
				Jumna bridge 1-7-84 1'00	
				Muttra to Achnera 7-11-81 22'33	
					239'33
	<i>Branches—</i>			<i>Branches—</i>	
	Mandhana to Brahmávarit (<i>Brahmávarit branch</i>) 5'00			Brahmávarit branch 10-11-85 5'00	
	Kásganj (153'75 miles from Cawnpore city) to Soron (<i>Soron branch</i>) 9'00			Soron branch 4-1-85 9'00	
	Muttra to Brindaban (<i>Brindaban branch</i>) 7'32			Brindaban branch 26-8-89 7'32	
					21'32
					260'65
	REWARI-FEROZEPURE RAILWAY.			REWARI-FEROZEPURE RAILWAY.	
	<i>Main line—</i>			<i>Main line—</i>	
	Rewári (51'25 miles from Delhi, <i>via</i> Hissar, Sirsa, Bhátinda, and Farídkot) to Ferozepore 240'85			Rewári to Hissar—	
				For goods traffic 20-3-83	} 89'00
				For passenger traffic 1-5-83	
				Hissar to Sirsa—	
				For goods traffic 1-1-84	} 50'50
				For passenger traffic 1-3-84	
				Sirsa to Ferozepore 1-10-84	101'35
					240'85
	<i>Fázilka branch—</i>			<i>Fázilka branch—</i>	
	Kot Kapúra (212'50 miles from Rewári) to Fázilka 50'00			Kot Kapúra to Fázilka 1-1-85	50'00
					290'85
				<i>Total Rewári-Ferozepore railway</i>	290'85
					1,673'93
	TOTAL		1,673'93	TOTAL OPEN MILEAGE	1,673'93
XLVI	Pálanpur-Deesa—			Pálanpur to Deesa—	
	Pálanpur (496'75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa		17'28	For goods traffic 8-11-93	} 17'28
				For passenger traffic 25-11-93	

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
<p>The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40 lb. to the yard.</p> <p>The line from Farukhabad to Háthras Road has been laid with 41½ lb. Bessemer steel rails.</p> <p>The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30 lb. to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½ lb. steel rails.</p> <p>The bridge over the Jumna consists of 7 spans of 150 feet on stone piers.</p> <p>The Muttra-Achnera section has been laid with steel rails 41½ lb. to the yard.</p> <p>The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations.</p> <p>On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p> <p>No engineering difficulties were encountered on the Rewári-Ferozepore line.</p> <p>The rails are mainly of steel, 41½ lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots sand with a covering of stone.</p> <p>The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 66 miles of main line and at stations.</p> <p>The Fázilka branch is laid with 41½ lb. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without a stone covering.</p> <p>The line is unfenced, except at stations.</p> <p>On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.</p>	<p>The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878.</p> <p>The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882.</p> <p>The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881.</p> <p>The construction of the Brahmávar branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883.</p> <p>The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882.</p> <p>The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878.</p> <p>The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land, construction work was not commenced till October 1888.</p> <p>The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.</p> <p>The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885 to the 30th June 1900. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.</p>
<p>This line is constructed for a single track with substructure suitable for standard gauge.</p> <p>The rails are steel, 41½ lb. to the yard, laid on metal sleepers, except for about 0.75 of a mile where iron rails are used.</p> <p>The line traverses an easy country, and there have been no engineering difficulties.</p> <p>The ballast used is sand with a 6-inch covering of broken stone.</p> <p>The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The line was sanctioned for construction on the 22nd March 1892.</p> <p>The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary.</p> <p>The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.</p>

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
XLVII	Southern Mahratta—		
	<i>Main line—</i> Portuguese frontier near Dhárwár <i>via</i> Guntakal and Nandyál to Tadépalli	509'97	<i>Main line—</i> Frontier to Castle Rock . . . 3-2-88 3'63 Castle Rock to Deuli . . . 15-6-87 2'75 Deuli to Dhárwár . . . 24-1-87 56'00 Dhárwár to Hospet . . . 1-7-85 101'25 Hospet to Bellary . . . 24-3-84 40'51 Bellary to Guntakal . . . 17-5-87 29'99 Guntakal to Nandyál . . . 11-7-87 90'25 Nandyál to Cumbum . . . 15-6-90 63'18 Cumbum to Tadépalli . . . 3-10-89 122'41 <hr/> 509'97
	<i>Branches—</i> Hubli to Harihar (<i>Harihar branch</i>)	81'00	<i>Harihar branch—</i> Hubli to Harihar (temporary station) . . . 18-10-86 } 81'00 Temporary station to permanent station . . . 21-2-89 }
	Gadag to Hotgi (<i>Bijápur branch</i>)	173'08	<i>Bijápur branch—</i> Gadag to Hotgi— For goods traffic . . . 1-8-84 } 173'08 For passenger traffic . . . 15-9-84 }
	Londa to Poona (<i>Poona branch</i>)	277'99	<i>Poona branch—</i> Londa to Belgaum . . . 21-3-87 33'00 Belgaum to Miraj . . . 22-12-87 85'01 Miraj to Koregaon . . . 2-5-87 76'00 Koregaon to Ghorpuri . . . 18-11-86 83'07 Ghorpuri to Poona . . . 4-10-90 0'91 <hr/> 277'99
	Carried over	1,042'04	Carried over 1,042'04

D—continued.

Progress on the 31st March 1896.

WORKED BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.																																																																																																												
<p>The permanent-way is of the ordinary state railway metre-gauge type, except for the portion from the Portuguese frontier to Castle rock which is laid with 62lb. rails. The line is only partially fenced. The following are the large girder bridges :</p> <table border="0"> <thead> <tr> <th style="text-align: left;"><i>Main line—</i></th> <th style="text-align: center;">Spans.</th> <th style="text-align: center;">Feet.</th> </tr> </thead> <tbody> <tr> <td>Hagari</td> <td style="text-align: center;">34</td> <td style="text-align: center;">of 64</td> </tr> <tr> <td>Tungbhadra</td> <td style="text-align: center;">38</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td>Burra Nalla</td> <td style="text-align: center;">10</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td>Banni Nalla</td> <td style="text-align: center;">9</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td>Kondia</td> <td style="text-align: center;">9</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td>Dorapillay</td> <td style="text-align: center;">1</td> <td style="text-align: center;">" 40</td> </tr> <tr> <td>Doratangi</td> <td style="text-align: center;">1</td> <td style="text-align: center;">" 100</td> </tr> <tr> <td>Dorabhatti</td> <td style="text-align: center;">1</td> <td style="text-align: center;">" 20</td> </tr> <tr> <td></td> <td style="text-align: center;">3</td> <td style="text-align: center;">" 100</td> </tr> <tr> <td></td> <td style="text-align: center;">2</td> <td style="text-align: center;">" 150</td> </tr> <tr> <td></td> <td style="text-align: center;">1</td> <td style="text-align: center;">" 250</td> </tr> <tr> <td></td> <td style="text-align: center;">1</td> <td style="text-align: center;">" 66½</td> </tr> <tr> <td>Budicherla</td> <td style="text-align: center;">6</td> <td style="text-align: center;">" 66½</td> </tr> <tr> <td>Gundlacama</td> <td style="text-align: center;">11</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td>Mile 205</td> <td style="text-align: center;">8</td> <td style="text-align: center;">" 40</td> </tr> <tr> <td>Colair</td> <td style="text-align: center;">8</td> <td style="text-align: center;">" 40</td> </tr> <tr> <td><i>Harihar branch—</i></td> <td></td> <td></td> </tr> <tr> <td>Wardha</td> <td style="text-align: center;">9</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td>Tungbhadra</td> <td style="text-align: center;">16</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td><i>Bijápur branch—</i></td> <td></td> <td></td> </tr> <tr> <td>Bhíma</td> <td style="text-align: center;">14</td> <td style="text-align: center;">" 150</td> </tr> <tr> <td>Gunki</td> <td style="text-align: center;">8</td> <td style="text-align: center;">" 40</td> </tr> <tr> <td>Don</td> <td style="text-align: center;">7</td> <td style="text-align: center;">" 100</td> </tr> <tr> <td>Kistna</td> <td style="text-align: center;">21</td> <td style="text-align: center;">" 150</td> </tr> <tr> <td>Malprabha</td> <td style="text-align: center;">12</td> <td style="text-align: center;">" 100</td> </tr> <tr> <td><i>Poona branch—</i></td> <td></td> <td></td> </tr> <tr> <td>Níra</td> <td style="text-align: center;">12</td> <td style="text-align: center;">" 50</td> </tr> <tr> <td>Yerla</td> <td style="text-align: center;">10</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td>Kistna</td> <td style="text-align: center;">14</td> <td style="text-align: center;">" 150</td> </tr> <tr> <td>Jagnoor</td> <td style="text-align: center;">11</td> <td style="text-align: center;">" 30</td> </tr> <tr> <td>Ghatprabha</td> <td style="text-align: center;">45</td> <td style="text-align: center;">" 40</td> </tr> <tr> <td>Márkándyae</td> <td style="text-align: center;">5</td> <td style="text-align: center;">" 60</td> </tr> <tr> <td></td> <td style="text-align: center;">1</td> <td style="text-align: center;">" 100</td> </tr> <tr> <td>Malprabha</td> <td style="text-align: center;">3</td> <td style="text-align: center;">" 40</td> </tr> <tr> <td></td> <td style="text-align: center;">5</td> <td style="text-align: center;">" 20</td> </tr> </tbody> </table> <p><i>Main line—</i> The following are the tunnels on this line : Bear's rock 471 feet. Castle rock 1,242 " Nulla-Mulla hills 1,569 "</p> <p>The Ghát incline for 3.50 miles from the Portuguese frontier has been constructed for a double line up to formation level. The maximum gradient on the Ghát incline is 1 in 40 and on the rest of the line 1 in 100. On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.</p>	<i>Main line—</i>	Spans.	Feet.	Hagari	34	of 64	Tungbhadra	38	" 60	Burra Nalla	10	" 60	Banni Nalla	9	" 60	Kondia	9	" 60	Dorapillay	1	" 40	Doratangi	1	" 100	Dorabhatti	1	" 20		3	" 100		2	" 150		1	" 250		1	" 66½	Budicherla	6	" 66½	Gundlacama	11	" 60	Mile 205	8	" 40	Colair	8	" 40	<i>Harihar branch—</i>			Wardha	9	" 60	Tungbhadra	16	" 60	<i>Bijápur branch—</i>			Bhíma	14	" 150	Gunki	8	" 40	Don	7	" 100	Kistna	21	" 150	Malprabha	12	" 100	<i>Poona branch—</i>			Níra	12	" 50	Yerla	10	" 60	Kistna	14	" 150	Jagnoor	11	" 30	Ghatprabha	45	" 40	Márkándyae	5	" 60		1	" 100	Malprabha	3	" 40		5	" 20	<p>The line from Hotgi <i>via</i> Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company.</p> <p>The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887.</p> <p>The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.</p>
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Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
XLVII	Southern Mahratta— <i>concl'd.</i> Brought forward	1,042'04	Brought forward
			1,042'04
	TOTAL	1,042'04	TOTAL OPEN MILEAGE
			1,042'04
XLVIII	Guntakal-Mysore frontier— Guntakal (234'25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier	119'50	Guntakal to Dharmavaram— For goods traffic . . . 1-3-92 } 62'95 For passenger traffic . . . 1-6-92 } Dharmavaram to Hindúpur . . . 23-4-93 49'28 Hindúpur to Mysore frontier 17-9-93 7'27
			TOTAL OPEN MILEAGE . . . 119'50
XLIX	Southern Mahratta (Mysore section)— Mysore <i>via</i> Bangalore to Gubbi . Gubbi to Harihar	139'75 156'25	Mysore to Mandya . . . 25-2-82 27'75 Mandya to Channapatna . . . 20-3-81 23'25 Channapatna to Bangalore . . . 1-2-81 34'75 Bangalore to Tumkur . . . 11-8-84 43'00 Tumkur to Gubbi . . . 26-12-84 11'00 Gubbi to Birur . . . 12-8-89 76'57 Birur to Harihar . . . 21-2 89 79'68
	TOTAL	296'00	TOTAL OPEN MILEAGE . . . 296'00

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.				REMARKS.	
The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under :					
SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.		
	$\frac{1}{20}$ and less.	$\frac{1}{41}$ to $\frac{1}{100}$	Length.	Radii.	
MAIN LINE—	Miles.	Miles.	Miles.		
Between miles 0 and 3	2'96	...	...	...
" " 3 $\frac{1}{2}$ and 508 $\frac{1}{2}$	...	132'6	...	...
" " 0 and 5	...	...	2'11	800 feet.	
" " 234 and 483	...	...	11'98	Varying from 603 feet 955 feet.	
POONA BRANCH—					
Between miles 1 and 276 $\frac{1}{2}$	...	108'73	...	...
" " 21 $\frac{1}{2}$ and 21 $\frac{1}{2}$	...	...	0'17	955 feet.	
" " 210 and 277 $\frac{1}{2}$	...	...	10'06	Varying from 600 feet to 907 feet.	
HARIHAR BRANCH—					
Between miles 0 and 80	...	28'08	...	...
BIJÁPUR BRANCH—					
Between miles 0 and 165 $\frac{1}{2}$	...	53'74	...	...

On the Guntakal-Dharmavaram section, the permanent-way consists of 41 $\frac{1}{2}$ lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges :

	Spans.	Feet.
Pennér	11	of 150
Thada Kalairu	8	" 64
Penna Mairu	14	" 64

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section. The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under :

SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{20}$ & less.	$\frac{1}{41}$ to $\frac{1}{100}$	Length.	Radii.
Guntakal to Mysore frontier—	Miles.	Miles.	Miles.	
Between miles 4 and 112 $\frac{1}{2}$	...	26'5	...	
" 63	...	...	0'07	600 feet.

No works of special engineering difficulty occur on the Mysore section.

The line has been laid for a single track with rails 41 $\frac{1}{2}$ lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.

The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet. are as under :

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FT.	
	$\frac{1}{20}$ & less.	$\frac{1}{41}$ to $\frac{1}{80}$	$\frac{1}{41}$ to $\frac{1}{100}$	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	
Between miles 0 and 296	...	...	120'52	...	
" " 210 and 296	...	45'41	...	...
" " 210 $\frac{1}{2}$ and 293 $\frac{1}{2}$	...	...	...	5'02	Varying from 660 feet to 990 feet.

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.

The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7'27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893.

The line is worked by the Southern Mahratta railway on the same percentage of its gross earnings as obtains on the company's whole system for the time being.

The dates of orders for survey and construction of the Mysore railway are as follow :

Date for survey.	Dates for construction
1st April 1870.	Mysore line, 20th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.

The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
L	South Indian—		
	MADRAS-TUTICORIN SECTION—		MADRAS-TUTICORIN SECTION—
	<i>Main line—</i>		<i>Main line—</i>
	Madras (Park) to Tuticorin 443'99		Madras (Park) to Tindivanam 1-9-76 75'94
			Tindivanam to Cuddalore 1-1-77 52'00
			Cuddalore to Porto Novo 1-7-77 17'14
			Porto Novo to Chidambaram 1-10-78 6'72
			Chidambaram to Coleroon 1-7-79 4'60
			Coleroon to Shiyali 1-1-78 6'01
			Shiyali to Májavaram 1-1-77 12'20
			Májavaram to Tanjore 15-2-77 43'75
			Tanjore to Trichinopoly junction 11-3-62 31'04
			Trichinopoly junction to Madura 1-9-75 95'94
			Madura to Tuticorin 1-1-76 98'65
			443'99
	<i>Branches—</i>		<i>Branches—</i>
	Madras (Park) to Beach 1'74		Madras (Park) to Beach 1-1-79 1'74
	Chingleput (35'25 miles from Madras) to Arkonam (42'50 miles from Madras on the Madras railway) (<i>Arkonam branch</i>) 39'18		<i>Arkonam branch—</i>
			Chingleput to Wálajábád 1-8-80 13'64
			Wálajábád to Conjeeveram 1-1-81 7'92
			Conjeeveram to Arkonam 8-5-65 17'62
			39'18
	Villupuram (99 miles from Madras) to the Gingee river to connect with the Pondicherry railway (<i>Pondicherry branch</i>) 16'26		<i>Pondicherry branch—</i>
			Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river 16-12-79 16'26
	Tanjore (218'36 miles from Madras) to Negapatam (<i>Negapatam branch</i>) 48'23		<i>Negapatam branch—</i>
			Tanjore to Tiruvallúr 2-12-61 33'68
			Tiruvallúr to Negapatam 15-7-61 14'55
			48'23
	Trichinopoly (249'40 miles from Madras) to Erode junction (243 miles from Madras on the Madras railway, south-west line) (<i>Erode branch</i>) 87'18		<i>Erode branch—</i>
			Trichinopoly junction to fort 11-3-62 2'54
			Trichinopoly fort to Karúr 3-12-66 44'58
			Karúr to Kodumudi 1-7-67 16'70
			Kodumudi to Erode 1-1-68 23'36
			87'18
	Maniyáchi (425'50 miles from Madras) to Tinnevelly (<i>Tinnevelly branch</i>) 18'10		<i>Tinnevelly branch—</i>
			Maniyáchi to Tinnevelly 1-1-76 18'10
	210'69	654'68	<i>Total Madras-Tuticorin section</i> 654'68
	Carried over	654'68	Carried over 654'68

)—continued.

Progress on the 31st March 1896.

BY COMPANIES.

Metre gauge

Details of construction.	REMARKS.
<p>Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. On the old line between Negapatam and Erode the rails, weighing 68lb. to the yard, are laid partly on iron pots and partly on wooden sleepers. About 10.69 miles of the Negapatam branch, have been renewed with 50lb. bull-headed rails on cast-iron pot sleepers; and on the Arkonam-Conjeeveram line, 18.13 miles in length, the rails, weighing 35½lb. to the yard, have also been renewed with 50lb. bull-headed rails. The remainder of the system, which was laid with 40.3lb. iron and 41½lb. steel rails on creosoted pine sleepers, is being gradually renewed with 50 lb. bull-headed rails on cast-iron pot sleepers, 428.59 miles having been laid on the main line up to the 31st March 1896. There are 2.66 miles of 40lb. rails laid on pot sleepers. The Madras-Tuticorin section is wholly fenced.</p>	<p>The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879.</p> <p>The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3' 6" gauge.</p> <p>A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge.</p> <p>The estimates for the extensions from Trichinopoly to Tinnevely and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode, and Tinnevely.</p> <p>The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879.</p> <p>The estimate for the Villupuram-Gingee river section was sanctioned in May 1879.</p> <p>Six of the seven girders on the Gingee bridge of 150-feet span were washed into the bed of the river by the floods of December 1884. The brickwork was uninjured and the bridge was reopened for traffic in September 1886.</p>

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.	
		Miles.	Miles.	Miles.	Miles.
L	South Indian— <i>concl'd.</i> Brought forward .		654'68	Brought forward .	654'68
	VILLUPURAM-DHARMAVARAM SECTION— <i>Main line—</i> Villupuram (99 miles from Madras on the South Indian railway) to Dharmavaram (378'23 miles from Madras on the South Indian railway) .	279'23		VILLUPURAM-DHARMAVARAM SECTION— <i>Main line—</i> Villupuram to Tiruvannámalai 17-11-90 Tiruvannámalai to Pákala . 18-3-91 Pákala to Váyalpád . . 1-1-92	41'80 96'55 46'60
	<i>Branch—</i> Pákala to Nellore (<i>Nellore branch</i>)	107'68	386'91	Váyalpád to Dharmavaram— For goods traffic . . 1-3-92 For passenger traffic . . 20-3-92	94'1 279'2
				<i>Nellore branch—</i> Pákala to Tirupati . . 18-3-91 Tirupati to Nellore . . 15-9-87	25'01 82'61 107'61
				<i>Total Villupuram-Dharmavaram section</i>	386'9
	TOTAL		1,041'59	TOTAL OPEN MILEAGE	1,041'5
LI	Máyavaram-Mutupet— Máyavaram (174'61 miles from Madras on the South Indian railway) to Mutupet		53'99	Máyavaram to Mutupet	2-4-94 53'9

D—continued.

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.																																																									
<p>On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the water-ways are considerable and include bridges over the Cheyár Palar and Chitrávati rivers. The rails are of steel, flat-footed, 4½lb. to the yard (except for 26.75 miles south of the Chitrávati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are being laid in sidings. The Madras railway is crossed by an overbridge 1.50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92. On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of water-way. The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-footed, 4½lb. to the yard, laid partly on Denham-Olphert's sleepers, and partly on wrought-steel trough or pea-pod sleepers. The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta. The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:</p>	<p>This line is required for famine protection purposes of certain districts which suffered severely in 1876-78.</p> <p>The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889.</p> <p>On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal state railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893 and now forms a part of the Guntakal-Mysore frontier railway.</p> <p>The South Indian Railway Company works, under agreement, the portion (7.80 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—vide Appendix Z to Part II of the Railway Administration Report for 1894-95.</p>																																																									
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Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LII	<p>Assam-Bengal—</p> <p><i>Main line—</i></p> <p>Chittagong to Makum 577'73 Chittagong to Chittagong Port 1'87 -----579'60</p> <p><i>Branches—</i></p> <p>Láksám to Chandpur 31'62 Bádarpur to Silchar 18'62 Lumding to Gauháti 112'36 -----</p>	742'20	<p><i>Main line—</i></p> <p>Chittagong to Feni 1-7-95 56'90 Feni to Comilla— For goods traffic 1-7-95 } 39'10 For passenger traffic 15-9-95 } Chittagong to Chittagong Port— For goods traffic 3-11-95 1'87</p> <p>Comilla to Akhaura— For goods traffic 1-1-96 } 29'4 For passenger traffic 1-2-96 } ----- 127'2</p> <p><i>Branch—</i></p> <p>Laksam to Chandpur— For goods traffic 1-7-95 } 31'0 For passenger traffic 15-9-95 } -----</p> <p style="text-align: right;">TOTAL OPEN MILEAGE 158'0</p>
<p>TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)</p>		6,469'69	5,390'70

-continued. worked by

Progress on the 31st March 1896.

COMPANIES.

Metre gauge.

Details of construction.	REMARKS.																																					
<p>On section I, which includes the main line from Chittagong to Badarpur with branches from Chittagong station to the Port, Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers. Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 2 land spans of 60 feet, with two arches of 16 feet each. Section III, which includes the main line from Lumding to Makum junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing. The line, where already laid, is for a single track with 50 lb. rails on sal and pynkado sleepers and this will be done on the rest of the line. On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet. On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:</p>	<p>The branch from Gauhati to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company. On section I the earthwork on the main line and Chandpur branch is complete and platelaying nearly complete. The earthwork on the Silchar branch is well advanced. The bridging on the main line is nearly complete and well advanced on the Silchar branch. Sufficient rolling-stock to meet the requirements of the line either has been erected, or is in course of erection. On Section II, the realignment has practically been completed. Arrangements for tunnelling the section throughout are under consideration, and the work is sure to progress well. Earthwork on the lower 28 miles is well advanced, and bridging for 14 miles. Beyond this and up to the Jatinga saddle, good progress has been made with banks and cuttings. Some progress has also been made on the first 15 miles south of Lumding. On section III, the earthwork and bridging on two divisions of the Gauhati branch is practically complete, and well advanced on a third. Plate-laying has been completed for 46.5 miles from Gauhati. Earthwork has also been started on the portion between Lumding and Dimapur. On a part of the 16th and 17th divisions lying northwards from Dimapur, earthwork is fairly well advanced. The erection of rolling-stock at Gauhati is also well in hand.</p>																																					
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Railways constructed and in STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.	Miles.	
LIII	Eastern Bengal (state)—			
	NORTHERN SECTION—		NORTHERN SECTION—	
	<i>Main line—</i>		<i>Main line—</i>	
	Sára ghât to Párbatipur junction	111'25	Sára to Atrai . . . 19-1-78	38'75
	Párbatipur junction to Siliguri	84'75	Atrai to Jalpáiguri . . . 28-8-77	134'25
		196'00	Jalpáiguri to Siliguri—	
			For goods traffic . . . 10-6-78	} 23'00
			For general traffic . . . 1-11-78	
				196'00
	<i>Branches—</i>		<i>Rungpore branch—</i>	
	Párbatipur junction to Kaunia on the right bank of the Teesta (<i>Rungpore branch</i>)	34'00	Párbatipur junction to Shámpur . . . 19-5-78	15'25
			Shámpur to Rungpore . . . 2-7-78	7'50
			Rungpore to Kaunia . . . 1-6-79	11'25
				34'00
			<i>Dinagepore branch—</i>	
	Párbatipur to Dinagepore (<i>Dinagepore branch</i>)	17'75	Párbatipur to Chirir bandar	1-7-83
			Chirir bandar to Dinagepore	16-5-84
				8'00
				17'00
				56'00
			52'00	
			50'58	
			8'00	
			5'00	
			3'00	
			28'00	
			10'00	
			12'00	
			18'00	
			18'00	
			29'00	
			85'92	
			85'92	
			15'50	
			37'49	
			32'68	
			85'67	
			22'10	
			21'71	
			15'10	
			7'69	
			6'31	
			72'91	
			72'91	
			370'70	
			158'58	

D—continued.

progress on the 31st March 1896.

BY THE STATE.

Details of construction.	REMARKS. Metre gauge
<p>Rails, iron, 40 lb. to the yard, and steel, 41½ lb. to the yard, and sleepers of creosoted pine, sâl, red gum and iron-wood and of wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section.</p> <p>Iron rails, 40 lb. to the yard, are being replaced by steel rails, 50 lb. to the yard, from Sâra northwards: 122.63 miles of the 50 lb. rails are now laid. Wooden sleepers are also being renewed with steel transverse sleepers. The whole of the Northern section is fenced.</p>	<p><i>Dates of orders for survey.</i></p> <p>Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76.</p> <p><i>Date of orders for construction.</i></p> <p>Main line, 12th February 1874.</p> <p>The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.</p>
<p>The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25 lb. and 30 lb. to the yard, laid on sâl sleepers.</p>	<p>The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatra-pur on the Brahmaputra and Dhubri, are worked in connection with the trains.</p>
<p>The Dacca section is laid with permanent-way material of the ordinary metre gauge type, the rails being of steel, 41½ lb. to the yard, on sâl, creosoted pine, asna and pynkado sleepers. The work on the northern half of the line is heavy, but gradients are easy.</p> <p>The line is unfenced, except at stations.</p>	<p>The construction of the line was sanctioned on the 11th August 1882.</p> <p>The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned.</p> <p>The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Nârâyanganj ghât.</p>
<p>The Behar section consists of a single track laid with 40 lb. iron and 41½ lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes.</p> <p>The line is nearly all fenced.</p>	<p>The line from Manihâri through Kâtihar junction to Dinagepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihâri and Sahebgunge. A branch line runs northwards from Kâtihar junction through Purnea and Kasba to Ancharâghât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway.</p> <p>The Behar section of the Eastern Bengal (state) railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.</p>

Railways constructed and in
STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
LIII	<p>Eastern Bengal (state)—<i>concl'd.</i> Brought forward . 72'91 85'67</p> <p>BEHAR SECTION—<i>concl'd.</i> <i>Bârsoi-Kissengunge branch—</i> Bârsoi to Kissengunge . 35'15</p> <p style="text-align: right;">Miles. 108'06</p>	<p>Miles. 370'70</p> <p>193'73</p>	<p>Brought forward . $\left. \begin{array}{l} \text{Miles} \\ 370'70 \\ \hline 158'58 \end{array} \right\}$</p> <p><i>Bârsoi-Kissengunge branch—</i> Bârsoi to Kissengunge— For goods traffic . 15-12-92 } For passenger traffic . 10-12-93 } 35'15</p> <p><i>Total Behar section</i> . 193'73</p>
	TOTAL .	564'43	TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS) . 564'43
LIV	<p>Burma (state)— <i>Irrawaddy line—</i> Rangoon to Prome</p> <p><i>Sittang line—</i> Rangoon to Toungoo</p> <p><i>Suburban lines</i></p> <p><i>Mandalay line—</i> <i>Main line—</i> Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay . 220'00</p>	<p>161'00</p> <p>166'00</p> <p>9'00</p>	<p><i>Irrawaddy line—</i> Rangoon to Prome . . 2-5-77 161'00</p> <p><i>Sittang line—</i> Rangoon to Pegu— For goods traffic . 4-2-84 } For passenger traffic . 26-2-84 } 46'25</p> <p>Pegu to Pyuntaza— For goods traffic . 4-2-84 } For passenger traffic . 10-7-84 } 41'75</p> <p>Pyuntaza to Nyaunglebin— For goods traffic . 4-2-84 } For passenger traffic . 1-8-84 } 5'00</p> <p>Nyaunglebin to Toungoo . 1-7-85 73'00</p> <p><i>Total Sittang line</i> . 166'00</p> <p><i>Suburban lines—</i> For goods traffic . $\left\{ \begin{array}{l} 1-3-80 \\ 15-7-90 \end{array} \right\}$ 6'00 3'00</p> <p><i>Total Suburban lines</i> . 9'00</p> <p><i>Mandalay line—</i> <i>Main line—</i> Toungoo to Thawutti— For goods traffic . 1-5-88 } For passenger traffic . 11-7-88 } 44'00</p> <p>Thawutti to Pyinmana— For goods traffic . 1-5-88 } For passenger traffic . 26-9-88 } 15'00</p> <p>Pyinmana to Yaméthin— For goods traffic . 15-11-88 } For passenger traffic . 1-3-89 } 49'00</p> <p>Yaméthin to Mandalay . 1-3-89 112'00</p>
	Carried over . 220'00	336'00	Carried over . $\left\{ \begin{array}{l} 336'00 \\ \hline 220'00 \end{array} \right\}$

—continued.

Progress on the 31st March 1896.

BY THE STATE.

Metre gauge.

Details of construction.	REMARKS.																																				
<p>Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41½ lb. to the yard, and the rest with second-hand iron rails, 40 lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sâl, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.</p> <p>A length of 0.07 mile, which is situated at mile 1 on the Kaunia-Dharlla section, is on the grade of 1/81 to 1/100. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1.25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.</p>	<p>Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.</p> <p>On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system.</p> <p>The Eastern Bengal (state) railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.</p>																																				
<p>The Irrawaddy line is laid with steel rails, 50 lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50 lb. steel rails for 82 miles, 41½ lb. steel for 29 miles and 40 lb. iron for 41 miles.</p> <p>The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low.</p> <p>The Sittang line is laid with steel rails, 50 lb. to the yard, from near Togyoungalé to Pegu (35 miles), the remaining 131 miles being laid with rails, 41½ lb. to the yard, on pynkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of waterway provided against 8,165 lineal feet on the Irrawaddy line.</p> <p>The permanent-way on the Mandalay line consists of 50 lb flat-footed steel rails, with deep web fish-plates of Bessemer steel.</p> <p>The ballast on the first 50 miles is chiefly burnt clay or laterite; on the remainder of the line it is either shingle or broken stone.</p>	<p>The dates of orders for survey and construction are as follows:</p> <table border="0" data-bbox="937 1590 1787 1710"> <thead> <tr> <th></th> <th><i>Dates for survey.</i></th> <th><i>Dates for construction.</i></th> </tr> </thead> <tbody> <tr> <td>Rangoon to Prome</td> <td>16-10-69</td> <td>25-9-74</td> </tr> <tr> <td>Rangoon to Toungoo</td> <td>17-8-74</td> <td>23-5-81</td> </tr> </tbody> </table> <p>The orders for the survey were issued in March 1886. The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.</p>		<i>Dates for survey.</i>	<i>Dates for construction.</i>	Rangoon to Prome	16-10-69	25-9-74	Rangoon to Toungoo	17-8-74	23-5-81																											
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<p><i>Bridges—</i></p> <table border="0" data-bbox="106 2190 909 2618"> <thead> <tr> <th></th> <th>Spans.</th> <th>Feet.</th> </tr> </thead> <tbody> <tr> <td>Swa river</td> <td>{ 3</td> <td>of 100</td> </tr> <tr> <td></td> <td>{ 1</td> <td>„ 40</td> </tr> <tr> <td>Nagalike</td> <td>{ 3</td> <td>„ 100</td> </tr> <tr> <td></td> <td>{ 2</td> <td>„ 40</td> </tr> <tr> <td>Sinthe</td> <td>4</td> <td>„ 100</td> </tr> <tr> <td>Pyawbwè</td> <td>4</td> <td>„ 100</td> </tr> <tr> <td>Samôn</td> <td>{ 1</td> <td>„ 150</td> </tr> <tr> <td></td> <td>{ 2</td> <td>„ 40</td> </tr> <tr> <td>Panloug</td> <td>5</td> <td>„ 60</td> </tr> <tr> <td>Myitngè</td> <td>{ 4</td> <td>„ 150</td> </tr> <tr> <td></td> <td>{ 2</td> <td>„ 40</td> </tr> </tbody> </table> <p>There are several other bridges with water-ways up to 200 lineal feet.</p> <p>All girder bridges are provided with floors and hand rails for military purposes.</p> <p>There are no great engineering difficulties, but much of the line passes through thick-jungle.</p> <p>The line from Prome to Mandalay is fenced.</p>		Spans.	Feet.	Swa river	{ 3	of 100		{ 1	„ 40	Nagalike	{ 3	„ 100		{ 2	„ 40	Sinthe	4	„ 100	Pyawbwè	4	„ 100	Samôn	{ 1	„ 150		{ 2	„ 40	Panloug	5	„ 60	Myitngè	{ 4	„ 150		{ 2	„ 40	
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Railways constructed and STATE LINES WORK

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LIV	<p>Burma (state)—concl'd. Brought forward . 220'00</p> <p><i>Branches—</i> Meiktila road to Meiktila Cantonment (<i>Meiktila branch</i>) . 12'89</p> <p>Mandalay to Mandalay shore (<i>Mandalay shore branch</i>) . 2'50</p> <p style="text-align: right;">15'39</p> <p><i>Mu Valley line—</i> <i>Main line—</i> Sagaing (on the right bank of the Irrawaddy) to Myitkyina . 331'37</p> <p><i>Branches—</i> Myohaung [3 miles south of Mandalay station on the Mandalay line of the Burma (state) railway] to the left bank of the Irrawaddy opposite Sagaing (<i>Myohaung branch</i>) . 6'00</p> <p>Nahakaung on the main line to Katha on the right bank of the Irrawaddy (<i>Katha branch</i>) . 14'40</p> <p style="text-align: right;">14'40</p> <p style="text-align: right;">351'77</p> <p style="text-align: right;">TOTAL . 923'16</p>	<p style="text-align: right;">336'00</p> <p style="text-align: right;">235'39</p> <p style="text-align: right;">351'77</p> <p style="text-align: right;">923'16</p>	<p style="text-align: right;">Brought forward . { 336'00</p> <p><i>Branches—</i> <i>Meiktila branch—</i> Meiktila road to Meiktila Cantonment . 10-5-93 12'89</p> <p><i>Mandalay shore branch—</i> Mandalay to Mandalay shore— For goods traffic . April 1889 2'50</p> <p style="text-align: right;">235'39</p> <p><i>Mu Valley line—</i> <i>Main line—</i> Sagaing to Shwebo . 1-7-91 53'00</p> <p>Shwebo to Wuntho— For goods traffic . 4-4-92 } 99'00 For passenger traffic . 15-3-93 }</p> <p>Wuntho to Nankan . 1-11-94 15'11</p> <p>Nankan to Mohnyin . 2-10-95 74'00</p> <p>Mohnyin to Mogaung— For goods traffic . 1-3-96 52'00</p> <p><i>Branches—</i> <i>Myohaung branch—</i> Myohaung to Amarapura shore— For goods traffic . 22-11-91 } 6'00 For passenger traffic . 22-2-92 }</p> <p><i>Katha branch—</i> Nahakaung to Katha . 2-10-95 14'40</p> <p style="text-align: right;">351'77</p> <p>DOUBLE— <i>Irrawaddy line—</i> Rangoon to Kemmendine 30-10-89 3'50 Kemmendine to Insein 10-1-90 5'50</p> <p style="text-align: right;">9'00</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . 886'16</p>
LV	<p>Cawnpore-Burhwál (Rámnagar) (metre-gauge link)—</p> <p>Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) <i>via</i> Lucknow to Burhwál (point of junction with the Bahramghat branch of the Oudh and Rohilkhand (state) railway).</p>	<p style="text-align: center;">(a)</p> <p style="text-align: right;">79'40</p>	
	Carried over .	79'40	

(a) Excluding 3'66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.

)—continued.

Progress on the 31st March 1896.

BY THE STATE.

Metre gauge.

Details of construction.

REMARKS.

The earthwork on the Meiktila branch was carried out as a famine relief work, the bridging, which is very light, being chiefly of timber. The permanent-way consists of second-hand iron rails, 40 lb. to the yard, selected from the Irrawaddy section, and the sleepers are of pynkado.

On the Mu Valley line 315 miles of rails are laid and 257 miles of track fully ballasted. Masonry of bridges is mostly of brickwork. The permanent-way consists of 41½ lb. flat-footed steel rails, laid on sleepers of teak, pynkado, ingyin and theya. The ballast is all of broken stone or shingle. The line is generally unfenced except at a few stations.

The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3.08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213.8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankan-Mohnyin section, 3,790 feet long.

The permanent-way on the Mogaung-Myitkyina section will consist of 41½ lb. flat-footed steel rails laid on wooden sleepers. The ruling gradient will be 1 in 75 and the sharpest curve 1,146 feet in radius.

Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure.

An extension of this branch to Myngyan has been surveyed, the total length from Meiktila being 68 miles; this is in substitution of the line previously proposed from Samôn to Myngyan. The revised estimates have been received, but the construction of the line has been deferred for the present for want of funds.

The construction of the main line, Sagaing to Kawlin and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.

The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.

The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively.

The line has been laid partly on a mixed (standard and metre) gauge and partly on a separate metre-gauge track, except for 3.66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway will be utilized. Starting from the north of the Burhwál station, on the Oudh and Rohilkhand (state) railway, it will run up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand (state) railway line, and thence on to Malhaur a separate metre-gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2.08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand (state) railway at mile 2.80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand (State) railway, station-yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83.06.

The construction of this line which was sanctioned in October 1894 as a part of the project for linking up the metre-gauge railway systems of Northern India was commenced in November 1894. It is being constructed by the Oudh and Rohilkhand (state) railway, and will be worked by that line when completed.

The entire length from Burhwál to Daliganj [Oudh and Rohilkhand (state) railway] station was practically completed for opening for goods traffic by the end of March 1896. The length from Lucknow to Cawnpore has still to be completed.

APPENDI
 Railways constructed and i
 STATE LINES WORKE

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
		Miles.	Miles.
LV	Cawnpore-Burhwál (Ramnagar) (metre gauge link)— <i>concl'd.</i> <p style="text-align: right;">Brought forward .</p> <p style="text-align: right;">TOTAL .</p>	<p style="text-align: center;">79'40</p> <hr style="width: 50%; margin: 0 auto;"/> <p style="text-align: center;">79'40</p>	
LVI	Mandalay-Kunlon— Myohoung [3 miles south of Mandalay station on the Mandalay line of the Burma (state) railway] to the right bank of the Salween river	224'00	
TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)		1,790'99	1,450'59

—continued.

Progress on 31st March 1896.

OF THE STATE.

Metre gauge.

Details of construction.

REMARKS.

Land has been taken up for a double line except where the line runs alongside the Oudh and Rohilkhand (state) railway, but the bridges will be constructed for a single line only.

From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohilkhand (state) railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers except for the last three miles at Cawnpore which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand (state) railway. All sidings are of second-hand iron 60 lb. section rails.

There are no gradients of 1 in 100 or less.
The sharpest curve has a radius of 573 feet.

This line is being constructed for a single track with 50 lb. steel rails with a deep fish-plate and wooden sleepers. The sleepers will be of teak, pynkado, ingyin, theya or oak, and average 2,200 to the mile. It is a mountain railway with a ruling gradient of 1 in 40, except on the Maymyo Ghât, miles (13 to 28) and the Gokteik gorge, miles (80 to 88) where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult.

The works and bridging generally are light for a mountain railway, with the exception of $1\frac{1}{2}$ miles of very heavy work on the Maymyo Ghât, and a long, high viaduct and tunnel at the Gokteik gorge. The exact details of these works are not yet settled, pending results of a survey now being carried out. Special locomotives are being designed for this railway, and the rolling stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves.

The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 ft.

SECTION.	GRADIENTS.			CURVES.	
	$\frac{1}{25}$	$\frac{1}{20}$ to $\frac{1}{15}$	$\frac{1}{100}$	Length.	Radius.
Mandalay (Myohoung) Salween-- mile 0 to 224 . . .	Miles. 18.74	Miles. 94.84	Miles. 18.32	Miles. 51.45	Varying from 350 ft. to 955 ft.

11.36 miles of the 1 in 25 gradients are on the Maymyo Ghât and 7.38 miles at the Gokteik gorge.
Wooden bridging will be used largely on the easier and flatter portions of the line.
The line will not be fenced.

Orders were given for the construction of the line in October 1895.

Railways constructed and

ASSISTED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
LVII	Deoghur— Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur Miles.	Miles. 4'79	Baidyanáth to Deoghur Miles 23-12-82 4'79
LVIII	Rohilkund and Kumaon (Company's section)— Bhojeepera junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills	53'92	Bhojeepera to Káthgodám 12-10-84 53'92
LIX	Bengal Doars— <i>Main line—</i> East bank of the Teesta opposite Jalpáiguri (305·00 miles from Calcutta, Sealdah) on the Northern section of the Eastern Bengal (state) railway to Dam Dim 31'00 <i>Branch—</i> Lataguri to Ramshaihát 5'40	36'40	<i>Main line—</i> East bank of the Teesta to Mal Bazar— For goods traffic 15-1-93 } 26'85 For passenger traffic 1-11-93 } Mal Bazar to Dam Dim 16-6-94 4'15 <i>Branch—</i> Lataguri to Ramshaihát— For goods traffic 11-6-93 } 5'40 For passenger traffic 16-6-94 } TOTAL OPEN MILEAGE 36'40
LX	Dibru-Sadiya— <i>Main line—</i> Dibrugarh (on the left bank of the Brahmaputra river) <i>via</i> Makum junction to Dihing bridge 61'50 <i>Tálap branch—</i> Makum junction to Tálap 16'00	77'50	<i>Main line—</i> Lower steamer ghát on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum junction 16-7-83 38'50 Makum junction to Dihing bridge 2-5-84 23'00 61'50 <i>Tálap branch—</i> Makum junction to Dum-Duma 2-5-84 8'00 Dum-Duma to Tálap 5-2-85 8'00 16'00 TOTAL OPEN MILEAGE 77'50

—continued.

Progress on the 31st March 1896.

COMPANIES.

Metre gauge.

Details of construction.	REMARKS.															
<p>The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2.08 miles are on a grade of 1 in 80 and 0.69 mile on a grade of 1 in 100. The permanent-way is laid with 36lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.</p>	<p>Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1.50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.</p>															
<p>The rails are of the metre gauge type, steel, weighing 41½ lb. to the yard, laid on sāl sleepers. From Káthgodám to Haldwáni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{81}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4.84 miles and 6.12 miles, respectively. The line is unfenced, except at stations.</p>	<p>The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.</p>															
<p>The line has been laid with 41½ lb. flat-footed steel rails spiked to sāl sleepers and is being provided with stone ballast. The bridges are of girders resting on brick-work piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 ft. x 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The line was sanctioned for construction in May 1891. The extension of the branch to Tondú has been abandoned owing to changes in the river Jaldaka.</p>															
<p>The line throughout was originally laid with steel rails, 41½ lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 10 miles from Dibrugarh having been so renewed. The length from steamer ghát to Táláp <i>viá</i> Makum junction is constructed on the existing Government road, except for 2.75 miles from the ghát, 1.50 miles from Dibrugarh station east, 0.25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0.50 mile from Dum-Duma river to the Bisakopi. The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Sessa, Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers, and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridge over the Tipúk Jan river has been replaced with brick abutments and steel girders. The extension to Dihing bridge is cut entirely through thick forest. The line is unfenced and unballasted for one mile from Lower Ghát, and for 16 miles between Makum junction and Táláp. On the rest of the line broken stone ballast has been used. There are no gradients of 1 in 100 or less. Curves under a radius of 1,000 feet are noted below:</p>	<p>The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., will be found in Appendix F to the Railway Administration Report for 1881-82. Government has to pay an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, subject to a maximum charge of ₹1,00,000.</p>															
<table border="1"> <thead> <tr> <th data-bbox="189 2690 355 2729">Section of line.</th> <th data-bbox="556 2699 645 2738">Length.</th> <th data-bbox="768 2690 838 2729">Radii.</th> </tr> <tr> <td></td> <th data-bbox="575 2738 645 2777">Feet.</th> <td></td> </tr> </thead> <tbody> <tr> <td data-bbox="59 2708 498 2789">Main line— Mile 56 from Dibrugarh .</td> <td data-bbox="606 2768 645 2807">747</td> <td data-bbox="819 2768 857 2807">800</td> </tr> <tr> <td data-bbox="59 2789 498 2828">" 61 " .</td> <td data-bbox="606 2798 645 2837">635</td> <td data-bbox="819 2798 857 2837">700</td> </tr> <tr> <td data-bbox="59 2828 498 2879">Táláp branch— Mile 40.25 from Dibrugarh .</td> <td data-bbox="606 2858 645 2897">290</td> <td data-bbox="819 2858 857 2897">750</td> </tr> </tbody> </table>	Section of line.	Length.	Radii.		Feet.		Main line— Mile 56 from Dibrugarh .	747	800	" 61 " .	635	700	Táláp branch— Mile 40.25 from Dibrugarh .	290	750	
Section of line.	Length.	Radii.														
	Feet.															
Main line— Mile 56 from Dibrugarh .	747	800														
" 61 " .	635	700														
Táláp branch— Mile 40.25 from Dibrugarh .	290	750														

CCXXX

APPENDICES TO THE ADMINISTRATION REPORT FOR 1895-90.

APPENDIX

Railways constructed and im

ASSISTED

Metre gauge.

No.	Name of line and mileage sanctioned:	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	
LXI	Ahmedabad-Parántj— Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Ahmednagar	54·59	
LXII	Nilgiri— Méttupálayam (327·47 miles from Madras on the Madras railway, Nilgiri branch) to Coonoor	16·81	
TOTAL ASSISTED COMPANIES (METRE GAUGE)		244·01	172·6

continued.

Progress on the 31st March 1896.

COMPANIES.

Metre gauge.

Details of construction.

REMARKS.

The line will be constructed for a single track. The permanent-way is to be laid with 41½ lb. flat-footed steel rails on transverse deodar sleepers. There will be two bridges for crossing the Khari river, the first in the 14 mile by six spans of 60 feet, and again in the 36 mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line is being constructed by the Bombay, Baroda and Central India Railway Company, and, when completed, will be worked by the same company as a part of their metre-gauge system under an agreement the terms of which will be found in Appendix P to this report.

The rails will be steel, 50 lb. to the yard, on pynkado sleepers, laid on stone ballast between dwarf walls 1' 6" high. The line will be unfenced. The bridges will be of lattice or plate girders resting on masonry piers and abutments. On the Ghât the Abt Rack (double) will be used. There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet. The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains. The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:

The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. A contract was entered into with Mr. Richard Woolley, a local contractor, to construct and equip the line. The survey, for which orders were issued by the Government of Madras in July 1890, proved very arduous. It was started in August 1890, and the final location was completed early in 1892. The Government of India guarantee 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith. The company went into liquidation in April 1894, and since that date all work has been at a standstill. In February 1896, a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. It is anticipated that operations will very shortly begin.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/100 and less.	1/75 to 1/100.	1/50 to 1/100.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13.92 and 16.21 miles	...	1.59	...	...	...
The whole line	13.50	...	...	8.27	Varying from 328 feet (100 metres) to 716 feet.

Railways constructed and
LINES OWNED BY NATIVE STATES

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXIII	The Gaekwar's Mehsána— Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) <i>via</i> Mehsána to Kherálu 67·94 Mehsána to Pátan 24·69 <hr style="width: 100px; margin-left: 400px;"/>	92·63	Viramgám to Mehsána 1-2-91 40·2 Mehsána to Vadnagar 21-3-87 20·7 Vadnagar to Kherálu 12-12-88 7·0 Mehsána to Pátan 20-7-91 24·6 <hr style="width: 100px; margin-left: 400px;"/> TOTAL OPEN MILEAGE 92·6
LXIV	Kolhápúr— Kolhápúr to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway)	29·07	Kolhápúr to Miraj 21-4-91 29·0
LXV	Yesvantpur-Mysore frontier— Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier	51·35	Yesvantpur to Dodballapur 15-12-92 19·9 Dodballapur to Mysore frontier 17-9-93 31·4 <hr style="width: 100px; margin-left: 400px;"/> TOTAL OPEN MILEAGE 51·3
LXVI	Mysore-Nanjangúd— Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd	15·25	Mysore to Nanjangúd 1-12-91 15·2
TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE) .		188·30	188·30

D—continued.

progress on the 31st March 1896.

AND WORKED BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.						
<p>The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41½ lb. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40 lb. and 41½ lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted.</p> <p>The line runs through an easy country, and there have been no engineering difficulties.</p> <p>The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887.</p> <p>The funds for this branch were supplied by His Highness the Gaekwar of Baroda.</p> <p>The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present.</p> <p>The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888.</p> <p>Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively.</p> <p>This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.</p>						
<p>This line is constructed for a single track. The rails are steel, 41½ lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade.</p> <p>There are no curves under a radius of 1,000 feet.</p> <p>The following important rivers are crossed:</p> <table border="0" data-bbox="125 1701 821 1812"> <tr> <td>Kistna,</td> <td>14 spans of 60 feet girders.</td> </tr> <tr> <td>Panchganga,</td> <td>10 " 60 " "</td> </tr> <tr> <td>Udgaum Nulla</td> <td>10 " 60 " "</td> </tr> </table>	Kistna,	14 spans of 60 feet girders.	Panchganga,	10 " 60 " "	Udgaum Nulla	10 " 60 " "	<p>The commencement of work was authorized in February 1888.</p> <p>The necessary funds were provided by the Kolhápúr Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.</p>
Kistna,	14 spans of 60 feet girders.						
Panchganga,	10 " 60 " "						
Udgaum Nulla	10 " 60 " "						
<p>The rails used are of the state railway type, weighing 50 lb. to the yard, on the Ghát section, 11 miles in length, and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.</p> <p>On the Ghát section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100, and the sharpest curve has a radius of 1,910 feet.</p> <p>The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced throughout.</p>	<p>The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.</p>						
<p>The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles.</p> <p>The permanent-way consists of 41½ lb. steel rails of the standard metre-gauge pattern laid on Mysore teak sleepers.</p> <p>The ruling gradient is 1 in 100.</p> <p>The line is partially fenced.</p>	<p>The construction of this line was commenced in September 1890 and completed in November 1891.</p> <p>It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892.</p>						

Railways constructed and in

LINES OWNED AND

Metre gauge

No.	Name of line and mileage sanctioned.	Total	Date of opening for public traffic.		
		mileage.			
	Miles.	Miles.		Miles.	
LXVII	Jodhpore-Bickaneer— Marwar railway junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway) <i>via</i> Lúni and Merta Road junctions to Kucháman Road including the new approach to Kucháman Road (0·83 mile) (374·00 miles from Ahmedabad on the Rajputana-Malwa railway) . 201·83 Lúni junction to Pachpadra . 60·00 Merta Road junction to Bickaneer . 103·00	364·83	Marwar railway junction to Marwar Páli— For goods traffic . . . 24-6-82 } 19·00 " passenger traffic . . . 27-7-82 } Marwar Páli to Lúni junction . . . 17-6-84 25·00 Lúni junction to Jodhpore . . . 9-3-85 20·00 Jodhpore to Merta Road . . . 8-4-91 64·00 Merta Road to Kucháman Road . . . 13-3-93 73·00 Lúni junction to Pachpadra 22-3-87 60·00 Merta Road to Nágore . 16-10-91 35·00 Nágore to Bickaneer . . . 9-12-91 68·00		
			TOTAL OPEN MILEAGE . . . 364·00		
LXVIII	Oodeypore-Chitor— From Berach near Chitorgarh (550·75 miles from Bombay <i>via</i> the Godhra-Rutlan-Nagda railway) to Debari near Oodeypore		60·31	Berach near Chitorgarh to Debari near Oodeypore . 1-8-95 60·31	
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar— Bhávnagar Bandar to Wadhván junction 104·76 Dhola junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar 158·85 Jetalsar junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágarh quarry line 69·85		333·46	Bhávnagar to Wadhván . 20-12-80 (a) 104·76 Dhola to Dhoráji . . . 19-1-81 88·37 Dhoráji to Porbandar . . 17-12-89 69·50 Porbandar to Porbandar Bandar— For goods traffic . . . 15-3-90 0·98 Jetalsar to Junágarh . . . 1-9-88 16·00 Junágarh to Verával (including Junágarh quarry line) 1-2-89 (b) 53·55 Verával to Verával Bandar— For goods traffic . . . 1-12-90 0·30	
				TOTAL OPEN MILEAGE . . . 333·46	

(a) Of this, the Bhávnagar dock state line (0·87 mile) is worked for goods traffic only.

(b) Of this, the Junágarh quarry line (2·33 miles) is worked for goods traffic only.

)—continued.

Progress on the 31st March 1896.

WORKED BY NATIVE STATES.

Metre gauge.

Details of construction.	REMARKS.
<p>This is mainly a surface line and the works are very light. Excepting the length between Marwar junction and Jodhpore, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpore to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41½lb. steel rails.</p> <p>Beyond Marwar Páli second-hand rails are laid on pine creosoted sleepers, except for the last 3 miles where a new approach has been lately constructed with new 41½lb. steel rails laid on steel sleepers.</p> <p>The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kucháman Road section it is chiefly broken stone, marble, and kunkur.</p> <p>There is a telegraph line on the entire length, excepting the Lúni-Pachpadra line.</p> <p>The whole line is unfenced.</p> <p>There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>	<p>The line has been constructed at the expense of, and is worked by, the Jodhpore and Bickaneer States. The section up to Lúni Junction was sanctioned in 1883 and the extension to Jodhpore in 1884.</p> <p>The line from Jodhpore to Bickaneer was sanctioned in 1890.</p> <p>The Lúni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kucháman Road in July 1891.</p> <p>On the completion of the line to Bickaneer the name "Jodhpore-Bickaneer railway" was given to the entire system.</p>
<p>The works are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8½. The permanent-way consists of 41½lb. flat-footed, steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast.</p> <p>The whole line is unfenced.</p> <p>The steepest gradient is 1 in 100 for a length of 0.84 mile between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0.54 mile in length.</p>	<p>The line was constructed at the expense of the Meywar Durbar.</p> <p>It was sanctioned for construction in February 1894.</p> <p>The line is being worked by the Bombay, Baroda and Central India Railway.</p>
<p>The lines from Bhávnagar to Wadhván and Dhola to Dhoráji have been constructed for a single track with 41½lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0.21 mile) of 1 in 100 at mile 72.</p> <p>The ruling gradient on the Jetalsar-Verával section is 1 in 150. The permanent-way consists of 41½lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers.</p> <p>The permanent-way on the Dhoráji-Porbandar section consists of 41½lb. flat-footed steel trough rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200.</p> <p>With the exception of one or two short lengths the line is laid with a good section of well-broken stone ballast.</p> <p>The whole line is practically unfenced.</p> <p>There are no curves under a radius of 1,000 feet.</p>	<p>The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Committee of Management consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is President of this Committee of Delegates.</p> <p>The portions from Bhávnagar to Wadhván on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State.</p> <p>The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágarh State, within whose territory it lies.</p> <p>The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.</p>

Railways constructed and in

LINES OWNED AND

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LXX	Jetalsar-Rájkot— Jetalsar junction to Rájkot (point of junction with the Morvi railway) .	46'23	Jetalsar junction to Rájkot . 12-4-93 46'23
LXXI	Jodhpore-Bickaneer railway extension (Bickaneer-Khari)— Bickaneer to Khari in the Bickaneer state	28'00	
LXXII	Shadipalli-Balotra (Balotra-Jodhpore frontier section)— Balotra to the Jodhpore frontier in the Jodhpore state.	135'00	
LXXIII	Rájkot-Jámnnagar— Rájkot junction with the Bhávnagar-Gondal-Junágarh-Porbandar and Morvi railways, (46'23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnnagar	50'30	
TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)		1,018'13	804'00

D—continued.

progress on the 31st March 1896.
WORKED BY NATIVE STATES.

Metre gauge.

Details of construction.	REMARKS.
<p>The permanent-way consists of 41½lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0.75 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0.01 mile long) under a radius of 1,000 feet, <i>vis.</i>, 955 feet between mileages 45 and 46 from Jetalsar.</p> <p>The line is unfenced.</p>	<p>The construction of this line was sanctioned in February 1892.</p> <p>The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágarh-Porbandar Railway Co., and is worked by it under the direction of a Syndicate consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is the President of this Syndicate.</p> <p>The line is being worked by the Bhávnagar-Gondal-Junágarh-Porbandar railway.</p>
	<p>The line is being constructed by the Bickaneer Darbar. Earthwork on 28 miles from Bickaneer to Khari in the Bickaneer state was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896 and is well advanced.</p>
	<p>The line is being constructed by the Jodhpore Darbar. Earthwork on 135 miles from Balotra to the Jodhpore frontier in the Jodhpore state was sanctioned for famine relief purposes. No works were started up to the end of the year.</p>
<p>The permanent-way will consist of steel flat-footed rails weighing 41½lb. to the yard, laid on creosoted pine and deodar sleepers, over a bed of stone ballast. The line will be partially fenced.</p> <p>The largest bridge will be 16 spans of 50 feet each over the Und.</p> <p>There will be no curves under a radius of 1,000 feet. The steepest gradient, which will occur at mile 16 from Rájkot, will be 1 in 100 for a length of 0.19 mile.</p>	<p>This line, including a branch to the port of Jodiya, was provisionally sanctioned in October 1893, pending the result of a preliminary survey. The branch has since been abandoned and orders for commencement of work on the remaining portion (Rájkot to Jámnagar) issued after the close of the year 1894-95.</p> <p>Work was commenced in January 1896, and a good start has been made in throwing up earthwork and the construction of bridges both large and small.</p>

Railways constructed and in

FOREIGN

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LXXIV	West of India Portuguese— Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)	51'00	Mormugao to Sonauli 17-1-87 41'00 Sonauli to the Portuguese frontier 3-2-88 10'00
			TOTAL OPEN MILEAGE . 51'00
LXXV	Pondicherry— Left bank of the Gingee river (French frontier) or (16'26 miles from Villupuram on the Pondicherry branch, South Indian railway) to Pondicherry	7'80	Left bank of the Gingee river to Pondicherry 16-12-79 7'80
LXXVI	Karikal-Peralam— Peralam (184'47 miles from Madras, on the Mâyavaram-Mutupet railway) to the French port of Karikal	14'45	
TOTAL FOREIGN LINES .		73'25	58'80

D—continued.

Progress on the 31st March 1896.

LINES.

Metre gauge.

Details of construction.

REMARKS.

The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.

The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak, and jamba.

The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts. On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway. The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:

SECTION OF LINE.	LENGTH OF GRADIENTS.			LENGTH OF CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{30}$ and less.	$\frac{1}{51}$ to $\frac{1}{70}$.	$\frac{1}{71}$ to $\frac{1}{100}$.	720 feet radius.	800 feet radius.
	Miles.	Mile.	Miles.	Mile.	Miles.
Mormugao harbour to mile 1	...	...	...	0·15	0·41
Collem to frontier—					
Between 41 and 51 miles	12·42	...	...	...	5·80
Between 30·50 and 40·50 miles	...	0·55	...	...	...
Between 2·50 and 39·50 miles	...	...	12·18	...	...

The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier.

The railway works were, in the first instance, given out on contract, and work was commenced on the 22nd February 1882. The contractors having, however, failed to make satisfactory progress, the works were taken over by the Company at the end of January 1884 and arrangements made to carry them on departmentally. The harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

The line is single and is laid with 40lb. iron rails on wooden sleepers, except over the Gingee bridge which was laid, when rebuilt, with 50lb. steel rails on pot sleepers.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878.

This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—vide Appendix Z to Part II of the Railway Administration Report for 1894-95.

The line traverses an easy country partly in British and partly in French territory.

There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-foot girders over the river Wanjiar.

The rails proposed to be used are of steel flat-footed 41½ lb. to the yard laid on pynkado sleepers.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The line is being constructed by the South Indian Railway Company from funds provided by the French Government. It will be worked through the agency of that Company when completed on terms to be agreed upon by them with the Government of the French Colony, subject to the sanction of the Secretary of State. It was sanctioned for construction in July 1895.

Railways constructed and in
STATE LINE WORKED

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.		
		Miles.	Miles.		Miles.	
LXXVII	<p style="text-align: center;">Jorhát— 2' 0" GAUGE.</p> <p><i>Main line—</i> Gosáigáon to Titábar 18'25 Alternative cold weather section to steamer ghát 2'75</p> <p><i>Mariani branch—</i> Chenimara to Mariani 7'00</p>		28'00			
				<p><i>Main line—</i> Gosáigáon to Jorhát— For goods traffic . . . 15-12-84 } 7'00 " passenger traffic . . . 17-10-85 }</p> <p>Jorhát to Dhali river— For goods traffic . . . 15-12-84 } 9'50 " passenger traffic . . . 26-2-88 }</p> <p>Dhali river to Titábar . . . 16-7-87 . 1'75 Alternative cold weather section to steamer ghát . 25-11-89 . 2'75</p> <p style="text-align: right;">21'00</p> <p><i>Mariani branch—</i> Chenimara junction to Mariani— For goods traffic . . . 7-1-85 } 7'00 " passenger traffic . . . 26-2-88 }</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . 28'00</p>		
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)		28'00		28'00	

D—continued.

progress on the 31st March 1896.
BY THE STATE.

Special gauge.

Details of construction.	REMARKS.
<p>This line, excepting the alternative cold weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on wooden sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads.</p> <p>The alternative cold weather section from Gosáigáon to the steamer ghát is laid with steel rails, 14lb. to the yard, Fowler's patent.</p> <p>The steepest gradient is 1 in 150.</p> <p>The sharpest curve has a radius of 480 feet and is 468 feet in length.</p>	<p>This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhát. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883.</p> <p>The river siding from Gosáigáon to Baraghop (5.50 miles) has been replaced by the alternative cold weather section to the steamer ghát.</p>

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LXXVIII	<p>Darjeeling-Himalayan— 2' 0" GAUGE. Siliguri [328 miles from Sealdah (Calcutta)] on the Northern section of the Eastern Ben- gal (state) railway to the Darjeeling bazar.</p>	51'00	<p>Siliguri to Kurseong 23-8-80 31'75 Kurseong to Sonáda 1-2-81 9'50 Sonáda to Ghúm 5-4-81 5'87 Ghúm to Darjeeling 4-7-81 3'63 Darjeeling to the Darjeeling bazar 16-6-86 0'25</p> <p style="text-align: right;">TOTAL OPEN MILEAGE 51'00</p>
LXXIX	<p>Bársi— 2' 6" GAUGE. Bársi Road (234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula rail- way) to the town of Bársi</p>	21'75	
TOTAL ASSISTED COMPANIES (SPECIAL GAUGES)		72'75	51'00

-continued.

Progress on the 31st March 1896.

COMPANIES.

Special gauges.

Details of construction.	REMARKS.
<p>The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there are a total length of 35.55 miles throughout the line.</p> <p>Of gradients there are 40.69 miles of 1 in 50 and less; 1.68 miles of 1 in 51 to 1 in 80; and 0.45 mile of 1 in 81 to 1 in 100—the steepest being 1 in 25.7 up-hill.</p> <p>The line, which was originally laid with iron rails, 30 lb. to the yard, on the plains portion, has been re-laid with iron rails 40 lb. to the yard. Steel rails, 41½ lb. to the yard, are laid on the hill portion. Sâl, oak, and chestnut sleepers are in use, but are being gradually renewed with sâl only under 41½ lb. rails.</p> <p>The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of shingle.</p> <p>Half the width of the cart road has been reserved for cart and other traffic.</p>	<p>The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to ₹2,00,000 per annum.</p>
<p>The line will be laid on the existing provincial road, which, with its earthworks, cuttings, and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway.</p>	<p>This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railway Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to this report. Construction commenced on the 1st January 1896.</p>

**Railways constructed and
LINES OWNED BY NATIVE STATES**

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXX	<p style="text-align: center;">The Gaekwar's Dabhoi—</p> <p style="text-align: center;">2' 6" GAUGE.</p> <p>Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi 20·00</p> <p>Dabhoi to Báhádarpur 9·64</p> <p>Báhádarpur to Bodeli 12·77</p> <p>Dabhoi to Chándod 10·62</p> <p>Dabhoi to Vishvámitri 18·63</p> <p>Vishvámitri to Padra 7·20</p> <p style="text-align: right;"><u>78·86</u></p>	<p>Miyágám to Dabhoi 8-4-73 20'</p> <p>Dabhoi to Chándod 15-4-79 10'</p> <p>Dabhoi to Báhádarpur 17-9-79 9'</p> <p>Dabhoi to Goya Gate 1-7-80 } 18'</p> <p>Goya Gate to Vishvámitri 24-1-81 }</p> <p>Báhádarpur to Bodeli 16-6-90 12'</p> <p style="text-align: right;">TOTAL OPEN MILEAGE 71'</p>	
LXXXI	<p style="text-align: center;">Rajpipla (Anklesvar—Párdi section)—</p> <p style="text-align: center;">2' 6" GAUGE.</p> <p>Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Párdi</p>	19·73	
TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY (SPECIAL GAUGE)		98·59	71'

—continued.

Progress on the 31st March 1896.
 AND WORKED BY COMPANY.

Special gauge.

Details of construction.

REMARKS.

The line was originally laid with iron rails weighing 30 lb. to the yard for 20 miles, and with steel rails weighing 30 lb. and 31 lb. to the yard for 39.25 miles and 12.50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 8.50 miles having been renewed with 31 lb. steel rails. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-foot span and some of two 20-foot and 30-foot spans each. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line. There is no fencing, except what has been put up by the villagers themselves. There are no gradients of 1 in 100 or less. The length and situation of curves under a radius of 1,000 feet are shown below :

Section of line.	Length of curve.	Radius of curve.
	Feet.	Feet.
Vishvámíttri-Dabhoi— (Between 0 and 1 mile from Vishvámíttri)	1,505	955'48
Dabhoi-Chándod— (Between 18 and 20 miles from Vishvámíttri)	956	500'00
Báhádarpur-Bodeli— (Between 29 and 30 miles from Vishvámíttri)	702	700'00

The dates of orders for survey and construction are as follow :

	Dates for survey.	Dates for construction.
Miyágám to Dabhoi	17-4-69	21-3-72
Dabhoi to Chándod and Báhádarpur	6-6-77	27-11-77
Dabhoi to Baroda	July 77	29-1-79

The line is the property of His Highness the Gaekwar of Baroda. The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890. The section from Vishvámíttri to Padra, 7.20 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. The works are now in hand. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found on page 150 of Part II of the Railway Administration Report for 1889-90.

This line is owned by the state of Rajpipla, but will be constructed and worked by the Bombay, Baroda and Central India Railway Company. Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Párdi was provisionally sanctioned in October 1894. The works are in progress.

APPENDIX

Railways constructed and in
LINE OWNED BY NATIVE STATE AND

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LXXXII	<p>Cooch Behar—</p> <p>2' 6" GAUGE.</p> <p>Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the town of Cooch Behar</p>	24'37	<p>Gitaldaha to the right bank of the Torsá—</p> <p>For goods traffic . . . 15-9-93 } 22'12</p> <p>For passenger traffic . . 1-3-94 }</p>
<p>TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)</p>		24'37	22'12

Continued.

Progress on the 31st March 1896.
WORKED BY STATE RAILWAY AGENCY.

Special gauge.

Details of construction.	REMARKS.
<p>The line runs through an easy country on an embankment 12 feet wide. It is single throughout. The rails are flat-footed steel, 25 lb. to the yard, and are laid on pynkado sleepers with sand ballast. The bridges, except three arched culverts, are of brick-work with metre gauge girders. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.</p>	<p>The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal (state) railway. An extension of the Cooch Behar line to the town of Cooch Behar, 2.25 miles in length, was sanctioned for construction in August 1895, but work was not started during 1895-96.</p>

Railways constructed and in
LINE OWNED AND WORKED

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.		Date of opening for public traffic.		
		Miles.	Miles.		Miles.	
LXXXIII	<p style="text-align: right;">Miles.</p> <p style="text-align: center;">2' 6" GAUGE.</p> <p><i>Main line—</i></p> <p>Wadhván [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway], <i>viá</i> Vánkáner to Morvi 68·50</p> <p><i>Branch—</i></p> <p>Vánkáner to Rájkot, including the extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway (<i>Rájkot branch</i>) 25·86</p>		94·36			
				<p><i>Main line—</i></p> <p>Wadhván to Dolia 11-3-86 24·00</p> <p>Dolia to Vánkáner 20-11-86 27·75</p> <p>Vánkáner to Morvi 24-3-87 16·75</p> <p style="text-align: right;">—————</p> <p>68·50</p> <p><i>Rájkot branch—</i></p> <p>Vánkáner to Rájkot 1-1-90 25·21</p> <p>Extension across the Aji river to Rájkot, junction with the Jetalsar-Rájkot railway 6-8-94 0·61</p> <p style="text-align: right;">—————</p> <p>25·86</p> <p style="text-align: right;">—————</p> <p>TOTAL OPEN MILEAGE 94·36</p>		
	TOTAL LINE OWNED AND WORKED BY NATIVE STATE (SPECIAL GAUGE)		94·36		94·36	

D—continued.

progress on the 31st March 1896.

BY NATIVE STATE.

Special gauge.

Details of construction.	REMARKS.																	
<p>This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19 lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29 lb. and 41½ lb rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are :</p> <p>19 lb. rails 42.75 miles. 29 " " 51.00 "</p> <p>On the Rájkot branch, from Rájkot station to mile 50 (Sindhávadar) 18 miles of 19 lb. rails have, with a view to eventual conversion, recently been replaced by 41½ lb. metre gauge rails on creosoted pine sleepers, and 796 steel 11 lb. sleepers for 19 lb. rails have been renewed on the main line, from mile 0 to mile 24, and on the Rájkot branch, chiefly in salty places.</p> <p>The extension across the Aji river has been laid with metre gauge rails, weighing 41½ lb. to the yard, on creosoted pine sleepers of that gauge.</p> <p>The maximum gradient is 1 in 150, and there are 3.24 miles of curves under a radius of 1,000 feet, particulars of which are given below :</p>	<p>Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhván to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, <i>viá</i> Vánkáner, instead of to Rájkot.</p> <p>Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890.</p> <p>The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.</p>																	
<table border="1"> <thead> <tr> <th rowspan="2">SECTION OF LINE.</th> <th colspan="2">CURVES OF LESS THAN 1,000 FEET RADIUS.</th> </tr> <tr> <th>Length.</th> <th>Radii.</th> </tr> </thead> <tbody> <tr> <td>Wadhván to Dolia— (Between 0 and 24 miles from Wadhván)</td> <td>Miles. 1.41</td> <td>Varying from 250 to 850 feet.</td> </tr> <tr> <td>Dolia to Vánkáner— (Between 24 and 51.75 miles)</td> <td>1.03</td> <td>" " 375 to 800 "</td> </tr> <tr> <td>Vánkáner to Morvi— (Between 51.75 and 68.50 miles)</td> <td>0.18</td> <td>" " 550 to 850 "</td> </tr> <tr> <td>Vánkáner to Rájkot— Between 0 and 25.25 miles from Vánkáner.</td> <td>0.62</td> <td>" " 500 to 800 "</td> </tr> </tbody> </table>	SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.		Length.	Radii.	Wadhván to Dolia— (Between 0 and 24 miles from Wadhván)	Miles. 1.41	Varying from 250 to 850 feet.	Dolia to Vánkáner— (Between 24 and 51.75 miles)	1.03	" " 375 to 800 "	Vánkáner to Morvi— (Between 51.75 and 68.50 miles)	0.18	" " 550 to 850 "	Vánkáner to Rájkot— Between 0 and 25.25 miles from Vánkáner.	0.62	" " 500 to 800 "	
SECTION OF LINE.		CURVES OF LESS THAN 1,000 FEET RADIUS.																
	Length.	Radii.																
Wadhván to Dolia— (Between 0 and 24 miles from Wadhván)	Miles. 1.41	Varying from 250 to 850 feet.																
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Vánkáner to Morvi— (Between 51.75 and 68.50 miles)	0.18	" " 550 to 850 "																
Vánkáner to Rájkot— Between 0 and 25.25 miles from Vánkáner.	0.62	" " 500 to 800 "																
<p>The main line was opened through on the 24th March 1887, being fully bridged and completed. The line is ballasted with sand and gravel throughout. The line is unfenced.</p>																		

APPENDIX

Railways constructed and in
LINE OWNED AND WORKED,

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXXIII	Morvi— <i>2' 6" GAUGE.</i> <i>Main line—</i> Wadhván [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway], <i>viá</i> Vánkáner to Morvi 68·50 <i>Branch—</i> Vánkáner to Rájkot, including the extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway (<i>Rájkot branch</i>) 25·86	94·36	<i>Main line—</i> Wadhván to Dolia 11-3-86 24·00 Dolia to Vánkáner 20-11-86 27·75 Vánkáner to Morvi 24-3-87 16·75 <hr/> 68·50 <i>Rájkot branch—</i> Vánkáner to Rájkot 1-1-90 25·25 Extension across the Aji river to Rájkot, junction with the Jetalsar-Rájkot railway 6-8-94 0·61 <hr/> 25·86 TOTAL OPEN MILEAGE 94·36
	TOTAL LINE OWNED AND WORKED BY NATIVE STATE (SPECIAL GAUGE)	94·36	94·36

D—continued.

progress on the 31st March 1896.
BY NATIVE STATE.

Special gauge.

Details of construction.		REMARKS.
<p>This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19 lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29 lb. and 41½ lb rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are :</p> <p>19 lb. rails 42·75 miles. 29 " " 51·00 " "</p> <p>On the Rájkot branch, from Rájkot station to mile 50 (Sindhávadars) 18 miles of 19 lb. rails have, with a view to eventual conversion, recently been replaced by 41½ lb. metre gauge rails on creosoted pine sleepers, and 796 steel 11 lb. sleepers for 19 lb. rails have been renewed on the main line, from mile 0 to mile 24, and on the Rájkot branch, chiefly in salty places.</p> <p>The extension across the Aji river has been laid with metre gauge rails, weighing 41½ lb. to the yard, on creosoted pine sleepers of that gauge.</p> <p>The maximum gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below :</p>		<p>Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhván to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, <i>via</i> Vánkáner, instead of to Rájkot.</p> <p>Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890.</p> <p>The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.</p>
SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
Wadhván to Dolia— (Between 0 and 24 miles from Wadhván)	Miles. 1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner— (Between 24 and 51·75 miles)	1·03	" " 375 to 800 "
Vánkáner to Morvi— (Between 51·75 and 68·50 miles)	0·18	" " 550 to 850 "
Vánkáner to Rájkot— Between 0 and 25·25 miles from Vánkáner.	0·62	" " 500 to 800 "
<p>The main line was opened through on the 24th March 1887, being fully bridged and completed. The line is ballasted with sand and gravel throughout. The line is unfenced.</p>		

Steam tramways outside Municipal limits

Special gauges.

	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	<p>Tárakeshwar-Magra— 2' 6" GAUGE. Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway</p>	<p>Miles. 31'12</p>	<p>Miles. Tárakeshwar to Basua . . . 7-11-94 12'50 Basua to Magra 8-3-95 18'62 TOTAL OPEN MILEAGE . . . 31'12</p>
	<p>Powayan— 2' 6" GAUGE. Sháhjahánpur [310'00 miles from Moghal Sarai on the Oudh and Rohilkhand (state) railway] to Powayan and thence to Mailáni on the Rohilkund and Kumaon railway</p>	<p>39'50</p>	<p>Sháhjahánpur to Powayan . . 17-6-90 17'00 Powayan to Khotar 19-5-91 14'00 Khotar to Mailáni 22-12-94 8'50 TOTAL OPEN MILEAGE . . . 39'50</p>
	<p>Dandot colliery— 2' 0" GAUGE. Kalapani terminus of the Khewra branch of the North Western (state) railway to the mouth of the main mine 1'89 Head of middle incline to shaft No. 10 of outcrop mine 1'29 No. 10 south outcrop mine to Ratta Katha 0'50 Ratta Katha to 17 south mine 0'50 Head of upper incline to Pidh village 3'00</p>	<p>7'18</p>	<p>Kalapani to the mouth of the main mine (open for coal traffic only) 5-7-89 1'89 Head of middle incline to shaft No. 10 of outcrop mine . . 1-7-93 1'29 No. 10 south outcrop mine to Ratta Katha 1-7-93 0'50 Ratta Katha to 17 south mine . . 1-9-93 0'50 TOTAL OPEN MILEAGE . . . 4'18</p>

constructed and in progress on the 31st March 1896.

Special gauges.

Details of construction.		REMARKS.																						
<p>The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on patent steel sleepers for 10 miles and pynkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing.</p> <p>The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches, and stoneware pipes.</p> <p>The line is partially fenced.</p> <p>There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, <i>viz.</i>, 955 feet, the length of which is 14'38 chains.</p>		<p>The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2.50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.</p>																						
<p>The rails are flat-bottomed steel, weighing 25 lb. to the yard, laid on wooden sleepers and spiked with two spikes outside and one spike inside. The spikes are of $\frac{7}{16}$ inch square section.</p> <p>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.</p>		<p>The section from Shâhjahânpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailâni in February 1894.</p> <p>The tramway is under the management of Messrs. Lyall Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Shâh-jahânpur.</p>																						
<p>The line is principally double. The section from Kalapani to the north of main mine consists chiefly of two inclines worked by a steel wire two-tail rope by combined gravity and steam power.</p> <p>The grades on the inclines vary from 1 in 2.50 to 1 in 17, with minimum curves of a radius of 60 feet.</p> <p>The other two sections contain a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius.</p> <p>The permanent-way consists of old metre gauge 36lb. and 40 lb. rails laid on deodar sleepers. There is only one large bridge of 60-foot span, which forms part of one of the inclines on a grade of 1 in 2.50.</p> <p>The line is unfenced.</p> <p>The extension from Ratta Katha to 17 south mine is of the same construction as the above. The grades, however, are more severe, <i>viz.</i>, 1 in 25 against the empties, and 1 in 30 against the loaded trains.</p> <p>The Pidh extension is of the same construction and grading as the tramway from head of incline to Ratta Katha, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.</p> <p>The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table:</p>		<p>This tramway has been constructed by the North Western (state) railway to develop the Dandot colliery which is worked primarily for the benefit of the railway.</p>																						
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LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.																			
$\frac{1}{20}$ and less.	$\frac{1}{25}$ to $\frac{1}{30}$.	$\frac{1}{40}$ to $\frac{1}{100}$.	Length.	Radii.																				
Miles.	Mile.	Miles.	Miles.																					
(a) 3.23	.06	...	1.69	Varying from 74 to 450 feet.																				

(a) Of this 0.52 mile is on grades varying from 1 in 2.3 to 1 in 4, 0.59 mile on grades of 1 in 7.35 to 13.49 and the rest on grades of 1 in 25 to 1 in 50.

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	
	<p>Cherra-Companyganj— 2' 6" GAUGE. Companyganj to Thariághát . . . 7 50</p> <p>Thariághát to Komora limestone quarry 0 50</p>	8 00	<p>Companyganj to Thariághát . 16-6-86 7 50</p> <p>Thariághát to Komora limestone quarry . . . 1-1-90 0 50</p> <p style="text-align: right;">TOTAL OPEN MILEAGE . . . 8 00</p>
	<p>Tezpur-Bálpárá— 2' 6" GAUGE. Tezpur ghát to Bálpárá</p>	20 00	<p>Tezpur ghát to Bálpárá— For goods traffic . . . 9-8-94 } 20 00 For passenger traffic . . . 1-9-95 }</p>
	<p>Thatôn-Duyinzáik— 2' 6" GAUGE. Thatôn to Duyinzáik on the Done- damie river</p>	7 76	<p>Thatôn to Duyinzáik 11-2-85 7 76</p>
	<p>Howrah-Amta— 2' 0" GAUGE. Telkul ghát (Howrah) to Amta</p>	30 00	
	<p>Howrah-Sheakhalla— 2' 0" GAUGE. Telkul ghát (Howrah) to Sheakhalla</p>	20 00	

D—continued.

constructed and in progress on the 31st March 1896.

Details of construction.	REMARKS.
<p>This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. The sleepers are steel, having a central corrugation with the convexity laid downwards.</p> <p>The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip plate and has its end attached by means of a screw and nut to the nearest end of the sleepers. The interior hook is used mainly to keep the line to gauge.</p> <p>The sleepers are 45 inches long and 8 are laid to each rail of 21 feet.</p> <p>The line from Thariághát to Komora is laid with 18lb. steel rails on wooden sleepers.</p> <p>The steepest gradient on this line is 1 in 42·3 for a length of 1,250 feet; there are no other grades up to 1 in 100. There are seven curves under a radius of 1,000 feet, which occur in the 1st mile from Companyganj. Their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet.</p>	<p style="text-align: right;">Special gauges.</p> <p>This line is used exclusively for lime-stone traffic. There is an extension, about half a mile in length, from Komora limestone quarry to Don Roy's limestone quarry, which is treated as a siding in the mileage returns. It is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.</p>
<p>The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on wooden sleepers. The line is unballasted and is single throughout.</p>	<p>The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894.</p>
<p>The rails are steel, Vignole's section: the sleepers are of steel and wood. There are no large bridges. The line is ballasted, but only partially fenced.</p> <p>An aggregate length of 4,500 feet is situated on a grade of $\frac{1}{81}$ to $\frac{1}{80}$, and of 3,830 feet on a grade of $\frac{1}{81}$ to $\frac{1}{100}$, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.</p>	<p>This line is constructed along the public road, which has been specially made in view to tramway communication being established. Its construction and working have been undertaken by Mr. G. E. L. Dawson. The Local Government originally guaranteed in 1883 a subsidy of ₹8,100 per annum for three years, but the amount was reduced from 11th February 1888 to ₹6,000 per annum with a further guarantee for two years.</p>
	<p>This line will be constructed by the Bengal District Road Tramways Company, Limited. It was sanctioned for construction in March 1895.</p>
	<p>This line was sanctioned for construction in March 1895. It will be constructed by the Bengal District Road Tramways Company, Limited.</p>

Steam tramways outside Municipal limits

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	<p>Ránaghat-Krishnagarh—</p> <p style="text-align: center;">2' 6" GAUGE.</p> <p>Right bank of the Churni river near Ránaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal (state) railway to the left bank of the river Jalangi at Krishnagarh</p>	<p>Miles.</p> <p style="text-align: center;">19'00</p>	
	<p>Bhaganwala colliery —</p> <p style="text-align: center;">2' 6" GAUGE.</p> <p>Bhaganwala, terminus of the standard gauge siding from Haranpur, to foot of Rewal incline 1'25 Rewal incline, double line 0'60 Top of Rewal incline to old mines 6'00</p> <hr style="width: 10%; margin-left: auto; margin-right: 0;"/>	<p style="text-align: center;">7'85</p>	

D—concluded.

constructed and in progress on the 31st March 1896.

Special gauge.

Details of construction.			REMARKS.																							
<p>The siding from Bhaganwala to foot of inclines is an ordinary tramway on easy ground. Maximum grades are 1 in 96 and the sharpest curve of a radius of 150 feet. The Rewal incline surmounts 900 feet vertical lift in 2,850 feet horizontal length, and consists of 2 lines of way strongly anchored; the grades vary from 1 in 2'37 to 1 in 4'87.</p> <p>The section from Rewal incline to head of old mines is a mountain railway, graded 1 in 40 against the empties, and 1 in 50 against loaded trains.</p> <p>The sharpest curves are of a radius of 150 feet. There are three tunnels varying in length from 220 to 420 feet; also eight bridges of from 15 feet to 90 feet clear span.</p> <p>The permanent-way on the Rewal incline consists of good 62 lb. Vignole's section rails on 5 feet deodar sleepers, well fished and spiked.</p> <p>On the other sections it consists of 41½ lb. metre gauge rails also on 5 feet deodar sleepers.</p> <p>The line is unfenced.</p> <p>The following table shows the length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:</p> <table border="1"> <thead> <tr> <th colspan="3">LENGTH OF GRADIENTS.</th> <th colspan="2">CURVES UNDER A RADIUS OF 1,000 FEET.</th> <th rowspan="3">REMARKS.</th> </tr> <tr> <th>½ and less.</th> <th>½ to ¾.</th> <th>¾ to 1.</th> <th>Length.</th> <th>Radii.</th> </tr> <tr> <th>Miles.</th> <th>Miles.</th> <th>Mile.</th> <th>Miles.</th> <th></th> </tr> </thead> <tbody> <tr> <td>(a) 4'24</td> <td>1'18</td> <td>0'54</td> <td>2'82</td> <td>Varying from 150 feet to 200 feet.</td> <td></td> </tr> </tbody> </table>			LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.	½ and less.	½ to ¾.	¾ to 1.	Length.	Radii.	Miles.	Miles.	Mile.	Miles.		(a) 4'24	1'18	0'54	2'82	Varying from 150 feet to 200 feet.		<p>The line will be constructed by the Ránaghat-Krishnagarh Tramway Company, Limited. It was sanctioned for construction in December 1895.</p> <p>A siding, 1.50 miles long to be constructed by the Eastern Bengal (state) railway on the standard gauge, will run from the Ránaghat station to the left bank of the Churni and connect with the tramway.</p>	
			LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.			REMARKS.																	
½ and less.	½ to ¾.	¾ to 1.	Length.	Radii.																						
Miles.	Miles.	Mile.	Miles.																							
(a) 4'24	1'18	0'54	2'82	Varying from 150 feet to 200 feet.																						
<p>This tramway is being constructed by the North West-ern (state) railway to develop the Bhaganwala colliery which is worked primarily for the benefit of the railway. It was sanctioned in July 1894.</p>																										

(a) Of this 4.24 mile is on grades varying from 1 in 2'37 to 1 in 4'87, and the rest on grades of ½ to ¾.

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-West- ern Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	29'13	203'11	1,128'33	1,001'61	2'22	743'18	...	...
In progress . . . . .	...	...	472'71	18'56	...	109'67	...	...
Total length sanctioned .	29'13	203'11	1,601'04	1,020'17	2'22	852'85	...	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	443'19	...	431'20	908'65	1,657'44	...	...	...
In progress	229'97	...	66'50	154'13	128'00	...	...	...
Total length sanctioned .	673'16	...	497'70	1,062'78	1,785'44	...	...	...
LINES WORKED BY GUARANTEED COMPANIES.								
Opened for traffic	766'22	1,087'08	...	...	...	390'90	...	...
In progress . . . . .	...	...	...	...	...	1'00	...	...
Total length sanctioned .	766'22	1,087'08	...	...	...	391'90	...	...
ASSISTED COMPANIES.								
Opened for traffic . . . .	...	...	22'23	...	161'40	...	...	...
In progress . . . . .	...	...	78'81	...	397'06	...	...	...
Total length sanctioned .	...	...	101'04	...	558'46	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic . . . .	...	13'35	...	...	...	11'57	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned .	...	13'35	...	...	...	11'57	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic . . . .	...	...	...	...	107'94	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned .	...	...	...	...	107'94	...	...	...
LINE OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic . . . .	...	...	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned .	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	1,238'54	1,303'54	1,581'76	1,910'26	1,929'00	1,145'65	...	...
In progress	229'97	...	618'02	172'69	525'06	110'67	...	...
Total length sanctioned .	1,468'51	1,303'54	2,199'78	2,082'95	2,454'06	1,256'32	...	...

E.
of railways and of steam tramways outside municipal limits on the 31st March 1896.

Hyder- abad.	Mysore.	Rajputana.	Central India.	Baluchis- tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1'75 ...	... ...	19'59 ...	459'09 31'63	... ...	... ...	... ...	... ...	... ...	... ...	... ...	3,588'01 632'57
1'75	...	19'59	490'72	...	...	...	...	...	...	...	4,220'58
... ...	... ...	... ...	... ...	314'03 87'11	550'23 145'10	... ...	... ...	... ...	... ...	... ...	4,304'74 810'81
... ...	... ...	... ...	... ...	401'14	695'33	... ...	... ...	... ...	... ...	... ...	5,115'55
134'92 ...	56'03 ...	... ...	... ...	... ...	... ...	... ...	151'90 ...	... ...	... ...	... ...	2,587'05 1'00
134'92	56'03	...	...	...	...	...	151'90	...	...	...	2,588'05
... ...	... ...	... 3'65	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	183'63 479'52
... ...	... ...	3'65	...	...	...	...	...	...	...	...	663'15
332'32 ...	10'00 ...	... ...	218'90 34'25	... ...	... ...	... ...	12'99 ...	... ...	... ...	... ...	599'13 34'25
332'32	10'00	...	253'15	...	...	...	12'99	...	...	...	633'38
... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	15'92 ...	... ...	... ...	123'86 ...
... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	15'92 ...	... ...	... ...	123'86
... ...	... ...	... ...	... 21'00	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... 21'00
... ...	... ...	... ...	21'00	...	...	...	...	...	...	...	21'00
468'99 ...	66'03 ...	19'59 3'65	677'99 86'88	314'03 87'11	550'23 145'10	... ...	164'89 ...	15'92 ...	... ...	... ...	11,386'42 1,979'15
468'99	66'03	23'24	764'87	401'14	695'33	...	164'89	15'92	...	...	13,365'57

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-West- ern Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	1,563'96	785'07	600'04	831'08	366'77	33'10	...	...
In progress . . . . .	...	...	177'17	330'24	...	...	571'58	...
Total length sanctioned	1,563'96	785'07	777'21	1,161'32	366'77	33'10	571'58	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic . . . . .	...	...	564'43	...	...	...	...	886'1
In progress . . . . .	...	...	...	79'40	...	...	...	261'0
Total length sanctioned . . . . .	...	...	564'43	79'40	...	...	...	1,147'1
ASSISTED COMPANIES.								
Opened for traffic . . . . .	...	...	41'19	53'92	...	...	77'50	...
In progress	16'81	54'59	...	...	...	...	...	...
Total length sanctioned	16'81	54'59	41'19	53'92	...	...	77'50	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic . . . . .	...	121'70	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	...	121'70	...	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATES.								
Opened for traffic . . . . .	...	...	...	...	...	...	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned . . . . .	...	...	...	...	...	...	...	...
FOREIGN LINES.								
Opened for traffic . . . . .	...	...	...	...	...	...	...	...
In progress	4'81	...	...	...	...	...	...	...
Total length sanctioned	4'81	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	1,563'96	906'77	1,205'66	885'00	366'77	33'10	77'50	886'16
In progress	21'62	54'59	177'17	409'64	...	...	571'58	261'00
Total length sanctioned	1,585'58	961'36	1,382'83	1,294'64	366'77	33'10	649'08	1,147'16

E—continued.

of railways and of steam tramways outside municipal limits on the 31st March 1896.

Hyder- abad.	Mysore.	Rajputana.	Central India.	Baluchis- tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34'37	296'00	646'50	233'81	...	...	...	...	...	...	...	5,390'70
...	...	...	...	...	...	...	...	...	...	...	1,078'99
34'37	296'00	646'50	233'81	...	...	...	...	...	...	...	6,469'69
...	...	...	...	...	...	...	...	...	...	...	1,450'59
...	...	...	...	...	...	...	...	...	...	...	340'40
...	...	...	...	...	...	...	...	...	...	...	1,790'99
...	...	...	...	...	...	...	...	...	...	...	172'61
...	...	...	...	...	...	...	...	...	...	...	71'40
...	...	...	...	...	...	...	...	...	...	...	244'01
...	66'60	...	...	...	...	...	...	...	...	...	188'30
...
...	66'60	...	...	...	...	...	...	...	...	...	188'30
...	...	424'31	...	...	...	379'69	...	...	...	...	804'00
...	...	163'83	...	...	...	50'30	...	...	...	...	214'13
...	...	588'14	...	...	...	429'99	...	...	...	...	1,018'13
...	...	...	...	...	...	...	...	...	51'00	7'80	58'80
...	...	...	...	...	...	...	...	...	...	9'64	14'45
...	...	...	...	...	...	...	...	...	51'00	17'44	73'25
34'37	362'60	1,070'81	233'81	...	...	379'69	...	...	51'00	7'80	8,065'00
...	...	163'83	...	...	...	50'30	...	...	...	9'64	1,719'37
34'37	362'60	1,234'64	233'81	...	...	429'99	...	...	51'00	17'44	9,784'37

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-West- ern Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY THE STATE.								
Opened for traffic	28'00	...
In progress
Total length sanctioned	28'00	...
ASSISTED COMPANIES.								
Opened for traffic	51'00	...	...	...	...	...
In progress	7'25	...	...	...	...	...	...
Total length sanctioned	7'25	51'00	...	...	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY.								
Opened for traffic	71'66	...	...	...	...	...	...
In progress	26'93	...	...	...	...	...	...
Total length sanctioned	98'59	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	22'12	...	...	...	...	...
In progress	2'25	...	...	...	...	...
Total length sanctioned	24'37	...	...	...	...	...
LINE OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic
In progress
Total length sanctioned
TOTAL.								
Opened for traffic	71'66	73'12	...	...	...	28'00	...
In progress	34'18	2'25	...	...	...	...	...
Total length sanctioned	105'84	75'37	...	...	...	28'00	...
TOTAL ALL RAILWAYS.								
Opened for traffic	2,802'50	2,281'97	2,860'54	2,795'26	2,295'77	1,178'75	105'50	886'16
In progress	251'59	88'77	797'44	582'33	525'06	110'67	571'58	261'00
Total length sanctioned	3,054'09	2,370'74	3,657'98	3,377'59	2,820'83	1,289'42	677'08	1,147'16
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.								
Opened for traffic	31'12	39'50	4'18	...	28'00	7'76
In progress	69'00	...	10'85	...	...	...
Total length sanctioned	100'12	39'50	15'03	...	28'00	7'76

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Classification No.	RAILWAY.	NATIVE STATES TRAVERSED.							
		Names of states.	COMMENCES AT		ENDS AT		Intermediate length.		
			Distance from Naini junction.	Nearest railway station.	Distance from Naini junction.	Nearest railway station.			
			Miles. Feet.		Miles. Feet.	Miles. Feet.			
I	STANDARD GAUGE. EAST INDIAN	Rewah*	29 295	Shiurájpur	34 990	Bargarh	5 695		
		Rewah*	43 2,715	Bargarh	46 3,012	Dabhaura	3 297		
		Rewah*	47 372	Dabhaura	51 2,482	Dabhaura	4 2,110		
		Rewah*	98 1,683	Jaitwár	112 3,241	Sutna	14 1,558		
		Baraundha*	83 4,121	Majhgawán	84 1,510	Majhgawán	... 2,669		
		Kothi*	84 1,510	Majhgawán	85 2,711	Majhgawán	1 1,201		
		Kothi*	90 896	Majhgawán	91 321	Majhgawán	... 4,705		
		Sohawal*	85 2,711	Majhgawán	87 3,990	Majhgawán	2 1,279		
		Sohawal*	91 321	Majhgawán	95 5,156	Jaitwár	4 4,835		
		Panna*	87 3,990	Majhgawán	90 896	Majhgawán	2 2,186		
		Nagode*	95 5,156	Jaitwár	98 1,683	Jaitwár	2 1,807		
		Nagode*	112 3,241	Sutna	128 2,099	Maihar	15 4,138		
		Maihar*	128 2,099	Maihar	160 4,525	Jukehi	32 2,426		
						TOTAL	89 3,506		
				Distance from Nágpur junction.		Distance from Nágpur junction.			
II	BENGAL-NÁGPUR KATNI BRANCH	Khairagarh	114 3,871	Bortaláo	139 1,705	Musrá	24 3,114		
		Nándgaon	139 1,705	Musrá	158 2,747	Muripár	19 1,042		
		Sakti	302 ...	Báráduár	311 2,560	Sakti	9 2,560		
		Raigarh	311 2,560	Sakti	349 3,841	Jamga	38 1,281		
		Gángpur	349 3,841	Jamga	365 3,648	Belpahár	15 5,087		
		Gángpur	397 ...	Bágdehi	403 204	Bámra	6 204		
		Gángpur	419 1,615	Gárpos	463 2,500	Jaraikela	44 1,885		
		Bámra	403 204	Bámra	419 615	Gárpos	16 411		
		Sarikela, including Banksai and Dugni zamindaris	514 1,400	Amda	541 2,076	Kandra	7 676		
		Rewah	329 3,874	Khairi	430 3,939	Chandia	101 65		
						TOTAL	282 485		
				Distance from Itársi junction.		Distance from Itársi junction.			
		III	INDIAN MIDLAND— BHOPAL-JHÁNSI-AGRA SECTION.	Bhopal	56 5,023	Bhopal	87 3,105	Bhilsa	30 3,362
				Gwalior	87 3,105	Bhilsa	116 3,160	Básoda	29 55
				Kurwai	116 3,160	Básoda	117 1,096	Básoda	... 3,216
Gwalior	117 1,096			Básoda	120 2,756	Bágru	3 1,660		
Kurwai	120 2,756			Bágru	122 216	Bágru	1 2,740		
Gwalior	122 216			Bágru	128 2,206	Kalhar	6 1,990		
Bhopal	128 2,206			Kalhar	129 5,206	Bamora	1 3,000		
Kurwai	129 5,206			Bamora	131 3,186	Bamora	1 3,260		
Kurwai	132 4,866			Bamora	137 4,316	Kethora	4 4,730		
Orchha	212 129			Basai	213 3,534	Basai	1 3,405		
Khaniadhána	213 3,534			Basai	217 2,539	Basai	3 4,285		
Datia	248 1,961			Datia	266 4,990	Dabra	18 3,029		
Gwalior	266 4,990			Dabra	334 1,591	Hetampur	67 1,881		
Dholpur	334 1,591			Hetampur	353 4,745	Saiya	19 3,154		
JHÁNSI-MÁNIKPUR SECTION. JHÁNSI-CAWNPORE SECTION.	Orchha			242 477	Jhánsi	243 2,547	Jhánsi	1 2,070	
	Orchha		244 1,097	Jhánsi	246 357	Barwa Ságar	1 4,540		
	Orchha		246 3,937	Barwa Ságar	249 2,907	Barwa Ságar	2 4,250		
	Orchha		252 437	Barwa Ságar	258 647	Teharka	6 210		
	Orchha		248 4,287	Teharka	258 4,587	Teharka	10 300		
	Orchha		260 1,087	Teharka	267 3,467	Teharka	7 2,380		
	Alipura		286 2,217	Harpálpur	290 4,107	Harpálpur	4 1,890		
	Alipura		292 3,927	Harpálpur	293 1,517	Harpálpur	... 2,870		
	Garauli		300 827	Jaitpur	301 1,327	Jaitpur	1 500		
	Pahra		391 322	Tamlia	391 2,322	Tamlia	... 2,000		
	Taraon		391 2,322	Tamlia	396 2,467	Chitrakot	5 145		
	Samther		263 4,907	Moth	268 1,617	Moth	4 1,990		
	Samther		276 4,317	Púnch	279 2,877	Púnch	2 3,840		
	Samther		281 767	Púnch	284 3,277	Púnch	3 2,510		
						TOTAL	242 622		
					Carried over	613 4,613			

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—continued.
Table of railways constructed in, or traversing, native states—continued.

Classification No.	RAILWAY.	Names of states.	NATIVE STATES TRAVERSED.				Intermediate length.
			COMMENCES AT		ENDS AT		
			Distance from Godhra.	Nearest railway station.	Distance from Godhra.	Nearest railway station.	
V	STANDARD GAUGE —continued. GODHRA-RUTLAM-NAGDA.		Miles. Feet.		Miles. Feet.	Brought forward.	Miles. Feet.
		Baria	14 1,940	Sunth Road	15 2,400	Sunth Road	613 4,613
		Baria	15 4,150	Sunth Road	35 1,041	Jékót	1 460
		Jhabua	59 2,230	Anás	66 330	Meghnagar	19 2,171
		Jhabua	66 330	Meghnagar	68 800	Meghnagar	6 3,380
		Jhabua	68 800	Meghnagar	75 1,355	Bajranggarh	2 470
		Indore	75 1,355	Bajranggarh	83 3,630	Amargarh	7 551
		Jhabua	83 3,630	Amargarh	84 4,130	Amargarh	8 2,271
		Indore	84 4,130	Amargarh	88 500	Bamnia	1 500
		Jhabua	88 500	Bamnia	91 2,340	Bhairongarh	3 1,650
		Sailana	91 2,340	Bhairongarh	107 3,080	Marwani	3 1,840
		Rutlam	107 3,080	Marwani	115 1,610	Rutlam	16 740
						TOTAL	76 2,010
VII	DHOND-MANMÁD .	Hyderabad	Distance from Dhond junction. 105 3,432	Puntámba	Distance from Dhond junction. 107 2,145	Samvatsar	1 3,990
			Distance from Kurrachee.		Distance from Kurrachee.		
XII	NORTH WESTERN (STATE).	Patiála	951 808	Sánahwál	955 1,668	Doráha	4 86
		Patiála	956 3,474	Doráha	957 2,550	Doráha . . . . .	... 4,35
		Patiála	963 375	Khanna	963 4,029	Khanna . . . . .	... 3,65
		Patiála	969 3,817	Khanna	970 4,023	Khanna	1 20
		Nábha	970 4,023	Khanna	970 5,037	Khanna . . . . .	... 1,01
		Patiála	970 5,037	Khanna	971 3,126	Sirhínd . . . . .	... 3,36
		Nábha	971 3,126	Sirhínd	971 3,500	Sirhínd . . . . .	... 37
		Patiála	971 3,500	Sirhínd	1,002 3,892	Umballa City	31 39
		Kapurthala	882 3,803	East bank, Beas	893 1,133	Hamira	10 2,610
		Kapurthala	910 509	Jullundur Cantonment	921 918	Phagwára	11 40
		Bahawalpur*	407 1,668	Reti	554 3,777	Adamwahan bridge	147 2,100
		Kalát	359 4,100	Jacobabad	Ends beyond limit of main line section.	TOTAL	207 3,510
		XIV	OUDEH AND ROHIL-KHAND (STATE).	Rámpur	Distance from Moghal Sarai. 376 3,264	Mungra	Distance from Moghal Sarai. 377 1,244	Mungra . . . . .	... 3,26
Rámpur	377 3,654			Milak	396 1,989	Rámpur	18 3,610
						TOTAL	19 1,590
XXIV	GREAT INDIAN PEN-INSULA.	Akalkot*	298 4,257	Tilate	315 2,970	Boroti	16 3,990
		Kurundvád	315 2,970	Boroti	324 478	Dudhni	8 2,780
		Hyderabad	324 468	Dudhni	442 236	Ráichúr	117 5,040
		Hyderabad	300 1,402	Khámkhed	452 825	Pulgaon	151 4,700
						TOTAL	295 690
XXV	BOMBAY, BARODA AND CENTRAL INDIA— BOMBAY TO AHMEDABAD. AHMEDABAD TO WADHWÁN.	Baroda*	134 2,290	Bilimora	137 3,855	Amalsád	3 1,565
		Baroda*	137 5,157	Amalsád	138 2,797	Amalsád . . . . .	... 2,920
		Sachin*	142 2,230	Amalsád	143 4,676	Vedcha	1 2,446
		Baroda*	148 1,942	Navsári	156 2,134	Sachin	8 192
		Sachin*	156 2,134	Sachin	160 4,446	Sachin	4 2,312
		Baroda*	177 1,994	Sáyan	177 2,657	Sáyan . . . . .	... 663
		Baroda*	177 1,994	Sáyan	190 2,344	Pánoli	7 3,387
		Baroda*	182 4,237	Kim	190 2,344	Pálej . . . . .	... 4,975
		Baroda*	217 4,285	Pálej	218 3,980	Vásad	38 3,522
		Baroda*	219 4,898	Pálej	258 3,140	Mehmadabad	1 1,965
		Baroda*	286 1,296	Nadiád	287 3,261	Sábli Road	1 3,080
		Bajána	357 3,960	Sábli Road	359 1,760	Lilápur Road	6 1,715
		Bajána	360 1,795	Sábli Road	366 3,510	Lilápur Road . . . . .	... 240
		Lakhtar	366 3,510	Lilápur Road	366 3,750	Lakhtar	8 5,210
		Lakhtar	369 4,240	Lilápur Road	378 4,170	Wadhwán	10 4,130
		Wadhwán	378 4,170	Lakhtar	389 3,020	TOTAL	94 1,360
						Carried over	1,308 1,930

* The lands occupied by the North Western (state), Great Indian Peninsula and the Bombay, Baroda and Central India railways in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—continued.

Table of railways constructed in, or traversing, native states—continued.

Classification No.	RAILWAY.	NATIVE STATES TRAVERSED.					
		Names of states.	COMMENCES AT		ENDS AT		Intermediate length.
			Distance from Viramgám junction.	Nearest railway station.	Distance from Viramgám junction.	Nearest railway station.	
			Miles. Feet.		Miles. Feet.	Miles. Feet.	
XXV	STANDARD GAUGE—contd. BOMBAY, BARODA AND CENTRAL INDIA—concl'd. PÁTRI BRANCH.					Brought forward.	1,308 1,93
		Pátri	6 3,829	Jhund	9 2,326	Jhund	2 3,77
		Bajána	9 2,336	Jhund	11 196	Jhund	1 3,14
		Pátri	11 196	Jhund	20 2,340	Pátri	9 2,14
						TOTAL	13 3,78
XXVI	MADRAS— SOUTH-WEST LINE— BANGALORE BRANCH NORTH-WEST LINE		Distance from Madras.		Distance from Madras.		
		Mysore	163 1,459	Kámasamudram	219 1,875	Bangalore City	56 4
		Hyderabad	333 5,170	Tungabhadra	350 4,310	Ráichúr	16 4,4
						TOTAL	72 4,8
XXVII	DELHI-UMBALLA-KALKA.		Distance from Jumna bridge, Delhi.		Distance from Jumna bridge, Delhi.		
		Patiála	131 686	Lalru	136 2,940	Ghaggar	5 2,2
		Kalsia	136 2,940	Ghaggar	137 4,900	Ghaggar	1 1,9
		Patiála	137 4,900	Ghaggar	138 5,220	Ghaggar	1 3
		Kalsia	138 5,220	Ghaggar	142 4,623	Ghaggar	3 4,6
		Kalsia	144 3,250	Ghaggar	147 3,355	Ghaggar	3 1
		Patiála	154 4,463	Chandigarh	160 4,262	Kalka . . . . .	... 1,9
		Patiála	161 836	Kalka	161 2,736	Kalka	5 5,0
						TOTAL	21 5
XXXI	KHÁMGAON	Hyderabad . . . . .	...	Jalamb	7 2,889	Khámgaon	7 2,8
XXXII	AMRÁOTI	Hyderabad . . . . .	...	Badnera	5 2,300	Amráoti	5 2,3
XXXIII	BÍNA-GOONA—	Gwalior	157 652	Mangavali	216 5,012	Goona	59 4,3
XXXIV	BHOPAL-UJJAIN		Distance from Bhopal.		Distance from Bhopal.		
		Bhopal . . . . .	... ..	Bhopal	32 455	Parbati	32 4
		Gwalior	32 455	Parbati	90 2,755	Maksi	58 2,3
		Indore	90 2,755	Maksi	100 1,655	Tajpur	9 4,1
		Dewas (senior)	100 1,655	Tajpur	102 1,305	Tajpur	1 4,9
		Gwalior	102 1,305	Tajpur	114 55	Ujjain	11 4,0
						TOTAL	114
XXXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	Bhopal	13 660	Hoshangabad	56 5,023	Bhopal	43 4,3
XXXVI	THE NIZAM'S GUARANTEED STATE.		Distance from Wádi junction.		Distance from Wádi junction.		
		Hyderabad . . . . .	...	Wádi	312 4,893	Gangineni	312 4,8
		Hyderabad	111 2,800	Husain Ságar	115 280	Hyderabad	3 2,7
		Hyderabad	115 2,421	Trimulgherry	117 3,440	Trimulgherry	2 1,0
		Hyderabad	254 4,481	Dornakal	271 1,754	Mineral terminus	16 2,55
						TOTAL	335 66
XXXVII	THE GAEKWAR'S PETLÁD— ANAND TO PETLÁD	Baroda	6 420	Agás	13 1,860	Petlád	7 1,44
						Carried over	1,989 77

Table of railways constructed in, or traversing, native states—continued.

Classification No.	RAILWAY.	Names of states.	NATIVE STATES TRAVERSED.										
			COMMENCES AT		ENDS AT		Intermediate length.						
			Distance from Madras.	Nearest railway station.	Distance from Madras.	Nearest railway station.							
Miles.	Feet.	Miles.	Feet.	Miles.	Feet.								
CXXVIII	STANDARD GAUGE—concl'd. KOLAR GOLD-FIELDS	Mysore . . .	175	2,444	Bowringpet . . .	185	2,151	Brought forward . . .	1,989	779			
							Marikuppam . . .	9	4,987				
XL	RAJPURA-BHÁTINDA .	Patiála . . . Nábha . . . Patiála . . . Nábha . . . Patiála . . . Nábha . . . Patiála . . . Nábha . . . Patiála . . . Nábha . . . Patiála . . . Nábha . . . Patiála . . . Patiála . . .	992	3,865	Rájpura . . .	1,014	665	Dhablán . . .	21	2,080			
			1,014	665	Dhablán . . .	1,017	1,705	Dhablán . . .	3	1,040			
			1,017	1,705	Dhablán . . .	1,019	2,365	Dhablán . . .	2	660			
			1,019	2,365	Nábha . . .	1,025	2,297	Nábha . . .	5	5,212			
			1,025	2,297	Nábha . . .	1,027	2,323	Nábha . . .	2	26			
			1,027	2,323	Nábha . . .	1,028	1,726	Chintanwala . . .	...	4,683		
			1,028	1,726	Chintanwala . . .	1,033	1,199	Chintanwala . . .	4	4,753			
			1,033	1,199	Chintanwala . . .	1,035	1,526	Chintanwala . . .	2	327			
			1,035	1,526	Chintanwala . . .	1,073	4,340	Tappa . . .	38	2,814			
			1,075	908	Tappa . . .	1,080	2,286	Rámpura Phúl . . .	5	1,378			
			1,080	2,286	Rámpura Phúl . . .	1,081	3,078	Rámpura Phúl . . .	1	792			
			1,093	2,217	Bhuchchu . . .	1,100	2,941	Bhátinda . . .	7	824			
								TOTAL . . .	94	3,469			
			XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Kashmir . . .	920	2,640	Suchetgarh . . .	936	2,217	Tawi river . . .	15	4,857
							TOTAL STANDARD GAUGE . . .	2,109	3,532				
XLV	METRE GAUGE RAJPUTANA-MALWA— DELHI TO AHMED-ABAD.	Patandi . . . Patandi . . . Nábha . . . Ulwur . . . Jeypore . . . Jeypore . . . Jeypore . . . Kishengurh . . . Kishengurh . . . Kishengurh . . . Kishengurh . . . Jodhpore . . . Sirohee . . . Pálanpur . . . Baroda . . .	Distance from Delhi junction.		Játaoli . . . Játaoli . . . Báwal . . . Ajeráka . . . Baswa . . . Sáli . . . Sáli . . . Sáli . . . Sáli . . . Sáli . . . Tilaunia . . . Tilaunia . . . Tilaunia . . . Sendra . . . Keshavganj . . . Maval . . . Chhápi . . .	Distance from Delhi junction.		Játaoli . . . Játaoli . . . Ajeráka . . . Baswa . . . Sáli . . . Sáli . . . Tilaunia . . . Sáli . . . Sáli . . . Tilaunia . . . Kishengurh . . . Keshavganj . . . Maval . . . Chhápi . . . Kálol . . .					
			35	194	Játaoli . . .	39	177	Játaoli . . .	3	5,263			
			41	218	Játaoli . . .	41	255	Játaoli . . .	...	37		
			57	180	Báwal . . .	68	5	Ajeráka . . .	10	5,105			
			68	5	Ajeráka . . .	125	...	Baswa . . .	56	5,275			
			125	...	Baswa . . .	245	3,100	Sáli . . .	120	3,100			
			245	4,460	Sáli . . .	246	570	Sáli . . .	...	1,390		
			246	1,025	Sáli . . .	247	2,645	Tilaunia . . .	1	1,620			
			245	3,100	Sáli . . .	245	4,460	Sáli . . .	...	1,360		
			246	570	Sáli . . .	246	1,025	Sáli . . .	...	455		
			247	2,645	Tilaunia . . .	249	1,173	Tilaunia . . .	1	3,808			
			251	1,109	Tilaunia . . .	261	217	Kishengurh . . .	9	4,388			
			318	888	Sendra . . .	431	4,261	Keshavganj . . .	113	3,373			
			431	4,261	Keshavganj . . .	472	1,508	Maval . . .	40	2,527			
			472	1,508	Maval . . .	511	4,520	Chhápi . . .	39	3,012			
			511	4,520	Chhápi . . .	568	750	Kálol . . .	56	1,510			
								TOTAL . . .	455	5,263			
	SÁMBHAR BRANCH .	Jeypore and Jodhpore . . . Jodhpore . . .	Distance from Phulera junction.		Phulera . . .	6	7	Sámbhar . . .	4	5,239			
			1	48	Sámbhar . . .	21	5,214	Kucháman Road . . .	15	5,207			
			6	7				TOTAL . . .	20	5,166			
	AGRA BRANCH .	Bhurtpore . . . Ulwur . . . Ulwur . . . Ulwur . . . Ulwur . . . Ulwur . . . Jeypore . . . Jeypore . . . Jeypore . . . Jeypore . . . Jeypore . . .	Distance from Agra junction.		Ikran . . .	58	119	Kherli . . .	37	31			
			21	88	Kherli . . .	67	83	Ghosráná . . .	8	5,244			
			58	119	Ghosráná . . .	69	150	Ghosráná . . .	...	5,262		
			68	168	Hindaun Road . . .	77	50	Rámpura . . .	1	50			
			76	...	Rámpura . . .	83	145	Biwai . . .	5	120			
			78	25	Biwai . . .	87	43	Biwai . . .	2	43			
			85	...	Ghosráná . . .	68	168	Ghosráná . . .	1	85			
			67	83	Ghosráná . . .	76	...	Hindaun Road . . .	6	5,130			
			69	150	Ghosráná . . .	78	25	Rámpura . . .	...	5,255		
			77	50	Rámpura . . .	85	...	Biwai . . .	1	5,135			
			83	145	Biwai . . .	93	2,758	Bándikui . . .	6	2,715			
			87	43	Biwai . . .						TOTAL . . .	72	2,670
											Carried over . . .	549	2,531

APPENDIX F—continued.

Table of railways constructed in, or traversing, native states—continued.

Classification No.	RAILWAY.	Names of states.	NATIVE STATES TRAVERSED.				Intermediate length.					
			COMMENCES AT		ENDS AT							
			Distance from Ajmere junction.	Nearest railway station.	Distance from Ajmere junction.	Nearest railway station.						
XLV	METRE GAUGE— contd. RAJPUTANA-MALWA— concl'd. MALWA SECTION (AJMERE TO KHANDWA).		Miles.	Feet.			Brought forward	549	2,539			
		Oodeypore . . .	41	1,950	Barl . . .	122	5,030	Shambhúpúra . . .	81	3,080		
		Oodeypore . . .	125	5,090	Shambhúpúra . . .	127	1,250	Shambhúpúra . . .	1	1,440		
		Tonk . . .	122	5,030	Shambhúpúra . . .	125	5,090	Shambhúpúra . . .	3	60		
		Tonk . . .	127	1,250	Shambhúpúra . . .	138	2,200	Kesarpura . . .	11	950		
		Tonk . . .	143	2,700	Kesarpura . . .	145	1,200	Neemuch . . .	1	3,780		
		Gwalior . . .	138	2,200	Kesarpura . . .	143	2,700	Kesarpura . . .	5	500		
		Gwalior . . .	145	1,200	Neemuch . . .	163	2,400	Malhárgarh . . .	18	1,200		
		Gwalior . . .	174	2,720	Tharod . . .	205	5,130	Dhodhar . . .	31	2,410		
		Gwalior . . .	249	3,900	Runija . . .	258	3,160	Barnagar . . .	8	4,540		
		Gwalior . . .	259	4,070	Barnagar . . .	271	1,700	Chambal . . .	11	2,010		
		Gwalior . . .	278	2,360	Fatehabad . . .	281	3,600	Fatehabad . . .	3	1,240		
		Indore and Gwali- or combined . . .	282	2,900	Fatehabad . . .	285	4,800	Fatehabad . . .	3	1,900		
		Sindia . . .	287	2,700	Ajnod . . .	287	3,300	Ajnod . . .	...	600	
		Indore and Gwali- or combined . . .	288	1,700	Ajnod . . .	289	2,800	Ajnod . . .	1	1,100		
		Indore and Gwali- or combined . . .	291	2,900	Ajnod . . .	292	150	Ajnod . . .	...	2,530	
		Gwalior . . .	292	150	Ajnod . . .	294	150	Pália . . .	2	...		
		Jaora . . .	163	2,400	Malhárgarh . . .	170	1,700	Pípia . . .	6	4,580		
		Jaora . . .	171	4,980	Tharod . . .	172	4,280	Tharod . . .	...	4,580	
		Jaora . . .	173	1,000	Tharod . . .	173	1,650	Tharod . . .	...	650	
		Jaora . . .	205	5,130	Dhodhar . . .	219	4,080	Námli . . .	13	4,230		
		Indore . . .	170	1,700	Pípia . . .	171	4,980	Tharod . . .	1	3,280		
		Indore . . .	172	4,280	Tharod . . .	173	1,000	Tharod . . .	...	2,000	
		Indore . . .	173	1,650	Tharod . . .	174	2,720	Tharod . . .	1	1,070		
		Indore . . .	271	1,700	Chambal . . .	278	2,360	Fatehabad . . .	7	660		
		Indore . . .	281	3,600	Fatehabad . . .	282	2,900	Fatehabad . . .	...	4,580	
		Indore . . .	285	4,800	Fatehabad . . .	287	2,700	Ajnod . . .	1	3,180		
		Indore . . .	287	3,300	Ajnod . . .	288	1,700	Ajnod . . .	...	3,680	
		Indore . . .	289	2,800	Ajnod . . .	291	2,900	Ajnod . . .	2	100		
		Indore . . .	294	150	Pália . . .	355	...	Mortakka . . .	60	5,130		
		Indore . . .	358	1,200	Sanáwad . . .	363	1,800	Nimar Kheri . . .	5	600		
		Indore . . .	366	3,300	Nimar Kheri . . .	367	1,450	Nimar Kheri . . .	...	3,430	
		Rutlam . . .	219	4,080	Námli . . .	222	3,050	Námli . . .	2	4,250		
		Rutlam . . .	222	5,050	Námli . . .	226	650	Námli . . .	3	880		
		Rutlam . . .	229	550	Rutlam . . .	235	400	Rutlam . . .	5	5,130		
		Rutlam . . .	235	1,050	Rutlam . . .	242	4,830	Naugánwán . . .	7	3,780		
		Rutlam . . .	244	4,880	Naugánwán . . .	246	4,930	Naugánwán . . .	2	50		
		Sailána . . .	222	3,050	Námli . . .	222	5,050	Námli . . .	...	2,000	
		Sailána . . .	226	650	Námli . . .	229	550	Rutlam . . .	2	5,180		
		Sailána . . .	235	400	Rutlam . . .	235	1,050	Rutlam . . .	...	650	
		Sailána . . .	242	4,830	Naugánwán . . .	244	4,880	Naugánwán . . .	2	50		
		Sailána . . .	246	4,930	Naugánwán . . .	249	600	Runija . . .	2	950		
		Dhár . . .	249	600	Runija . . .	249	3,900	Runija . . .	...	3,300	
		Dhár . . .	258	3,160	Barnagar . . .	259	4,070	Barnagar . . .	1	910		
								TOTAL	319	2,080		
					Distance from Fatehabad junction.		Distance from Fatehabad junction.					
			UJJAIN BRANCH	Gwalior	Fatehabad . . .	10	400	Ujjain . . .	10	400	
				Indore . . .	10	400	Ujjain . . .	10	2,700	Ujjain	2,300
				Gwalior . . .	10	2,700	Ujjain . . .	14	1,500	Ujjain . . .	3	4,080
									TOTAL	14	1,500	
					Distance from Rewári junction.		Distance from Rewári junction.					
			REWÁRI TO FERÓZE- PORE.	Dujána . . .	19	1,300	Kosli . . .	19	3,350	Kosli	2,050
				Dujána . . .	20	220	Kosli . . .	22	430	Ihárlí . . .	2	210
				Jnd . . .	29	2,975	Ihárlí . . .	45	2,000	Mánheru . . .	15	4,305
				Patiála . . .	164	2,100	Kalánwáli . . .	190	2,330	Goniána . . .	26	230
				Patiála . . .	190	4,000	Goniána . . .	191	300	Goniána	1,580
				Farídkot . . .	190	2,330	Goniána . . .	190	4,000	Goniána	1,670
				Farídkot . . .	191	300	Goniána . . .	195	2,400	Goniána . . .	4	2,100
				Farídkot . . .	203	2,475	Jaitu . . .	231	2,200	Golehwála . . .	27	5,005
				Nábha . . .	195	2,400	Goniána . . .	203	2,475	Jaitu . . .	8	75
									TOTAL	85	1,385	
									Carried over	968	2,224	

Table of railways constructed in, or traversing, native states—continued.

Classification No.	RAILWAY.	Names of states.	NATIVE STATES TRAVERSED.				
			COMMENCES AT		ENDS AT		Intermediate length.
			Distance from Kot Kapura junction.	Nearest railway station.	Distance from Kot Kapura junction.	Nearest railway station.	
			Miles. Feet.		Miles. Feet.	Miles. Feet.	
XLV	METRE GAUGE— <i>contd.</i> RAJPUTANA-MALWA— <i>concl'd.</i> FÁZILKA BRANCH .	Farídkot . . .	...	Kot Kapúra . . .	7 2,350	Brought forward . . .	968 2,224
						Bariwála . . .	7 2,350
	CAWNPORE TO ACHNERA.	Bhurtpore . . .	Distance from Cawnpore. 221 3,540	Bhainsa . . .	Distance from Cawnpore. 225 384	Bhainsa . . .	3 2,124
			Distance from Pálanpur.		Distance from Pálanpur.		
XLVI	PÁLANPUR-DEESA .	Pálanpur . . .	...	Pálanpur . . .	17 2,240	Deesa . . .	17 2,240
			Distance from Portuguese frontier		Distance from Portuguese frontier.		
XLVII	SOUTHERN MAH- RATTA—MAIN LINE	Hyderabad . . .	126 3,813	Harlápúr . . .	161 488	Munirabad . . .	34 1,955
		Akalkot . . .	395 4,488	Tarlupádu . . .	405 3,549	Márkapur Road . . .	9 4,341
		Akalkot . . .	408 3,436	Márkapur Road . . .	409 2,845	Gajjalakonda . . .	... 4,689
		Akalkot . . .	412 1,883	Gajjalakonda . . .	429 3,300	Kurichédu . . .	17 1,417
						TOTAL . . .	62 1,842
			Distance from Londa junction.		Distance from Londa junction.		
	POONA BRANCH .	Kurundvád . . .	26 1,125	Desur . . .	28 4,325	Desur . . .	2 3,200
		Sángli . . .	37 4,150	Sulebhávi . . .	38 2,975	Sulebhávi . . .	... 4,105
		Sángli . . .	41 2,625	Sulebhávi . . .	47 1,250	Suldhál . . .	5 3,905
		Kurundvád . . .	49 3,375	Suldhál . . .	50 2,200	Suldhál . . .	... 4,105
		Kolhápúr . . .	79 3,500	Chikodi Road . . .	80 3,100	Chikodi Road . . .	... 4,880
		Kurundvád . . .	80 3,100	Chikodi Road . . .	82 3,350	Raibag . . .	2 250
		Kolhápúr . . .	82 3,350	Raibag . . .	88 4,125	Raibag . . .	6 775
		Kolhápúr . . .	91 50	Raibag . . .	94 4,000	Kudchi . . .	3 3,950
		Sángli . . .	99 900	Kudchi . . .	103 1,825	Shedbal . . .	4 925
		Miraj . . .	108 1,875	Shedbal . . .	110 4,280	Shedbal . . .	2 2,405
		Sángli . . .	110 4,280	Shedbal . . .	113 5,125	Miraj . . .	3 845
		Miraj . . .	113 5,125	Miraj . . .	119 5,230	Miraj . . .	6 105
		Sángli . . .	123 1,900	Sángli . . .	123 2,200	Sángli . . .	... 305
		Miraj . . .	123 2,000	Sángli . . .	125 2,480	Sángli . . .	2 480
		Sángli . . .	125 2,480	Sángli . . .	126 2,950	Sángli . . .	1 470
		Sángli . . .	127 1,600	Sángli . . .	130 2,120	Ashta Road . . .	3 520
		Aundh . . .	142 1,800	Kundal Road . . .	143 2,590	Kundal Road . . .	1 790
		Sángli . . .	143 2,575	Kundal Road . . .	143 4,825	Kundal Road . . .	... 2,250
		Aundh . . .	144 2,825	Kundal Road . . .	145 1,575	Takari . . .	... 4,030
		Sángli . . .	145 1,575	Takarí . . .	146 1,850	Takari . . .	1 275
		Sángli . . .	146 3,950	Takarí . . .	147 1,340	Takari . . .	... 2,670
		Aundh . . .	150 3,420	Takarí . . .	151 3,160	Shenoli . . .	... 5,020
		Aundh . . .	164 4,225	Karad . . .	165 1,380	Karad . . .	... 2,435
		Jamkhandi . . .	169 3,250	Masur . . .	171 1,675	Masur . . .	1 3,705
		Phaltan . . .	212 2,575	Wathar . . .	224 140	Lonand . . .	11 2,845
						TOTAL . . .	63 2,440
			Distance from Gadag junction.		Distance from Gadag junction.		
	BIJÁPUR BRANCH .	Rámdrug . . .	21 2,030	Mallápúr . . .	26 3,380	Álúr . . .	5 1,350
		Sángli . . .	149 3,980	Lachyán . . .	153 5,250	Lachyán . . .	4 1,270
		Akalkot . . .	156 1,320	Lachyán . . .	166 2,860	Tadval . . .	10 1,540
						TOTAL . . .	19 4,160
			Distance from Hubli junction.		Distance from Hubli junction.		
	HARIHAR BRANCH	Jamkhandi . . .	5 807	Kundgol . . .	18 4,826	Gudgeri . . .	13 4,019
		Miraj (Junior) . . .	18 4,826	Gudgeri . . .	23 4,284	Yalvigi . . .	4 4,738
		Savanúr . . .	30 2,009	Hattimattur . . .	30 2,656	Hattimattur . . .	... 617
		Savanúr . . .	37 588	Karajgi . . .	38 4,558	Karajgi . . .	1 3,970
						TOTAL . . .	20 2,814
IX	SOUTHERN MAHRATTA (MYSORE SECTION).	Mysore . . .	81 1,320	Harihar . . .	377 1,636	Mysore . . .	296 316
						Carried over . . .	1,458 4,670

APPENDIX F—continued.

Table of railways constructed in, or traversing, native states—continued.

Classification No.	RAILWAY.	NATIVE STATES TRAVERSED.												
		Names of states.	COMMENCES AT		ENDS AT		Intermediate length.							
			Distance from Jetalsar junction.	Nearest railway station.	Distance from Jetalsar junction.	Nearest railway station.								
		Miles.	Feet.	Miles.	Feet.	Miles.	Feet.							
LXIX	METRE GAUGE— <i>concl'd.</i> BHÁVNAGAR-GONDAL- JUNÁGARH-PORBAN- DAR— <i>concl'd.</i> DHOLA TO PORBAN- DAR.					Brought forward	2,046	4,979						
		Bhávnagar	32	...	Dhola	32	4,820	Dhola	...	4,820				
		Vangadhra	32	4,820	Dhola	33	500	Dhola	...	960				
		Bhojavadar	33	500	Dhola	34	880	Dhola	...	380				
		Bhávnagar	34	880	Dhola	34	1,100	Dhola	...	220				
		Limbda	37	850	Jália	40	2,000	Jália	...	1,150				
		Jália	40	2,000	Jália	41	1,000	Jália	...	4,280				
		Bhávnagar	41	1,000	Jália	47	1,350	Dhasa	...	350				
		Baroda	47	1,350	Dhasa	54	4,900	Láthi	...	3,550				
		Láthi	54	4,900	Láthi	58	2,520	Láthi	...	2,900				
		Jetpur	58	2,520	Láthi	63	480	Chital	...	3,240				
		Baroda	63	480	Chital	65	100	Chital	...	4,900				
		Jetpur	65	100	Chital	70	3,620	Chital	...	3,520				
		Kotra Pitha	70	3,620	Chital	73	2,930	Luni-dhár	...	4,590				
		Jetpur	73	2,930	Luni-dhár	78	1,700	Luni-dhár	...	4,050				
		Junágarh	78	1,700	Luni-dhár	78	3,950	Luni-dhár	...	2,250				
		Jetpur	78	3,950	Luni-dhár	87	5,110	Kunkáváv	...	1,160				
		Junágarh	87	5,110	Kunkáváv	91	3,860	Khákharya	...	4,030				
		Jetpur	91	3,860	Khákharya	94	2,400	Khákharya	...	3,820				
		Junágarh	94	2,400	Khákharya	96	800	Vávdi	...	3,680				
		Bantwa	96	800	Vávdi	96	4,500	Vávdi	...	3,700				
		Junágarh	96	4,500	Vávdi	97	1,420	Vávdi	...	2,200				
		Bantwa	97	1,420	Vávdi	98	1,660	Vávdi	...	240				
		Junágarh	98	1,660	Vávdi	101	4,700	Vávdi	...	3,040				
		Jetpur	101	4,700	Vávdi	110	3,100	Jetalsar	...	3,680				
		Gondal	110	3,100	Jetalsar	112	4,100	Jetalsar	...	1,000				
		Junágarh	112	4,100	Jetalsar	117	1,200	Dhoraji	...	2,380				
		Gondal	117	1,200	Dhoraji	151	2,330	Jám Jodhpore	...	1,130				
		Navanagar	151	2,330	Jám Jodhpore	173	300	Sakhpur	...	3,250				
		Porbandar	173	300	Sakhpur	189	5,150	Porbandar	...	4,850				
								TOTAL	240	2,630				
		LXX	JETALSAR TO VERÁVAL	Gondal	...	Jetalsar	1	4,670	Jetalsar	1	4,670			
				Jetpur	1	4,670	Jetalsar	4	2,055	Choki	2	2,665		
				Gondal	4	2,055	Choki	4	3,610	Choki	...	1,555		
				Junágarh	4	3,610	Choki	40	5,010	Keshod	36	1,400		
				Junágarh	40	5,010	Keshod	47	1,050	Mália	6	1,320		
				Junágarh	47	1,050	Mália	67	980	Verával	19	5,210		
										TOTAL	67	980		
				LXX	JETALSAR-RÁJKOT	Gondal	...	Jetalsar	...	4,400	Jetalsar	...	4,400	
						Junágarh	...	4,400	Jetalsar	4	1,590	Navagadh	3	2,470
						Jetpur	4	1,590	Navagadh	8	3,400	Virpur	4	1,810
		Virpur	8			3,400	Virpur	12	5,165	Virpur	4	1,765		
		Gondal	12			5,165	Virpur	27	4,040	Gondal	14	4,155		
		Kotra Sangani	27			4,040	Gondal	31	3,970	Ribda	3	5,210		
		Gondal	31			3,970	Ribda	34	20	Ribda	2	1,330		
		Shahpur	34			20	Ribda	36	2,300	Ribda	2	2,280		
		Gadhka	36			2,300	Ribda	36	4,975	Ribda	...	2,675		
		Lodhika	36			4,975	Ribda	37	225	Ribda	...	530		
		Gadhka	37			225	Ribda	38	2,570	Ribda	...	2,345		
		Lodhika	38			2,570	Ribda	38	3,040	Ribda	...	470		
		Kankashiali	38			3,040	Ribda	39	2,610	Ribda	...	4,850		
		Kotaria	39			2,610	Ribda	42	2,600	Rájkot	2	5,270		
		Rájkot	42			2,600	Rájkot	45	3,100	Rájkot	3	500		
		Rájkot	45			3,700	Rájkot	45	4,800	Rájkot	...	1,100		
										TOTAL	45	4,200		
								TOTAL METRE GAUGE.	2,400	2,229				

APPENDIX F—concluded.

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	RAILWAY.	NATIVE STATES TRAVERSED.						
		Names of states.	COMMENCES AT		ENDS AT		Intermediate length.	
			Distance from Miyágám junction.	Nearest railway station.	Distance from Miyágám junction.	Nearest railway station.		
			Miles. Feet.		Miles. Feet.		Miles. Feet.	
LXXX	SPECIAL (2' 6") GAUGE. THE GAEKWAR'S DABHOI—MIYÁGÁM BODELI.	Baroda . . .	...	Miyágám . . .	42 1,051	Bodeli . . .	42 1,0
			Distance from Vishvámitri junction.		Distance from Vishvámitri junction.			
	VISHVÁMITRI CHÁNDOD.	Baroda . . .	...	Vishvámitri . . .	26 2,010	Ten Taláv . . .	26 2,
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv . . .	29 3,000	Chándod . . .	3	
		Distance from Gitaldaha ghát.		Distance from Gitaldaha ghát.		TOTAL . . .	29 3,	
LXXXII	COOCH BEHAR . . .	Cooch Behar . . .	...	Gitaldaha ghát . . .	22 634	Torsá river . . .	22
			Distance from Wadhván junction.		Distance from Wadhván junction.			
LXXXIII	MORVI . . .	Wadhván . . .	1 ..	Wadhván . . .	2 1,440	Wadhván . . .	1 1,	
		Kherali . . .	2 1,440	Wadhván . . .	4 1,440	Wadhván . . .	2 . .	
		Múli . . .	4 1,440	Wadhván . . .	19 192	Múli . . .	14 4 .	
		Sáyla . . .	19 192	Múli . . .	31 2,280	Dolia . . .	12 2 .	
		Chotila . . .	31 2,280	Dolia . . .	33 72	Thán . . .	1 3 .	
		Lakhtar . . .	33 72	Thán . . .	42 408	Thán . . .	9 . .	
		Vánkáner . . .	42 408	Thán . . .	59 3,420	Vánkáner . . .	17 3 .	
		Morvi . . .	59 3,420	Vánkáner . . .	68 500	Morvi . . .	8 2 .	
		RÁJKOT BRANCH . . .	Vánkáner . . .	51 4,800	Vánkáner . . .	64 3,000	Sindhávar . . .	12 3 .
			Dhrol . . .	64 3,000	Sindhávar . . .	65 3,168	Sindhávar . . .	1 . .
			Kotháriá . . .	65 3,168	Sindhávar . . .	70 1,248	Kotháriá . . .	4 3 .
			Gavaridar . . .	70 1,248	Kotháriá . . .	73 3,384	Rájkot . . .	3 2 .
			Rájkot . . .	73 3,384	Rájkot . . .	77 1,728	Rájkot . . .	3 4 .
							TOTAL . . .	92 3 .
							TOTAL SPECIAL GAUGE.	186 3 .
				TOTAL ALL GAUGES	4,696 3 .			

APPENDIX G.

APPENDIX F—concluded.

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	RAILWAY.	NATIVE STATES TRAVERSED.					
		Names of states.	COMMENCES AT		ENDS AT		Intermediate length.
			Distance from Miyágám junction.	Nearest railway station.	Distance from Miyágám junction.	Nearest railway station.	
			Miles. Feet.		Miles. Feet.	Miles. Feet.	
LXXX	SPECIAL (2' 6") GAUGE. THE GAEKWAR'S DABHOI— MIYÁGÁM BODELI.	Baroda . . .	...	Miyágám . . .	42 1,051	Bodeli . . .	42 1,051
			Distance from Vishvámitri junction.		Distance from Vishvámitri junction.		
	VISHVÁMITRI CHÁNDOD.	Baroda . . .	...	Vishvámitri . . .	26 2,010	Ten Taláv . . .	26 2,010
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv . . .	29 3,000	Chándod . . .	3 990
		Distance from Gitaldaha ghát.		Distance from Gitaldaha ghát.		TOTAL . . .	29 3,000
LXXXII	COOCH BEHAR . . .	Cooch Behar . . .	...	Gitaldaha ghát . . .	22 634	Torsá river . . .	22 634
			Distance from Wadhván junction.		Distance from Wadhván junction.		
LXXXIII	MORVI . . .	Wadhván . . .	1 ...	Wadhván . . .	2 1,440	Wadhván . . .	1 1,440
		Kherali . . .	2 1,440	Wadhván . . .	4 1,440	Wadhván . . .	2 ...
		Múli . . .	4 1,440	Wadhván . . .	19 192	Múli . . .	14 4,031
		Sáyla . . .	19 192	Múli . . .	31 2,280	Dolia . . .	12 2,088
		Chotila . . .	31 2,280	Dolia . . .	33 72	Thán . . .	1 3,071
		Lakhtar . . .	33 72	Thán . . .	42 408	Thán . . .	9 336
		Vánkáner . . .	42 408	Thán . . .	59 3,420	Vánkáner . . .	17 3,018
		Morvi . . .	59 3,420	Vánkáner . . .	68 500	Morvi . . .	8 2,360
	RÁJKOT BRANCH . . .	Vánkáner . . .	51 4,800	Vánkáner . . .	64 3,000	Sindhávar . . .	12 3,480
		Dhrol . . .	64 3,000	Sindhávar . . .	65 3,168	Sindhávar . . .	1 168
		Kotháriá . . .	65 3,168	Sindhávar . . .	70 1,248	Kotháriá . . .	4 3,360
		Gavaridar . . .	70 1,248	Kotháriá . . .	73 3,384	Rájkot . . .	3 2,136
		Rájkot . . .	73 3,384	Rájkot . . .	77 1,728	Rájkot . . .	3 4,838
						TOTAL . . .	92 3,922
						TOTAL SPECIAL GAUGE.	186 3,327
				TOTAL ALL GAUGES	4,696 3,808		

APPENDIX G.

Details of capital expenditure and mileage cost of state railways at the

MAIN HEAD AND SUB-HEAD.	STANDARD STATE LINES CONSTRUCTED							
	PATNA-GYA. (a) (57.00 MILES.) HALF-YEAR ENDING 30TH JUNE 1879.		DHOND-MANMAD. (145.50 MILES.) HALF-YEAR ENDING 30TH JUNE 1878.		LATE PUNJAB NORTH- ERN. (c) & (d) (445.50 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		LATE INDUS VALLEY. (e) (651.00 MILES.) HALF-YEAR ENDING 30TH JUNE 1882.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—PRELIMINARY EXPENSES—	6,719	118						
1. Survey expenses . . . . .	...	...	22,545	155	3,32,996	748	8,01,429	1,231
2. Plant . . . . .	...	...	580	4	14,819	33	60,113	92
3. Establishment . . . . .	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676
II.—LAND	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487
III.—FORMATION—								
1. Earthwork	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175
2. Tunnels . . . . .	...	...	...	...	8,94,570	2,008	...	...
IV.—BRIDGEWORK—								
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386
V.—FENCING, &C.—								
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179
2. Road crossings . . . . .	...	...	...	...	...	...	...	...
3. Mile and gradient posts	13,096	230	1,191	8	2,78,277	625	3,36,679	517
VI.—ELECTRIC TELEGRAPH . . . . .	...	...	...	...	17,190	38	68,011	105
VII.—BALLAST AND PERMANENT-WAY—								
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007
2. Permanent-way	15,15,140	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828
VIII.—STATIONS AND BUILDINGS—								
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212
2. Workshops, store buildings, &c.	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440
IX.—PLANT—								
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365
2. Locomotive . . . . .	...	...	...	...	4,25,579	955	30,669	47
3. Carriage and wagon	2,322	41	...	...	3,385	8	22,946	35
4. Station and office furniture	9,825	172	5,351	37	2,02,503	454	2,93,527	451
X.—FERRIES, &C.—								
1. Ferries . . . . .	...	...	...	...	...	...	...	...
2. Floating bridges . . . . .	...	...	...	...	...	...	4,19,789	645
XI.—ROLLING STOCK—								
1. Locomotive . . . . .	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329
XII.—GENERAL CHARGES—								
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,85,028	2,281
2. Engineering	96,086	1,686	2,12,084	1,457	35,39,430	7,945	43,50,510	6,683
3. Stores	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071
4. Audit and account	12,231	215	24,204	167	4,55,550	1,022	4,38,078	673
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,306	366
Loss by Exchange . . . . .	...	...	...	...	...	...	...	...
TOTAL	(b) 24,97,130	(b) 43,809	(b) 58,60,956	(b) 40,281	(b) 7,25,48,225	(b) 1,62,847	(b) 7,76,88,880	(b) 1,19,337

(a) Now amalgamated with the East Indian railway.
 (b) Less receipts on capital account.
 (c) Now amalgamated with the North Western (state) railway.
 (d) Including 62.25 miles of metre gauge line from Lala Musa to Bhera since converted to the standard gauge, and 0.20 miles of a branch line from Mianli to Khewra, which has since been abandoned. The cost of construction of this branch line was Rs. 1,19,337.

1 of the half-year in which the last open section of each separate project was completed.

THE STATE.										MAIN HEAD AND SUB-HEAD.
SIND-SAGAR (EAST-ERN SECTION). (c) (62.50 MILES.) HALF-YEAR ENDING 30TH JUNE 1887.		SIND-SAGAR (WEST-ERN SECTION). (e) (314.50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		NORTH WESTERN (PISHIN SECTION). (f) (454.82 MILES.) (f) HALF-YEAR ENDING 30TH JUNE 1892.		AMRITSAR-PATHAN-KOT. (c) (54.79 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JAMMU AND KASHMIR (BRITISH SECTION). (g) (8.49 MILES.) HALF-YEAR ENDING 30TH JUNE 1890.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
9	...	75,953	242	6,78,138	1,491	...	...	4,642	547	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	6,131	95	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	38,238	590	...	...	3. Establishment.
31,912	510	2,30,637	733	2,45,157	539	1,78,635	2,757	7,327	863	II.—LAND.
...	...	...	...	2,41,38,336	53,072	...	...	7,865	926	III.—FORMATION—
...	...	...	...	...	...	4,10,038	6,329	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
...	...	...	...	1,65,91,496	36,479	...	...	5,635	664	IV.—BRIDGEWORK—
1,44,122	2,306	40,28,071	12,808	...	...	4,40,982	6,806	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	...	...	2. Minor bridges.
...	...	...	...	3,83,099	842	...	...	3,357	395	V.—FENCING, &C.—
...	...	...	...	...	...	1,19,272	1,841	...	...	1. Fencing.
...	...	...	...	...	...	22,208	343	...	...	2. Road crossings.
...	...	...	...	...	...	...	...	...	...	3. Mile and gradient posts.
...	...	...	...	48,688	107	6,694	103	...	...	VI.—ELECTRIC TELEGRAPH.
11,16,158	17,858	90,55,497	28,793	2,32,76,018	51,176	...	...	1,64,457	19,371	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	7,53,084	11,623	...	...	1. Ballast.
...	...	...	...	...	...	21,03,253	32,463	...	...	2. Permanent-way.
1,14,236	1,828	11,26,231	3,581	57,48,891	12,640	...	...	31,436	3,703	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	2,56,155	3,954	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	1,10,046	1,698	...	...	3. Staff quarters.
...	...	...	...	...	...	1,74,868	2,699	...	...	4. Station machinery.
7,389	118	2,65,822	845	18,19,924	4,002	...	...	1,258	148	IX.—PLANT—
...	...	...	...	...	...	2,435	38	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	33,985	525	...	...	4. Station and office furniture.
...	...	8,628	27	...	...	...	...	...	...	X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	...	...	2. Floating bridges.
2,50,408	4,007	15,47,971	4,922	74,15,587	16,305	...	...	...	...	XI.—ROLLING STOCK—
...	...	...	...	...	...	1,33,402	2,059	...	...	1. Locomotive.
...	...	...	...	...	...	2,94,958	4,553	...	...	2. Carriage and wagon.
9,977	160	6,16,151	1,959	38,79,814	8,531	...	...	15,144	1,784	XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,38,330	2,135	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
91,170	1,459	12,11,660	3,853	27,76,730	6,105	...	...	...	...	Loss by Exchange.
(e) 17,65,381	(e) 28,246	1,81,66,621	57,763	8,70,01,879	1,91,289	(b) 52,19,922	(b) 80,567	2,41,121	28,401	TOTAL.

(e) Cost of conversion of Lala Músa-Bhera section.
 (f) Including 98.67 miles of the Quetta loop line, which is under reconstruction on a new alignment.
 (g) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.

Details of capital expenditure and mileage cost of state railways at the end of the

MAIN HEAD AND SUB-HEAD.	STATE LINES CONSTRUCTED BY THE STATE— <i>conold.</i>											
	WARDHA COAL, (46.50 MILES.) (a) HALF-YEAR ENDING 31ST DECEMBER 1877.		DILDARNAGAR- GHAZIPUR. (d) (12.00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1880.		HYDERABAD- SHADIPALLI. (58.91 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1892.		OUDH AND ROHILKHAND (STATE) (LUCNOW-RAE BARELI SECTION.) (48.56 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.				(BARMILLY-MORABAD SECTION.) (54.72 MILES.) HALF-YEAR ENDING 30TH JUNE 1894.	
	Total of each sub-head.	Cost per mile open.	Total of each sub- head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.		
R	R	R	R	R	R	R	R	R	R			
I.—PRELIMINARY EXPENSES—					36,345	617	50,046	1,031				
1. Survey expenses	84,737	1,822	2,218	185	...	...	...	...	7,962	146
2. Plant . . . . .	...	...	...	...	...	...	...	...	3,364	61
3. Establishment	6,905	149	...	...	...	...	...	...	13,625	246
II.—LAND	3,866	83	4,048	337	18,499	314	61,748	1,272	1,33,803	2,441		
III.—FORMATION—					1,35,845	2,306	1,08,931	2,243				
1. Earthwork	3,07,132	6,605	22,207	1,851	...	...	...	...	3,71,344	6,78
2. Tunnels . . . . .	...	...	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—					2,74,256	4,656	2,92,546	6,024				
1. Large bridges	10,06,784	21,651	26,674	2,223	...	...	...	...	32,49,857	59,35
2. Minor bridges . . . . .	...	...	27,399	2,283	...	...	...	...	1,58,862	2,90
V.—FENCING, &c.—					18,815	319	1,47,563	3,039				
1. Fencing	1,96,595	4,228	2,992	249	...	...	...	...	1,73,153	3,16
2. Road crossings . . . . .	...	...	...	...	...	...	...	...	62,400	1,14
3. Mile and gradient posts	28,067	604	177	15	...	...	...	...	618	1
VI.—ELECTRIC TELEGRAPH.	1,382	30	...	...	...	...	...	...	...	...
VII.—BALLAST AND PERMANENT- WAY—					8,41,011	14,276	14,28,209	29,411				
1. Ballast	3,05,050	6,560	46,135	3,845	...	...	...	...	8,41,877	15,38
2. Permanent-way	17,30,803	37,222	3,01,381	25,115	...	...	...	...	19,35,192	35,36
VIII.—STATIONS AND BUILDINGS—					1,38,523	2,351	1,94,880	4,013				
1. Stations and offices	91,647	1,971	29,965	2,497	...	...	...	...	1,89,877	3,47
2. Workshops, store build- ings, &c.	1,330	29	...	...	...	...	...	...	...	...
3. Staff quarters	76,166	1,638	3,343	279	...	...	...	...	1,33,134	2,40
4. Station machinery	1,61,954	3,483	34,911	2,909	...	...	...	...	1,69,563	3,10
IX.—PLANT—					16,665	283	7,153	147				
1. Engineering	1,50,776	3,242	4,388	365	...	...	...	...	7,450	13
2. Locomotive	20,198	434	...	...	...	...	...	...	...	...
3. Carriage and wagon . . . . .	...	...	...	...	...	...	...	...	...	...
4. Station and office fur- niture.	3,708	80	888	74	...	...	...	...	10,500	19
X.—FERRIES, &c.—					25,334	430						
1. Ferries . . . . .	...	...	...	...	...	...	...	...	...	...
2. Floating bridges . . . . .	...	...	...	...	...	...	...	...	...	...
XI.—ROLLING STOCK—					7,056	120						
1. Locomotive . . . . .	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	3,025	65	...	...	...	...	(e)	(e)	1,92,155	3,51
XII.—GENERAL CHARGES—					1,05,048	1,783	1,16,461	2,398				
1. Direction or general	68,296	1,469	13,918	1,160	...	...	...	...	28,035	51
2. Engineering	2,93,965	6,322	37,992	3,166	...	...	...	...	2,21,701	4,05
3. Stores	23,015	495	1,360	113	...	...	...	...	28,372	51
4. Audit and account	35,405	761	3,419	285	...	...	...	...	12,504	22
5. Medical and sanitation	4,265	92	...	...	...	...	...	...	8,411	15
Loss by Exchange . . . . .	...	...	...	...	...	...	...	...	...	...
TOTAL	(b) & (c) 45,99,369	(b) 98,911	5,63,415	46,951	16,17,397	27,455	24,07,537	49,578	79,53,759	1,45,35		

(a) Including 1½ miles to pit's mouth.
 (b) Less receipts on capital account.
 (c) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
 (d) Now amalgamated with the East Indian railway.
 (e) Cost of rolling stock not available.

G—continued.

half-year in which the last open section of each separate project was completed—contd.

GAUGE—contd.

STATE LINES CONSTRUCTED BY COMPANIES.										MAIN HEAD AND SUB-HEAD.
PÁTRI. (f) (21'13 MILES.) HALF-YEAR ENDING 30TH JUNE 1873.		BENGAL-NÁGPUR. (860'88 MILES.) (g) HALF-YEAR ENDING 30TH JUNE 1893.		INDIAN MIDLAND. (677'35 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		GODHRA-RUTLAM. (115'50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894.		BEZWADA EXTENSION (21'47 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		
Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
9,008	407	14,96,327	1,738	9,03,173	1,335	1,71,597	1,486	15,319	714	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
23,812	1,076	5,97,139	694	4,93,480	728	16,529	143	47,008	2,189	II.—LAND.
...	...	1,38,48,881	16,087	...	...	56,31,642	48,759	...	...	III.—FORMATION—
51,955	2,348	...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
...	...	1,82,52,649	21,202	...	...	35,93,295	31,111	...	...	IV.—BRIDGEWORK—
1,00,959	4,562	...	...	3,01,28,005	44,479	...	...	2,76,516	12,879	1. Large bridges.
...	...	...	...	...	...	...	...	...	...	2. Minor bridges.
...	...	3,52,743	410	...	...	1,94,033	1,680	...	...	V.—FENCING, &c.—
...	...	...	...	...	...	...	...	...	...	1. Fencing.
1,936	87	...	...	...	...	...	...	...	...	2. Road crossings.
...	...	...	...	...	...	...	...	...	...	3. Mile and gradient posts.
17,326	783	...	...	...	...	160	1	...	...	VI.—ELECTRIC TELEGRAPH.
...	...	3,02,71,488	35,163	2,74,81,967	40,573	36,67,349	31,752	6,04,944	28,176	VII.—BALLAST AND PERMANENT- WAY.—
49,893	2,255	...	...	...	...	...	...	...	...	1. Ballast.
4,65,947	21,055	...	...	...	...	...	...	...	...	2. Permanent-way.
...	...	62,39,146	7,247	50,61,580	7,473	9,22,608	7,988	2,58,221	12,027	VIII.—STATIONS AND BUILDINGS—
4,999	226	...	...	...	...	...	...	...	...	1. Stations and offices.
11,568	523	...	...	...	...	...	...	...	...	2. Workshops, store build- ings, &c.
11,192	506	...	...	...	...	...	...	...	...	3. Staff quarters.
7,380	333	...	...	...	...	...	...	...	...	4. Station machinery.
...	...	16,49,409	1,916	3,79,558	560	29,352	254	8,990	419	IX.—PLANT—
375	17	...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	...	...	4. Station and office fur- niture.
...	...	...	...	...	...	...	...	...	...	X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	...	...	2. Floating bridges.
...	...	1,50,06,497	17,431	57,65,284	8,511	...	...	20,384	949	XI.—ROLLING STOCK—
...	...	...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	...	...	...	...	...	...	2. Carriage and wagon.
...	...	57,60,667	6,692	37,85,858	5,589	6,65,223	5,759	1,15,977	5,402	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	...	...	1. Direction or general.
46,284	2,091	...	...	...	...	...	...	...	...	2. Engineering.
7,134	322	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	6,53,185	759	2,52,050	372	...	...	...	...	Loss by Exchange.
8,09,768	36,591	(h) 9,41,28,131	1,09,339	7,42,50,955	1,09,620	1,48,91,788	1,28,933	(k) 13,47,359	62,755	TOTAL.

(f) Now forms a part of the Bombay, Baroda and Central India railway.
 (g) Correction of mileage. The outlay shown includes the cost of the old Nágpur-Chhattisgarh metre gauge railway, as also the cost of its conversion to the standard gauge.
 (h) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (R2,609).
 (i) Including the Sindia railway, which was constructed by the State.
 (j) Including Government supervision, audit and control, and commission, &c., on loans.
 (k) Including R2,164 on account of receipts on capital account, which cannot be deducted from the several main heads.

Details of capital expenditure and mileage cost of state railways at the end

MAIN HEAD AND SUB-HEAD.	STATE LINES CONSTRUCTED BY COMPANIES—concl'd.				NATIVE STATE LINES CONSTRUCTED BY THE GOV.					
	LATE SIND, PUNJAB AND DELHI. (a) (663'25 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1870.		OUDH AND ROHIL-KHAND. (691'07 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		KHAMGAON. (7'50 MILES.) HALF-YEAR ENDING 30TH JUNE 1870.		AMRÁOTI. (5'50 MILES.) HALF-YEAR ENDING 30TH JUNE 1871.		BHOPAL-ITÁRSI. (57'11 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.	
	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	R	R	R	R	R	R	R	R	R	R
I.—PRELIMINARY EXPENSES—			6,84,160	990						
1. Survey expenses	4,76,295	718	...	...	369	49	1,117	203	...	...
2. Plant . . . . .	...	...	...	...	...	...	...	...	...	...
3. Establishment . . . . .	...	...	...	...	...	...	...	...	...	...
II.—LAND	63,133	95	1,47,461	213	...	...	2,450	446	13,152	23
III.—FORMATION—										
1. Earthwork	56,60,637	8,535	...	...	38,542	5,139	17,926	3,259	14,66,278	25,67
2. Tunnels . . . . .	...	...	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—										
1. Large bridges	1,52,21,433	22,950	2,87,63,062	41,621	54,037	7,205	58,880	10,706	16,81,384	29,4
2. Minor bridges . . . . .											1,67,168	2,9
V.—FENCING, &c.—										
1. Fencing	28,84,675	4,349	...	...	7,215	962	2,042	371	17,713	31
2. Road crossings	4,04,816	610	...	...	8	1	255	46	25,145	4
3. Mile and gradient posts										
VI.—ELECTRIC TELEGRAPH	7,08,907	1,069	46,128	67	1,247	166	1,099	200	3,340	!
VII.—BALLAST AND PERMANENT-WAY—			2,45,14,855	35,474						
1. Ballast	46,84,475	7,063	...	...	18,493	2,466	14,765	2,685	1,87,035	3,2
2. Permanent-way	2,65,32,834	40,004	...	...	2,56,936	34,258	2,58,552	47,009	14,54,617	25,4
VIII.—STATIONS AND BUILDINGS—			91,14,451	13,189						
1. Stations and offices	69,91,608	10,542	...	...	7,233	964	15,412	2,802	1,12,005	1,9
2. Workshops, store buildings, &c.	27,27,176	4,112	...	...	3,277	437	634	115	...	...
3. Staff quarters	14,58,718	2,199	...	...	6,057	808	1,171	213	53,322	9
4. Station machinery	49,677	75	...	...	3,836	512	2,522	459	1,11,687	1,9
IX.—PLANT—	12,61,606	1,902	19,62,808	2,840						
1. Engineering . . . . .	...	...	...	...	3,096	413	2,636	479	3,752	!
2. Locomotive . . . . .	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon . . . . .	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture. . . . .	...	...	...	...	76	10	176	32	2,553	!
X.—FERRIES, &c.—										
1. Ferries	48,98,454	7,386	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—ROLLING STOCK—			1,44,51,552	20,912						
1. Locomotive	58,95,340	8,888	...	...	...	...	...	...	...	...
2. Carriage and wagon	1,06,73,511	16,093	...	...	316	42	60	11	...	...
XII.—GENERAL CHARGES—	81,99,624	12,363	83,26,389	12,049						
1. Direction or general . . . . .	...	...	...	...	...	...	...	...	1,11,768	1,95
2. Engineering . . . . .	...	...	...	...	23,283	3,104	33,485	6,088	1,83,007	3,20
3. Stores . . . . .	...	...	...	...	141	19	96	18	4,516	7
4. Audit and account . . . . .	...	...	...	...	792	106	4,077	741	34,231	59
5. Medical and sanitation . . . . .	...	...	...	...	...	...	...	...	3,189	5
Loss by Exchange . . . . .	...	...	...	...	...	...	...	...	...	...
TOTAL	9,87,92,919	1,48,952	8,88,68,152	1,28,595	4,24,954	56,661	4,17,355	75,883	(b) 56,32,823	(b) 98,63

(a) Now amalgamated with the North Western (state) railway.
(b) Less receipts on capital account.

i-continued.

of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—conold.						METRE GAUGE.				MAIN HEAD AND SUB-HEAD.
GOVERNMENT OF INDIA.		NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.				STATE LINES CONSTRUCTED BY THE STATE.				
RAJPUTANA-BHATINDA. (107.94 Miles.) (c) HALF-YEAR ENDING 31ST DECEMBER 1889.		JAMMU AND KASHMIR. (NATIVE STATE SECTION.) (15.92 Miles.) HALF-YEAR ENDING 30TH JUNE 1890.		KOLAR GOLD- FIELDS. (10.00 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1894. (f)		BENGAL AND NORTH-WESTERN. (TINHAT SECTION.) (340.57 Miles.) HALF-YEAR ENDING 30TH JUNE 1892.		RAJPUTANA-MALWA. (1,411.00 Miles.) HALF-YEAR ENDING 30TH JUNE 1885.		
Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	R	R	
		23,937	1,504	(g) 6,719	672	1,83,608	539			I.—PRELIMINARY EXPENSES—
12,112	112	...	...	...	...	...	...	5,05,727	358	1. Survey expenses.
5,976	55	...	...	...	...	...	...	83,116	59	2. Plant.
41,334	383	...	...	...	...	...	...	16,11,838	1,142	3. Establishment.
(d) 14,758	137	...	...	(g) 13,402	1,340	8,64,045	2,537	8,36,218	593	II.—LAND.
		33,896	2,129	(g) 1,24,379	12,438	10,70,740	3,144			III.—FORMATION—
2,59,841	2,407	...	...	...	...	...	...	62,20,489	4,409	1. Earthwork.
...	...	...	...	...	...	...	...	4,28,063	303	2. Tunnels.
		2,33,245	14,651	(g) 48,901	4,890	40,54,395	11,905			IV.—BRIDGEWORK—
5,13,915	4,761	...	...	...	...	...	...	1,56,62,747	11,100	1. Large bridges.
		...	...	...	...	...	...	40,92,720	2,901	2. Minor bridges.
		1,818	114	(g) 20,878	2,088	8,98,687	2,639			V.—FENCING, &c.—
75,674	701	...	...	...	...	...	...	9,05,230	642	1. Fencing.
1,08,689	1,007	...	...	...	...	...	...	5,55,095	393	2. Road crossings.
...	...	...	...	(g) 2,946	294	...	...	15,972	11	3. Mile and gradient posts.
		5,39,566	33,892	(g) 3,24,494	32,449	79,17,464	23,248			VI.—ELECTRIC TELEGRAPH.
9,65,594	8,946	...	...	...	...	...	...	38,68,803	2,742	
29,28,299	27,129	...	...	...	...	...	...	2,78,76,953	19,756	1. Ballast.
		1,05,946	6,655	(g) 77,316	7,732	30,55,423	8,971			2. Permanent-way.
3,41,696	3,166	...	...	...	...	...	...	42,53,692	3,015	VII.—BALLAST AND PERMANENT-WAY—
7,509	70	...	...	...	...	...	...	18,08,935	1,282	1. Stations and offices.
1,86,936	1,732	...	...	...	...	...	...	46,80,834	3,317	2. Workshops, store buildings, &c.
2,77,204	2,568	...	...	...	...	...	...	33,91,100	2,403	3. Staff quarters.
		54,461	3,421	(g) 5,687	569	5,77,580	1,696			4. Station machinery.
47,910	444	...	...	...	...	...	...	10,21,797	724	IX.—PLANT—
...	...	...	...	...	...	...	...	6,81,691	483	1. Engineering.
...	...	...	...	...	...	...	...	1,96,806	140	2. Locomotive.
35,644	330	...	...	...	...	...	...	5,84,665	414	3. Carriage and wagon.
						5,53,048	1,624			4. Station and office furniture.
...	...					...	...			X.—FERRIES, &c.—
...	...					...	...			1. Ferries.
...	...					...	...			2. Floating bridges.
						6,18,124	1,815	64,84,266	4,596	XI.—ROLLING STOCK—
...	...					16,49,660	4,844	1,01,91,934	7,159	1. Locomotive.
		66,598	4,183	(g) 34,825	3,482	13,64,597	4,007			2. Carriage and wagon.
37,123	344	...	...	...	...	...	...	14,56,740	1,032	XII.—GENERAL CHARGES—
1,91,625	1,775	...	...	...	...	...	...	45,88,107	3,252	1. Direction or general.
31,800	294	...	...	...	...	...	...	7,04,911	499	2. Engineering.
1,383	13	...	...	...	...	...	...	5,62,788	399	3. Stores.
...	...	...	...	...	...	...	...	2,56,498	182	4. Audit and account.
...	...	...	...	...	...	7,04,770	2,069			5. Medical and sanitation.
										Loss by Exchange.
(b) 60,84,715	(b) 56,371	(c) 10,59,468	(c) 66,549	(g) & (h) 6,44,564	64,456	2,35,12,141	69,038	(b) 10,33,31,793	(b) 73,234	TOTAL.

(a) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
 (b) Including a debit of ₹7,200 against Provincial grant of ₹10,000.
 (c) Including the outlay incurred on the Tawi bridge, which is not to be completed as a railway work.
 (d) Opened for traffic on the 1st June 1894, but no capital account was received until the 2nd-half of 1894.
 (e) Approximate.
 (f) Excluding receipts on capital account, ₹19,053, but including ₹4,070 expended by the Madras Railway Company, not include in any of the above heads.

Details of capital expenditure and mileage cost of state railways at the end of

MAIN HEAD AND SUB-HEAD.	METRE							
	STATE LINES CONSTRUCTED							
	CAWNPORE-ACHNERA (260.65 MILES.) (a) HALF-YEAR ENDING 31ST DECEMBER 1889.		SOUTHERN MAHRATTA. (MYSORE SECTION.) (b) (96.00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		ROHILKUND AND KUMAON. (LUCKNOW-BAREILLY SECTION.) (c) (198.38 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.		EASTERN BENGAL (STATE) (NORTHERN SECTION.) (249.00 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.	
Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
	R	R	R	R	R	R	R	
I.—PRELIMINARY EXPENSES—			2,95,941	1,000	1,63,458	824	96,768	389
1. Survey expenses	12,744	49	...	...	...	...	...	...
2. Plant	2,252	9	...	...	...	...	...	...
3. Establishment	56,582	217	...	...	...	...	...	...
II.—LAND	2,37,395	911	68,825	232	1,69,729	856	8,15,722	3,276
III.—FORMATION—					3,88,907	1,960		
1. Earthwork	5,13,612	1,970			...	...
2. Tunnels . . . . .	...	...			...	...
IV.—BRIDGEWORK—					6,29,686	3,174		
1. Large bridges	12,11,115	4,647	43,05,769	14,546	...	...	57,17,876	22,969
2. Minor bridges	4,58,833	1,760	...	...	...	...	...	...
V.—FENCING, &C.—					1,00,260	505		
1. Fencing	2,04,379	784			...	...
2. Road crossings	1,04,924	403			...	...
3. Mile and gradient posts } . . . . .					...	...
VI.—ELECTRIC TELEGRAPH	2,469	9			...	...
VII.—BALLAST AND PERMANENT- WAY—			50,74,212	17,143	31,64,971	15,954	54,77,900	22,000
1. Ballast	6,81,843	2,616	...	...	...	...	...	...
2. Permanent-way	38,90,417	14,926	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—			9,21,417	3,113	7,11,247	3,585	26,29,765	10,561
1. Stations and offices	4,33,311	1,662	...	...	...	...	...	...
2. Workshops, store build- ings, &c.	1,17,724	452	...	...	...	...	...	...
3. Staff quarters	3,27,500	1,256	...	...	...	...	...	...
4. Station machinery	4,12,999	1,585	...	...	...	...	...	...
IX.—PLANT—			2,82,087	953	2,09,267	1,055	8,66,514	3,480
1. Engineering	15,085	58	...	...	...	...	...	...
2. Locomotive	79,760	306	...	...	...	...	...	...
3. Carriage and wagon	46,599	179	...	...	...	...	...	...
4. Station and office furni- ture.	63,781	244	...	...	...	...	...	...
X.—FERRIES, &C.—							4,47,048	1,795
1. Ferries . . . . .	...	...	...	...	...	...	...	...
2. Floating bridges . . . . .	...	...	...	...	...	...	...	...
XI.—ROLLING STOCK—			20,87,381	7,052			24,46,682	9,826
1. Locomotive	5,94,955	2,282	...	...	4,38,645	2,211	...	...
2. Carriage and wagon	10,65,690	4,089	...	...	6,95,911	3,508	...	...
XII.—GENERAL CHARGES—			8,64,580	2,921	3,97,663	2,005	21,94,569	8,814
1. Direction or general	1,62,443	622	...	...	...	...	...	...
2. Engineering	3,79,333	1,455	...	...	...	...	...	...
3. Stores	38,160	147	...	...	...	...	...	...
4. Audit and account	39,234	151	...	...	...	...	...	...
5. Medical and sanitation	166	1	...	...	...	...	...	...
Loss by Exchange	3,65,480	1,402	...	...	42,150	212	...	...
TOTAL	1,15,18,785	44,192	1,39,00,212	46,960	(d) 71,52,923	(d) 36,057	2,06,92,844	83,104

(a) This now forms a part of the Rajputana-Malwa railway.

(b) The Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.

(c) Of this length, 58 miles, Gola Gokaran Nath to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.

-continued.

half-year in which the last open section of each separate project was completed—contd.

UGE—contd.

THE STATE—contd.

STERN BENGAL (STATE). (DAUCA SECTION.) (86'00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.		EASTERN BENGAL (STATE). (BEHAR SECTION.) (156'50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		EASTERN BENGAL (STATE). (BARSOI-KISSINGNOOR EXTENSION.) (35'54 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		BURMA (STATE). (327'00 MILES.) (f) HALF-YEAR ENDING 31ST DECEMBER 1885.		MAIN HEAD AND SUB-HEAD.
Total of each main head, R	Cost per mile open, R	Total of each sub-head, R	Cost per mile open, R	Total of each main head, R	Cost per mile open, R	Total of each main or sub-head, R	Cost per mile open, R	
1,27,838	1,487			4,195	118	2,87,279	878	L.—PRELIMINARY EXPENSES—
...	...	88,703	567	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
4,46,381	5,190	3,18,580	2,036	90,277	2,540	2,71,658	831	II.—LAND.
				3,92,140	11,034			III.—FORMATION—
		13,63,596	8,713	...	...	32,40,803	9,911	1. Earthwork.
		...	...	...	...	...	...	2. Tunnels.
				3,97,931	11,197			IV.—BRIDGEWORK—
		31,07,753	19,858	...	...	13,89,139	4,248	1. Large bridges.
13,68,484	15,913	4,35,158	2,780	...	...	31,21,404	9,545	2. Minor bridges.
				29,106	819			V.—FENCING, &C.—
		2,70,012	1,725	...	...	10,87,600	3,326	1. Fencing.
		1,48,637	950	...	...	3,00,316	918	{ 2. Road crossings.
				...	...			{ 3. Mile and gradient posts.
		18,903	121	...	...	655	2	VI.—ELECTRIC TELEGRAPH.
17,22,430	20,028			5,15,941	14,517			VII.—BALLAST AND PERMANENT- WAY—
...	...	10,37,935	6,632	...	...	22,77,119	6,964	1. Ballast.
...	...	24,44,495	15,619	...	...	52,55,352	16,071	2. Permanent-way.
10,44,473	12,145			85,917	2,418			VIII.—STATIONS AND BUILDINGS—
...	...	3,24,569	2,074	...	...	12,96,933	3,966	1. Stations and offices.
...	...	18,829	120	...	...	5,07,975	1,554	2. Workshops, store build- ings, &c.
...	...	3,32,151	2,122	...	...	5,03,899	1,541	3. Staff quarters.
...	...	2,22,167	1,420	...	...	6,79,480	2,078	4. Station machinery.
2,56,056	2,977			8,580	241			IX.—PLANT—
...	...	1,82,770	1,168	...	...	4,44,418	1,359	1. Engineering.
...	...	45,466	291	...	...	1,89,895	581	2. Locomotive.
...	...	287	2	...	...	85,699	262	3. Carriage and wagon.
...	...	26,348	168	...	...			4. Station and office furni- ture.
								X.—FERRIES, &C.—
								{ 1. Ferries.
								{ 2. Floating bridges.
7,04,760	8,195					35,62,697	10,895	XI.—ROLLING STOCK—
...	...							1. Locomotive.
...	...	1,75,721	1,123	...	...			2. Carriage and wagon.
...	...	7,88,873	5,041	...	...	
3,47,809	4,044			21,626	608			XII.—GENERAL CHARGES—
...	...	1,82,507	1,166	...	...	2,27,935	697	1. Direction or general.
...	...	4,51,599	2,886	...	...	15,00,400	4,588	2. Engineering.
...	...	45,062	288	...	...	1,34,322	411	3. Stores.
...	...	48,281	308	...	...	1,44,798	443	4. Audit and account.
...	...	18,953	121	...	...	22,311	68	5. Medical and sanitation.
...	...	1,35,841	868	...	...			Loss by Exchange.
60,18,231	69,979	(e) 1,22,28,381	(e) 78,137	(e) 15,45,713	(e) 43,492	2,65,32,093	81,137	TOTAL.

(d) Including R41,029 on account of interest on capital during construction not included in any of the above heads.
 (e) Less receipts on capital account.
 (f) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.

Details of capital expenditure and mileage cost of state railways at the

MAIN HEAD AND SUB-HEAD.	STATE LINES CONSTRUCTED										
	STATE LINE CON- STRUCTED BY THE STATE—concl'd.		STATE LINES CONSTRUCTED								
	TOUNGOO-MANDALAY. (222.50 Miles.) (a) HALF-YEAR ENDING 30TH JUNE 1889.	PALANPUR-DEESA. (17.28 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1893.	SOUTHERN MAHRATTA. (1,043.70 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1890.	GUNTAKAL-MYSORE FRONTIER. (119.50 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1893.	SOUTH INDIAN.(c) (1,042.46 Miles.) HALF-YEAR ENDING 30TH JUNE 1893.	METRE		METRE		METRE	
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.
R	R	R	R	R	R	R	R	R	R	R	R
I.—PRELIMINARY EXPENSES—	1,71,254	770	1,991	115	10,90,911	1,045	59,327	497	10,24,302	983	
1. Survey expenses . . .	...	...	...	...	...	...	...	...	...	...	...
2. Plant . . .	...	...	...	...	...	...	...	...	...	...	...
3. Establishment . . .	...	...	...	...	...	...	...	...	...	...	...
II.—LAND . . .	3,16,081	1,421	...	...	10,25,442	982	18,716	157	3,80,376	365	
III.—FORMATION—			62,837	3,636	1,88,17,573	18,030	7,82,349	6,547	55,18,444	5,295	
1. Earthwork . . .			...	...	...	...	...	...	...	...	...
2. Tunnels . . .			...	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—			61,180	3,541	1,83,66,507	17,597	20,57,037	17,214	1,49,14,150	14,311	
1. Large bridges . . .			...	...	...	...	...	...	...	...	...
2. Minor bridges . . .			...	...	...	...	...	...	...	...	...
	65,78,182	29,565									
V.—FENCING, &c.—			4,984	288	13,47,110	1,291	51,883	434	15,61,664	1,499	
1. Fencing . . .			...	...	...	...	...	...	...	...	...
2. Road crossings . . .			...	...	...	...	...	...	...	...	...
3. Mile and gradient posts . . .			...	...	...	...	...	...	...	...	...
VI.—ELECTRIC TELEGRAPH . . .			...	...	...	...	1,440	12	88,234	85	
VII.—BALLAST AND PERMANENT- WAY—	57,83,275	25,992	1,87,859	10,872	2,15,49,213	20,647	18,22,300	15,249	1,88,98,790	18,131	
1. Ballast . . .	...	...	...	...	...	...	...	...	...	...	...
2. Permanent way . . .	...	...	...	...	...	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—	18,22,563	8,191	26,583	1,538	94,23,387	9,029	3,56,884	3,321	70,65,284	6,779	
1. Stations and offices . . .	...	...	...	...	...	...	...	...	...	...	...
2. Workshops, store build- ings, &c. . .	...	...	...	...	...	...	...	...	...	...	...
3. Staff quarters . . .	...	...	...	...	...	...	...	...	...	...	...
4. Station machinery . . .	...	...	...	...	...	...	...	...	...	...	...
IX.—PLANT—	4,16,257	1,871	4,443	257	25,76,012	2,468	28,363	237	17,19,017	1,649	
1. Engineering . . .	...	...	...	...	...	...	...	...	...	...	...
2. Locomotive . . .	...	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon . . .	...	...	...	...	...	...	...	...	...	...	...
4. Station and office furni- ture. . .	...	...	...	...	...	...	...	...	...	...	...
X.—FERRIES, &c.—											
1. Ferries . . .											
2. Floating bridges . . .											
XI.—ROLLING STOCK—	33,94,051	15,254			99,03,576	9,489					
1. Locomotive . . .	...	...			...	...
2. Carriage and wagon . . .	...	...			...	...			43,29,145	4,154	
									71,77,141	6,887	
XII.—GENERAL CHARGES—	14,67,669	6,596	14,076	815	63,63,170	6,097	6,13,786	5,136	82,09,263	2,877	
1. Direction or general . . .	...	...	...	...	...	...	...	...	...	...	...
2. Engineering . . .	...	...	...	...	...	...	...	...	...	...	...
3. Stores . . .	...	...	...	...	...	...	...	...	...	...	...
4. Audit and account . . .	...	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation . . .	...	...	...	...	...	...	...	...	...	...	...
Loss by Exchange . . .	...	...	...	...	4,91,090	471	...	...	2,42,360	233	
TOTAL . . .	1,99,49,332	89,660	3,63,953	21,062	9,09,53,991	87,146	(b) 58,32,085	(b) 48,804	(d) 7,22,46,450	69,324	

(a) Excluding the Meiktila branch.
 (b) Less receipts on capital account.
 (c) Including the Villupuram-Dharmavaram section, which was constructed by the State.
 (d) Including Rs. 11,18,280 on account of maintenance, charged to capital account not included in any of the above heads.

G—continued.

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—contd.

BY COMPANIES.		NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.						MAIN HEAD AND SUB-HEAD.
MÁYAVARAM-MUTUPET. (e) (53.99 MILES.) HALF-YEAR ENDING 30TH JUNE 1894.		JODHPORE-BICKANEER. (JODHPORE SECTION.) (f) (320.50 MILES.) HALF-YEAR ENDING 30TH JUNE 1893.		JODHPORE-BICKANEER, (BICKANEER SECTION.) (43.50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1891.		BHÁVNAGAR-GONDAL- JUNÁGARH-PORBANDAR. (329.16 MILES.) (g) HALF-YEAR ENDING 31ST DECEMBER 1890.		
Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
16,099	298	41,739	130	7,826	180	1,19,442	363	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
1,51,105	3,540	1,007	3	...	...	...	...	II.—LAND.
2,22,502	4,121	2,24,818	701	60,535	1,392	16,74,017	5,086	III.—FORMATION—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
7,24,088	13,412	2,13,095	665	2,500	57	41,19,819	12,516	IV.—BRIDGEWORK—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
17,473	324	5,087	16	105	2	71,451	217	V.—FENCING, &C.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings.
...	...	...	...	...	...	...	...	3. Mile and gradient posts.
2,173	40	36,682	114	...	...	10,425	32	VI.—ELECTRIC TELEGRAPH.
6,90,875	12,796	43,46,594	13,562	13,42,378	30,859	49,16,242	14,935	VII.—BALLAST AND PERMANENT WAY—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent-way.
1,38,385	2,563	3,47,149	1,083	14,075	324	21,49,764	6,531	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store build- ings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
13,254	245	49,591	155	1,033	24	3,52,828	1,072	IX.—PLANT—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furni- ture.
...	...	...	...	...	...	...	...	X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	2. Floating bridges.
...	...	...	...	...	...	21,57,548	6,555	XI.—ROLLING STOCK—
...	...	...	...	...	...	...	...	1. Locomotive.
...	...	3,56,481	1,112	...	...	...	...	2. Carriage and wagon.
...	...	6,41,179	2,001	...	...	...	...
2,46,887	4,573	88,073	275	4,254	98	8,73,566	2,654	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	as by Exchange.
22,62,841	41,912	63,51,495	19,817	14,32,706	32,936	1,64,45,102	49,961	TOTAL.

(e) Funds were provided in nearly equal portions by the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.

(f) The section from Kharchi to Páli was constructed by the Jodhpore Darbar.

(g) Excluding 1.50 miles of dock estates and quarry lines constructed and maintained by the Native States as separate undertakings from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

Details of capital expenditure and mileage cost of state railways at the

MAIN HEAD AND SUB-HEAD.	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.						METRE	
	MYSORE-NANJANGÚD. (15'25 MILES.) (a) HALF-YEAR ENDING 31ST DECEMBER 1892.		JETALSAR-RÁJKOT. (46'23 MILES.) HALF-YEAR ENDING 30TH JUNE 1893.		YESVANTPUR-MYSORE FRONTIER. (51'35 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		GAEKWAR'S MEHSANA. (92'63 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1891.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—PRELIMINARY EXPENSES—	15,069	988	14,255	308	66,294	1,291	10,385	112
1. Survey expenses . . . . .	...	...	...	...	...	...	...	...
2. Plant . . . . .	...	...	...	...	...	...	...	...
3. Establishment . . . . .	...	...	...	...	...	...	...	...
II.—LAND	5	...	10,080	218	23,744	462	...	...
III.—FORMATION—	1,30,884	8,583	2,12,795	4,603	5,21,077	10,148	2,65,898	2,871
1. Earthwork . . . . .	...	...	...	...	...	...	...	...
2. Tunnels . . . . .	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—	83,294	5,462	1,88,891	4,086	5,41,178	10,539	4,61,777	4,985
1. Large bridges . . . . .	...	...	...	...	...	...	...	...
2. Minor bridges . . . . .	...	...	...	...	...	...	...	...
V.—FENCING, &C.—	14,741	967	37,726	816	68,497	1,334	50,501	545
1. Fencing . . . . .	...	...	...	...	...	...	...	...
2. Road crossings . . . . .	...	...	...	...	...	...	...	...
3. Mile and gradient posts . . . . .	...	...	...	...	...	...	...	...
I.—ELECTRIC TELEGRAPH . . . . .	...	...	...	...	...	...	...	...
VII.—BALLAST AND PERMANENT-WAY—	2,44,401	16,026	6,44,743	13,947	8,66,865	16,881	16,43,851	17,746
1. Ballast . . . . .	...	...	...	...	...	...	...	...
2. Permanent-way . . . . .	...	...	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—	57,918	3,798	1,01,673	2,199	1,13,371	2,208	3,47,640	3,753
1. Stations and offices . . . . .	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c. . . . .	...	...	...	...	...	...	...	...
3. Staff quarters . . . . .	...	...	...	...	...	...	...	...
4. Station machinery . . . . .	...	...	...	...	...	...	...	...
IX.—PLANT—	5,718	375	18,125	392	40,445	788	29,870	323
1. Engineering . . . . .	...	...	...	...	...	...	...	...
2. Locomotive . . . . .	...	...	...	...	...	...	...	...
3. Carriage and wagon . . . . .	...	...	...	...	...	...	...	...
4. Station and office furniture . . . . .	...	...	...	...	...	...	...	...
X.—FERRIES, &C.—	...	...	...	...	...	...	...	...
1. Ferries . . . . .	...	...	...	...	...	...	...	...
2. Floating bridges . . . . .	...	...	...	...	...	...	...	...
XI.—ROLLING STOCK—	...	...	...	...	...	...	16,026	173
1. Locomotive . . . . .	...	...	...	...	...	...	...	...
2. Carriage and wagon . . . . .	...	...	...	...	...	...	...	...
XII.—GENERAL CHARGES—	40,384	2,648	69,986	1,514	1,32,567	2,582	78,102	843
1. Direction or general . . . . .	...	...	...	...	...	...	...	...
2. Engineering . . . . .	...	...	...	...	...	...	...	...
3. Stores . . . . .	...	...	...	...	...	...	...	...
4. Audit and account . . . . .	...	...	...	...	...	...	...	...
5. Medical and sanitation . . . . .	...	...	...	...	...	...	...	...
Loss by Exchange . . . . .	...	...	...	...	...	...	...	...
TOTAL	5,92,414	38,847	12,98,274	28,083	23,74,038	46,233	29,04,050	31,351

(a) Opened for traffic on the 1st December 1891, but no separate account was received until the end-half of 1892.

G—concluded.

end of the half-year in which the last open section of each separate project was completed—concluded.

GAUGE—concl'd.		SPECIAL GAUGES.						MAIN HEAD AND SUB-HEAD.
CONSTRUCTED BY PANIES.		STATE LINES CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CON- STRUCTED BY NATIVE STATE.		
KOLHÁPUR. (20.07 MILES.) (b) HALF-YEAR ENDING 30TH JUNE 1892.		KAUNIA-DHARLLA. (37.03 MILES, 2' 6" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JORNÁT. (30.60 MILES, 2' 0" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		COOCH BEHAR. (22.12 MILES, 2' 6" GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1893.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
13,858	477	910	25	388	13	9,764	441	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
9,821	338	14,432	390	4,728	155	10,046	454	II.—LAND.
2,64,480	9,098							III.—FORMATION—
...	...					82,400	3,725	1. Earthwork.
...	...					...	...	2. Tunnels.
10,91,301	37,540							IV.—BRIDGEWORK—
...	...					31,560	1,427	1. Large bridges.
...	...	88,841	2,401	1,18,590	3,875	27,996	1,266	2. Minor bridges.
...	...							V.—FENCING, &C.—
...	1,435							1. Fencing.
558½	3,...					913	41	2. Road crossings.
...	...					...	...	3. Mile and gradient posts.
...	...					...	...	VI.—ELECTRIC TELEGRAPH.
5,21,575	17,942	4,98,680	13,478	3,09,346	10,109			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	3,02,756	13,687	2. Permanent-way.
2,24,995	7,740	21,470	580	62,578	2,045			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	10,474	473	1. Stations and offices.
...	...	...	...	...	...	4,362	197	2. Workshops, store buildings, &c.
...	...	...	...	...	...	6,017	272	3. Staff quarters.
...	...	...	...	...	...	10,081	456	4. Station machinery.
6,981	240	8,444	228	20,606	673			IX.—PLANT—
...	...	...	...	...	...	6,411	290	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	647	29	4. Station and office furniture.
...	...	1,20,677	3,261					X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries.
...	...	...	...	...	...	...	...	2. Floating bridges.
...	...	1,60,637	4,342	1,18,901	3,886			XI.—ROLLING STOCK—
...	...	...	...	...	...	30,800	1,396	1. Locomotive.
...	...	...	...	...	...	45,722	2,067	2. Carriage and wagon.
1,17,746	4,050	8,291	224	36,622	1,197			XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,211	55	1. Direction or general.
...	...	...	...	...	...	44,922	2,031	2. Engineering.
...	...	...	...	...	...	1,410	64	3. Stores.
...	...	...	...	...	...	1,207	55	4. Audit and account.
...	...	...	...	...	...	3,498	158	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
22,92,466	78,860	9,22,382	24,929	6,71,759	21,953	(c) 6,34,741	(c) 28,695	TOTAL.

(b) Opened for traffic on the 21st April 1891, but no capital account was received until the first-half of 1892.
(c) Including Rs.454 on account of loss on working the open line not included in any of the above heads.

Statement showing for the financial years 1886-87 to 1895-96 the mileage and the actual amounts closed as also the Budget and Revised

RAILWAY.	1886-87.		1887-88.		1888-89.		1889-90.		1890-91.		1891-92.	
	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.
East Indian (a)	1,615½	16,36,685	(b)1,609½	6,06,640	1,610	36,156	1,610	6,70,785	1,610	-1,27,178	1,610	-7,31,147
Rajputana-Malwa railway system. (c)	1,667½	2,60,459	1,667½	10,32,413	1,665	5,11,381	1,672½	1,89,927	1,672½	36,419	1,674	-3,31,136
Bhopal-Itarsi (British section)	...	...	...	...	...	...	...	...	13	1,69,118	13	1,96,542
Sindia	74½	6,365	74½	1,895	(d)	(d)	...	...	...	...	...	...
Warora colliery, including Wardha Coal railway, to end of 1890-91.	46½	2,73,320	46½	-1,41,792	46½	-28,954	46½	-31,227	46½	-2,50,955	...	12,667
Wardha Coal . . . . .	...	...	...	...	...	...	...	...	...	...	(e) 45	-2,78,103
Umaria colliery . . . . .	...	3,32,636	...	1,53,534	...	87,231	...	44,470	...	54,458	...	71,545
Burma (state)	333	1,50,534	333	2,27,796	(f)555	8,46,796	555½	4,24,086	558½	1,48,664	55½	...
Eastern Bengal (state) (g) .	606½	17,74,189	676½	20,68,575	676	12,21,223	750½	16,30,513	778½	14,33,124	777	12,91,146
Bengal-Nágpur— Katni-Umaria . . . . .	...	...	37	1,10,938	(h)	(h)	...	...	...	...	...	...
Nágpur-Chhattisgarh	149	(i) 6,76,393	(f)	(f)	...	...	...	...	...	...	...	...
Tirhoot	245½	2,70,398	259½	3,45,774	273½	1,83,271	273½	1,36,568	(k) 329½	1,75,175	341½	-59,374
Oudh and Rohilkhand (state)	...	...	...	...	692½	-3,60,823	692½	3,84,410	692½	2,33,375	692½	21,189
North Western (state) (l) .	2,058½	11,43,159	2,384½	45,00,567	2,381	-7,72,976	2,368½	7,86,924	2,368½	22,96,661	2,358½	8,50,046
Guntakal-Mysore frontier . .	...	...	...	...	...	...	...	...	...	...	...	...
South Indian . . . . .	...	...	...	...	...	...	...	...	900½	12,55,115	1,105½	-17,45,079
Bezwa Extension . . . . .	...	...	...	...	...	...	21½	39,154	21½	34,602	21½	19,133
Bezwa-Madras (Madras-Ennur section) . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád	145½	20,777	145½	12,170	145½	24,679	145½	10,855	145½	4,470	145½	61,912
TOTAL	6,943	65,44,915	7,235	89,18,510	8,044½	17,47,984	8,135	42,86,465	9,136½	54,62,448	9,342½	-1,61,593

• For information relating to earlier years, see Appendix H to Part II of the Administration Report for 1894-95.
 (a) Including expenditure on the Dildárnagar-Gházípur, Patna-Gya and Nalháti railways.
 (b) Benares branch transferred to the Oudh and Rohilkhand railway.
 (c) There may be some outlay in the earlier years which could properly be treated as construction outlay, but it is difficult to make a separation.
 (d) Transferred to the Indian Midland railway.
 (e) Excluding 1½ miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal state railway to the Great Indian Peninsula Railway Company.

H.

expended on capital account on State railways (open lines) the construction estimates of which have been Estimate figures from 1892-93 to 1895-96.*

1892-93.				1893-94.				1894-95.				1895-96.			
Mile- age.	Budget estimate.	Revised estimate.	Actuals.	Mile- age.	Budget estimate.	Revised estimate.	Actuals.	Mile- age.	Budget estimate.	Revised estimate.	Actuals.	Mile- age.	Budget estimate.	Revised estimate.	Actuals.
	R	R	R		R	R	R		R	R	R		R	R	R
1,610½	11,45,000	12,79,000	13,25,919	1,610½	16,23,000	43,54,000	42,53,807	1,672½	24,00,000	35,41,000	38,82,382	1,700½	31,00,000	55,50,000	52,11,142
1,674	3,00,000	7,35,000	6,01,212	1,674	4,87,000	5,04,000	4,98,405	1,674	9,70,000	15,92,000	11,38,889	1,674	6,36,000	10,29,000	9,97,944
13	2,70,000	2,70,000	2,69,814	13	2,68,000	2,25,000	1,92,146	13	1,40,000	1,40,000	1,31,741	13	75,000	51,000	47,228
...
...	2,62,000	-4,000	9,918	...	4,76,000	1,06,600	1,12,597	...	5,00,000	4,34,000	3,97,944	...	1,84,000	-70,000	-81,610
45	15,000	7,000	6,493	45	15,000	...	...	45	20,000	...	...	45	1,05,000	7,000	3,105
...	50,000	1,000	37,608	...	55,000	-43,700	-42,470	...	44,000	52,000	42,989	...	52,000	53,000	56,573
558½	3,00,000	3,66,000	2,32,568	577½	4,32,000	6,22,400	6,36,880	577½	4,00,000	3,47,000	4,17,467	577½	-89,000	-1,10,000	-64,767
777	18,06,900	13,37,000	8,94,965	812½	14,68,000	10,94,000	10,55,438	813	9,00,000	6,45,000	6,02,680	813½	12,00,000	14,16,000	14,25,285
...
...
341½	2,25,000	12,40,000	12,48,004	341½	1,98,000	1,83,000	1,24,598	341½	8,00,000	5,05,000	2,58,104	341½	7,00,000	6,03,000	5,08,239
692½	5,85,600	-2,43,000	-1,97,052	741	13,99,000	13,28,500	11,90,862	796½	7,43,000	16,65,000	15,72,763	797½	16,43,000	13,59,000	12,23,762
2,427½	17,17,700	18,49,000	18,30,046	2,427½	8,67,000	16,08,000	12,43,986	2,429½	21,28,000	18,20,000	18,39,009	2,535½	8,40,000	19,91,000	17,10,598
...	...	...	...	...	...	..	...	...	...	...	...	119½	50,000	20,000	17,947
1,042½	13,70,000	9,86,000	7,74,489	1,041½	11,37,000	7,25,000	7,50,345	1,041½	6,00,000	2,00,000	1,85,032	1,041½	8,50,000	4,50,000	3,82,340
21½	10,000	5,000	4,809	21½	5,000	5,000	5,006	20½	10,000	5,000	3,405	(m)	(m)	(m)	(m)
...	...	...	...	...	...	...	...	...	...	...	...	9	3,00,000	4,30,000	4,01,865
145½	70,000	38,000	30,684	145½	1,69,000	1,07,000	93,815	145½	1,30,000	51,000	48,040	145½	2,86,000	2,16,000	1,40,209
348½	81,27,200	78,66,000	70,69,477	945½	85,99,000	1,08,18,800	1,01,15,415	9,569½	97,85,000	1,09,97,000	1,05,20,445	9,813½	99,32,000	1,29,95,000	1,19,79,860

(f) Including the Toungoo-Mandalay railway.
 (g) Including outlay on sidings and extensions which cannot be separated.
 (h) Transferred to the Bengal-Nagpur railway.
 (i) Including outlay on the Kanhan bridge, which was not opened until 1st September 1887.
 (j) Taken over by the Bengal-Nagpur railway on the 9th May 1887.
 (k) Working made over to the Bengal and North-Western railway on the 1st July 1890.
 (l) Excluding expenditure on troop traffic works and gradient improvements from 1886-87, and on the Sukkur bridge from 1886-87 to 1892-93.
 (m) Amalgamated with the East Coast (state) railway.

List of locomotive and vehicle stock on the standard

Progressive number.	DESCRIPTION.	STANDARD GAUGE.											TOTAL.	
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.		
		I.—East Indian.*	II.—Bengal-Nagpur.	III.—Indian Midland.	XII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central railway).	XVII.—Calcutta Port Commissioners'.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.*	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.		XXXVI.—The Nizam's Guaranteed State.
LOCOMOTIVES.														
1	Mail, special . . . . .	...	16	...	73	26	...	...	...	...	...	...	...	115
2	Passenger, ordinary	198	6	36	238	10	(b) 104	...	...	113	25	41	13	784
3	Goods	388	85	55	237	124	...	...	...	376	98	69	37	1,469
4	Incline, special . . . . .	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	10	4	20	1	...	5	6	4	42	3	16	...	69
6	Local traffic, shunting and ballast	...	...	...	20	6	...	...	...	...	12	...	...	80
7	Special engines of sorts (e.g., Fairlie or rack or tram) .	...	...	...	(a) 14	...	...	...	39	...	(c) 24	(c) 40	...	117
	TOTAL	596	111	111	603	166	109	6	43	605	162	166	50	2,728
COACHING VEHICLES.														
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State . . . . .	...	...	3	12	...	(e) 1	...	...	...	...	(e) 2	...	18
3	Saloons, ordinary . . . . .	...	...	...	...	...	(f) 13	...	...	...	12	26	6	57
4	Reserved carriages	24	6	1	46	14	...	...	...	...	6	(g) 9	...	106
5	Family carriages . . . . .	...	...	3	...	1	...	...	...	...	...	...	...	4
6	Attendants' carriages . . . . .	...	...	...	2	...	...	...	...	...	...	...	...	2
7	Inspection carriages . . . . .	...	...	...	...	...	...	...	3	...	...	...	...	3
8	First class carriages	76	8	21	88	38	(g) 15	...	11	88	(h) 8	...	10	363
	{ Ordinary . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Bogie . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Ambulance . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Upper class carriages . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Ordinary . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Bogie . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Ambulance . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	104	14	28	148	53	29	...	14	88	26	37	16	557

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office vans (36 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a 1/8th share in this stock.

I.

and metre gauge railways on the 31st December 1895.

METRE GAUGE.														TOTAL.	Progressive number.	REMARKS.
STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.					
Bengal and North-Western—Tirhoot section. Company's section.	XLV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam-Bengal.	LIII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVI.—Deoghur.	LVIII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIX.—Bengal Doopars.	LX.—Dibru-Sadiya.	LXVII.—Jodhpore-Bickaneer—Jodhpore section. Bickaneer section.	LXIX.—Bhavnagar-Gondal-Junagarh-Porbandar.			
..	34	..	..	..	..	..	..	..	..	..	..	..	..	34	1	
36	109	26	..	65	} 16	{ 17	18	} 3	{ 8	} 4	{ 10	} 17	} 33	289	2	(a) These are metre gauge engines.
68	271	147	37	131										{ 65	117	{ 15	4	4	17	33	928	3	(b) Of these, ten engines are used in shunting, thirty-one in running local trains, fifty-one in running goods and mixed trains, and twelve in running mail and passenger trains.
..	..	3	..	..	6	..	..	..	..	..	..	..	..	9	4	
1	..	3	5	8	..	(d) 2	4	..	3	..	4	..	..	30	5	(c) Utilised for hauling mixed trains.
..	32	..	..	..	..	..	..	..	1	..	..	..	..	33	6	(d) Used in shunting and local traffic.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	
105	446	179	42	204	22	84	139	3	27	4	18	17	33	1,323		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	(e) These are six-wheeled vehicles.
3	6	..	3	1	..	(f) 2	(f) 1	..	..	..	..	..	..	16	2	
9	..	..	..	2	..	(f) 16	(f) 1	..	..	1	..	2	2	33	3	(f) Of these, two are six-wheeled carriages.
4	..	(g) 5	3	3	3	..	20	..	5	..	..	..	(h) 7	50	4	(g) These are sleeping carriages.
..	..	..	..	..	..	..	4	..	..	..	..	..	..	4	5	(h) Of these, one is a six-wheeled carriage.
..	..	..	..	..	..	..	2	..	..	..	..	..	..	2	6	(i) Of these, three are on bogie frames.
..	11	..	..	..	..	..	..	..	..	..	..	..	..	11	7	(j) On bogie frames.
16	124	16	4	19	1	(k) 12	34	..	11	..	..	6	13	256	} 8	
..	..	..	..	..	..	2	..	..	..	..	..	..	..	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		(k) Of these, eight are six-wheeled carriages.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	} 9	
..		
32	141	21	10	25	4	34	60	..	16	1	..	8	22	374		

List of locomotive and vehicle stock on the standard

Progressive number.	DESCRIPTION.	STANDARD GAUGE.											TOTAL.		
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.			
		I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	XII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central railway).	XVII.—Calcutta Port Commissioners'.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.		XXXVI.—The Nizam's Guaranteed State.	
COACHING VEHICLES—continued.															
	Brought forward	104	14	28	148	53	29	..	14	88	26	37	16	557	
10	Composite, first and second class carriages	Ordinary	62	25	34	71	41	44	..	10	73	18	(e) 42	9	429
		Bogie	..	..	..	25	..	..	..	..	..	7	..	..	32
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..	..
11	Composite, second and third class carriages	Ordinary	..	..	..	..	..	..	..	2	..	..	..	..
		Bogie	..	..	..	..	..	..	..	..	..	..	..	..
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..	..
12	Composite, first, second and third class carriages	Ordinary	..	..	..	..	..	..	..	..	..	..	..	..
		Bogie	..	..	..	10	..	..	..	..	..	..	..	10	
		Ambulance	..	(a)	..	..	(c)	..	..	..	..	..	..	..
13	Other composite carriages	Ordinary	..	4	..	(b)	5	..	..	..	..	..	..	9	
		Bogie	2	..	..	2	..	..	..	..	..	..	..	4	
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..
14	Second class carriages	Ordinary	88	15	17	82	25	(d) 12	..	14	150	41	70	8	522
		Bogie	..	..	..	..	..	..	..	..	..	..	..	..	..
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..	..
15	Second class carriages with postal accommodation.	Ordinary	..	..	..	..	..	..	..	22	..	..	..	..	22
		Bogie	..	..	..	..	..	..	..	..	..	..	..	..	..
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..	..
16	Intermediate class carriages	Ordinary	73	8	..	98	20	36	..	..	..	..	..	..	235
		Bogie	..	..	..	..	..	..	..	..	..	..	..	..	..
		Ambulance	..	..	..	..	..	..	16	..	..	..	..	..	16
17	Intermediate and third class carriages	Ordinary	..	..	..	..	..	..	..	..	..	..	..	..	22
		Bogie	39	11	..	36	13	15	..	..	..	..	..	..	114
		Ambulance	2	..	..	14	..	..	..	..	..	..	..	..	16
18	Intermediate and postal carriages	Ordinary	..	..	..	4	..	..	..	..	..	..	..	..	4
		Bogie	..	..	..	..	8	8	..	..	..	..	..	..	19
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..	..
19	Intermediate, third and postal carriages.	Ordinary	..	1	..	25	..	1	..	..	..	..	..	..	27
		Bogie	..	..	..	..	..	..	..	..	..	..	..	..	..
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..	..
20	Lower class	Ordinary	..	..	..	..	..	..	..	..	..	..	..	..	..
		Bogie	..	..	..	..	..	..	..	..	..	..	..	..	..
		Ambulance	..	..	..	..	..	..	..	..	..	..	..	..	..
	Carried over	370	78	79	515	165	161	..	38	335	121	149	33	2,044	

I—continued.

and metre gauge railways on the 31st December 1895.

METRE GAUGE.														TOTAL.	Progressive number.	REMARKS.
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.			LINES OWNED AND WORKED BY NATIVE STATES.					
XLIII.— Bengal and North-Western— Tirhoot section. Company's section.	XLIV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam-Bengal.	LIII.—Eastern Bengal (state)— Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVII.—Deoghur.	LVIII.—Rohilkund and Kumaon (including the Lucknow- Bareilly section).	LIX.—Bengal Dooars.	LX.—Dibru-Sadiya.	LXVII.— Jodhpore-Bickaneer— Jodhpore section. Bickaneer section.	LXIX.—Bhavnagar-Gondal-Juná- garh-Parbandar.			
32	141	21	10	25	4	34	60	...	16	1	...	8	22	374		
28	45	41	6	35	4	24	33	...	12	3	8	6	2	247	10	(a) These are composite (first and third class) carriages.
...	1	5	7	...	1	...	11	...	...	...	...	...	3	28		
...	...	...	...	...	...	6	...	...	...	...	...	...	...	6	11	(b) These are metre gauge composite (first, second and intermediate class) carriages.
...	7	...	...	...	...	...	5	...	...	...	...	...	2	7		
...	...	...	...	9	...	...	...	...	...	...	...	...	...	9	12	(c) Of these, one is a composite (first and second, with luggage compartment), and four are composite (first, second, intermediate and third class) carriages.
...	...	...	...	20	...	...	...	...	...	...	...	...	2	22		
...	...	...	...	...	...	...	...	(a) 2	...	...	...	...	...	2	13	(d) These are sleeping carriages.
...	...	...	...	...	...	...	...	...	...	...	...	(a) 2	2	2		
10	(f) 95	34	8	44	...	14	48	...	3	...	...	1	10	267	14	(e) Including thirty-seven sleeping carriages.
...		
...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	15	(f) Of these, forty are double carriages.
...		
22	50	...	...	...	...	(g) 36	...	...	3	...	...	...	...	111	16	(g) Of these, one carriage has a compartment for the use of native invalids, and twenty-eight carriages have latrine accommodation.
...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	
...	25	...	...	...	...	1	...	...	7	1	...	...	...	34		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	
...	8	...	...	...	...	2	...	...	...	1	...	...	...	11		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	
...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	8	...	...	...	...	8		
92	372	101	31	133	9	117	157	10	41	6	8	15	48	1,140		

List of locomotive and vehicle stock on the standard

Progressive number.	DESCRIPTION.	STANDARD GAUGE.											TOTAL.			
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.				LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.		
		I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	XII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central railway).	XVII.—Calcutta Port Commissioners'.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.		XXXVI.—The Nizam's Guaranteed State.		
COACHING VEHICLES—concluded.																
	Brought forward	370	78	79	515	165	161	..	38	335	121	149	..	33	2,044	
21	Third class carriages without brakes	Ordinary	601	(a)136	198	86	173	191	..	(i)139	526	196	342	..	51	2,639
		Bogie	12	30	42
		Ambulance	52	(b)23	22	94	9	29	15	28	272
		Six-wheeled	18	18
22	Third class and postal vans	Ordinary	41	10	13	20	25	3	..	6	..	4	7	..	8	137
		Bogie
		Ambulance
23	Third class carriages with brakes	Ordinary . . . . .	..	12	..	(c)194	51	..	..	..	..	26	6	..	289
		Bogie	4	(d) 81	85
		Ambulance	(e)324	10	334
24	Third class and brake vans . . . . .	..	..	50	..	..	8	..	..	90	..	..	..	..	148
25	Compound third class incline vans . . . . .	..	..	..	..	..	..	..	..	1	..	..	..	..	1
26	Brake vans . . . . .	..	23	..	(f)507	..	..	..	19	542	28	..	..	..	1,119
27	Postal vans	22	..	..	11	..	..	..	..	7	2	9	..	..	51
28	Cooking vans . . . . .	..	..	..	..	..	1	..	..	..	..	..	..	..	1
29	Prison vans . . . . .	..	..	..	..	..	..	..	..	6	..	..	..	..	6
30	Carriages, dynamometer . . . . .	..	..	..	1	..	..	..	..	..	..	..	..	..	1
31	Carriage trucks	39	4	5	42	12	4	..	2	50	4	21	..	2	185	
32	Horse boxes	75	10	10	124	31	10	..	6	93	15	46	..	10	430	
33	Luggage vans	21	20	25	53	12	13	..	2	90	14	24	..	7	281	
34	Produce vendors' vans . . . . .	..	..	..	..	..	(g) 43	..	..	..	..	..	..	..	43
35	Fish vans . . . . .	..	..	..	..	..	20	..	..	..	..	..	..	..	20
36	Store, ice, and stationery vans . . . . .	..	..	..	15	..	..	..	..	..	..	..	..	..	15
37	Brake vans fitted with postal compartments . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	Open wagons for passengers . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	Miscellaneous . . . . .	..	..	..	..	..	3	..	..	..	..	..	..	..	3
TOTAL COACHING VEHICLES		1,237	316	402	2,067	488	457	(h)	212	1,769	473	632	..	111	8,164	
GOODS VEHICLES.																
1	Cylindrical wagons . . . . .	..	..	..	..	..	260	..	..	..	..	..	..	..	260
2	Covered goods wagons, bogie	Iron . . . . .	..	..	412	..	..	..	..	..	..	..	..	..	412
		Wooden . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
3	Covered goods wagons ordinary	(p) Iron	3,683	2,271	1,170	6,244	2,276	1,410	148	(s) 650	751	580	397	110	19,690	
		(q) Iron	2,649	..	..	131	1,586	(r) 84	..	..	3,661	1,653	876	60	10,700
		Wooden . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..
Carried over		6,332	2,271	1,170	6,787	3,862	1,754	148	650	4,412	2,233	1,273	..	170	31,062	

I—continued.

and metre gauge railways on the 31st December 1895.

METRE GAUGE.														Total.	Progressive number.	REMARKS.	
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.			LINES OWNED AND WORKED BY NATIVE STATES.						
XLIII.— Bengal and North-Western—Tirhoot section. (Company's section).	XLV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam-Bengal.	LIII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVII.—Deoghar.	LVIII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIX.—Bengal Dooars.	LX.—Dibru-Sadiya.	LXVIII.— Jodhpore-Bikaner—Jodhpore section. Bikaner section.	LXIX.—Bhavnagar-Gondal-Junagar-Porbandar.				
92	372	101	31	133 (k)	9	117 (l)	157	10	41	6	8	15	48 (o)	1,140			
216	628	150	58	549	...	170	255	...	84	13	20	46	116	2,305		(a) Of these, nine carriages are provided with retiring accommodation for females.	
6	31	8	15	...	...	2	...	...	...	...	...	...	12	74	21	(b) Of these, eleven carriages are provided with retiring accommodation for females, and one carriage has fittings for Lushai and Collis' dandies.
...	5	...	1	15	...	...	61	...	...	...	...	...	...	82		(c) Of these, twelve carriages belong to the late Ferozepore steam tramway.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	(d) Including five metre gauge carriages.
16	8	29	...	2	...	7	9	...	2	...	...	...	4	77		(e) Of these, seventy-eight are bogie carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(f) Including one metre gauge brake van.
...	101	199	30	...	...	...	4	...	10	...	...	2	...	346	23	(g) Of these, nineteen are milk vendor's vans.
...	...	19	...	55	20	...	37	...	...	...	...	...	...	131		(h) There is no coaching stock on this railway.
...	...	...	2	...	...	...	4	...	...	...	...	...	...	6		(i) Of these, ten carriages are fitted with closets.
...	...	119	30	8	...	...	3	...	...	...	...	...	...	160	24	(j) Of these, twelve are on bogie frames.
...	...	17	...	...	...	...	...	...	...	...	...	...	...	17	25	(k) Of these, thirty-seven are of Clemenson's pattern and thirty-four are for females.
...	266	22	...	...	...	...	...	2	5	...	...	12	...	307	26	(l) Two compartments of a third class carriage are reserved for the carriage of mails from Saraghat to Kaunia, and twenty-five carriages have female compartments and latrine accommodation.
...	...	...	...	18	...	3	4	...	...	...	...	...	...	25	27	(m) Four of these are double.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	28	(n) This is an open carriage on bogie frame.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	9	29	(o) Of these, twelve carriages have latrine accommodation.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	30	(p) Of these, 767 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
5	38	9	5	5	...	5	...	...	...	...	...	...	6	73	31	(q) Of these, 891 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
15	82	28	8	30	1	10	36	...	5	...	1	(m) 5	4	225	32	(r) Including four ambulance wagons.	
1	(j) 31	10	12	81	...	10	31	...	6	...	...	...	...	182	33	(s) Of these, six wagons are fitted as construction brake vans, one as a locomotive store van, four as Divisional Officer's carriages, five wagons are fitted to carry horses and two hundred fifty are of Russian type.
...	34	(t) Including eighty steel wagons.
...	...	...	...	...	...	...	...	...	...	...	2	...	...	16	35	(u) Including one hundred wagons of the military type and one hundred wagons used for carrying horses.
...	14	36		(v) Of these, one hundred and eighteen are six-wheeled wagons.
...	16	...	...	...	...	...	...	...	18	...	6	...	...	40	37	
...	...	...	...	...	...	...	...	...	...	...	...	(n) 1	...	1	38	
...	...	...	...	...	...	4	...	...	...	...	...	...	...	4	39	
351	1,581	711	192	896	30	342	609	12	166	24	37	81	190	5,222			
...	1		(w) These are medium-sized wagons.
...	(f) 375	75	...	...	...	...	...	...	...	...	...	...	...	650	2	
...	...	...	...	...	...	...	500	...	...	...	...	...	...	500		
1,834	2,025	2,463	400	957	...	1,075	(w) 50	...	470	65	...	...	258	9,597	3	
418	1,924	205	...	856	200	684	(x) 1,621	4	20	...	89	180	...	6,201			
2,452	4,324	2,743	400	1,813	200	1,759	2,171	4	490	65	89	180	258	16,948		(x) Including three hundred and fifteen medium-sized wagons.	

List of locomotive and vehicle stock on the standard

Progressive number.	DESCRIPTION.	STANDARD GAUGE.											TOTAL.	
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.				LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.
		I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	XII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central railway).	XVII.—Calcutta Port Commissioners'.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.		XXXVI.—The Nizam's anteed State.
	GOODS VEHICLES—concluded.													
	Brought forward	6,332	2,271	1,170	6,787	3,862	1,754	148	650	4,412	2,233	1,273	170	31,062
4	High-sided wag- ons, bogie . . . . .	...	...	...	1	...	...	...	...	50	...	...	10	61
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
5	High-sided wagons, ordinary . . . . .	...	...	600	399	...	...	...	100	...	706	(c)50	159	2,014
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . . . .	...	...	...	106	6	39	2	...	317	204	861	...	1,535
6	Medium-sided wag- ons, bogie . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Medium-sided wag- ons, ordinary . . . . .	...	765	...	...	...	...	...	...	...	...	...	250	1,015
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	40	40
	{ Wooden . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	232
8	Low-sided wagons, bogie . . . . .	...	...	...	(h)232	...	...	...	...	...	...	...	...	...
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Low-sided wagons, ordinary	776	210	68	1,708	146	115	5	300	999	274	...	64	4,665
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden	1,430	...	...	370	126	59	5	...	1,796	...	213	...	3,999
10	Cotton wagons, covered . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Open wagons for jute . . . . .	...	(a)45	...	...	...	...	...	...	...	...	...	...	52
12	Pilot wagons . . . . .	...	...	...	...	...	...	7	...	...	...	...	...	38
13	Dummy wagons	15	(b)7	...	...	...	4	...	...	25	13	...	...	26
14	Coal or coke wagons	1	...	...	...	...	...	...	...	...	...	...	...	61
15	Salt wagons . . . . .	...	...	...	...	...	...	...	...	...	...	60	...	150
16	Cattle wagons	20	...	...	25	6	5	...	...	...	150	...	...	106
17	Flat wagons . . . . .	...	...	...	...	...	...	...	...	...	...	50	...	...
18	Accident vans . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Platform wagons	23	...	...	...	...	...	...	...	...	...	...	...	...
20	Coal hoppers	930	...	...	(i) 2	...	...	3	...	...	...	(p)3	...	932
21	Powder vans	31	4	4	47	8	1	...	4	18	6	4	...	127
22	Tools or stores vans . . . . .	...	(c) 1	...	1	2	2	...	...	...	...	...	...	16
23	Treasure vans . . . . .	...	...	...	8	...	...	...	...	...	...	(g)10	...	8
24	Relief vans	21	8	10	...	4	5	...	...	...	...	...	...	48
25	Six-wheeled trucks . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	101
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden	3	...	...	...	...	...	...	...	...	101	...	...	4
26	Timber trucks . . . . .	...	...	...	39	56	...	...	28	24	1	...	...	147
	{ Iron . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden	63	16	...	13	139	23	...	...	167	60	...	...	481
27	Ballast wagons . . . . .	...	76	(f)150	...	...	...	...	...	...	...	...	78	604
28	Rail trucks . . . . .	...	...	...	(j)273	...	...	...	...	...	300	...	...	323
29	Fuel trucks . . . . .	...	...	...	...	...	...	...	...	...	...	(c)50	...	115
30	Bolster trucks . . . . .	...	...	...	...	...	45	...	...	...	...	70	...	50
	{ Double . . . . .	...	...	...	...	...	...	...	...	...	...	50	...	162
	{ Single . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Travelling oil tanks	4	4	...	29	2	2	...	4	...	3	(e)10	...	58
32	Travelling water tanks . . . . .	...	...	8	(k)41	...	1	...	...	(o)16	15	4	...	87
33	Travelling cranes	20	(d)8	8	44	12	(m)5	...	...	47	...	(r)7	...	153
34	Accident cranes . . . . .	...	...	...	...	4	...	...	2	...	3	...	...	12
35	Brake vans	341	(e)100	(g)76	...	120	(n)6	3	...	16	...	(s)174	41	997
36	Miscellaneous . . . . .	...	...	...	(l) 1	...	...	...	...	...	66	(t) 1	...	153
	TOTAL GOODS VEHICLES	10,010	3,515	2,144	10,126	4,493	2,136	172	1,104	7,871	4,285	2,990	819	49,665

I—concluded.

and metre gauge railways on the 31st December 1895.

METRE GAUGE.														Total.	Progressive number.	REMARKS.	
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.					
XLIII.— Bengal and North-Western—Tirhoot section. Company's section.	XLV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam Bengal.	LIII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVI.—Deoghur.	LVIII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIX.—Bengal Doocars.	LX.—Dibru-Sadiya.	LXVII.—Jodhpore-Bickaneer—Jodhpore section. Bickaneer section.	LXIX.—Bhavnagar-Gondal-Junagarh-Forbandar.				
2,452	4,324	2,743	400	1,813	200	1,759	2,171	4	490	65	89	180	258	16,948			
...	...	74	...	...	...	...	...	...	...	...	...	...	...	74	4	(a) Of these, ten are bamboo wagons.
...	...	...	170	400	...	...	...	...	...	...	...	...	...	570	4	(b) Of these, four are six-wheeled wagons.
...	134	...	...	413	...	...	60	...	...	...	499	...	...	1,106	5	(c) These are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	(d) Of these, seven are six-wheeled wagons.
...	150	(z)	...	350	...	...	...	...	...	...	...	...	...	640	7	(e) Of these, sixty-five are six-wheeled vans.
...	...	140	...	154	...	...	(s)	4	...	...	...	...	...	520	7	(f) Including ten construction ballast wagons, awaiting disposal.
28	1,180	...	...	20	...	...	(a1)50	...	...	...	...	...	...	20	8	(g) Including ten incline and four construction brake vans, awaiting disposal.
...	...	...	...	...	...	45	166	...	...	15	...	...	...	205	9	(h) Including thirty-seven metre gauge wagons.
150	291	326	73	...	...	156	211	...	86	...	70	40	301	2,384	9	(i) These are metre gauge coal wagons.
111	949	159	1	...	300	...	...	...	...	...	...	...	...	63	10	(j) Including eleven metre gauge trucks.
...	...	...	...	63	...	...	...	...	...	...	...	...	...	54	11	(k) Including one metre gauge water tank.
...	...	...	...	...	...	54	...	...	...	...	...	...	...	29	13	(l) These are bogie wagons.
...	...	...	...	...	...	10	19	...	...	...	...	...	...	350	14	(m) Of these, four are six-wheeled.
...	15	15	(n) Of these, twenty-seven are six-wheeled vans.
4	...	25	3	6	...	...	131	...	...	...	...	...	...	6	16	(o) Of these, four are travelling gas-holders.
...	17	17	(p) Of these, one is an eight-wheeled wagon.
...	15	...	...	...	...	...	...	4	...	...	...	...	...	19	18	(q) These also serve the purposes of accident vans.
2	...	...	...	4	...	5	...	...	...	...	...	...	...	11	19	(r) Of these, three are six-wheeled.
...	20	20	(s) Of these, twenty are six-wheeled.
1	35	11	2	7	...	2	9	...	2	...	1	...	2	72	21	(t) Truck to carry gas-holders.	
2	1	...	...	...	...	1	...	...	...	...	...	...	(a3)3	7	22	(u) Including seventeen wagons fitted with stanchions and chains.
...	23	23	(v) Of these, two are six-wheeled vans.
7	...	(v)10	3	...	...	5	9	...	1	...	...	...	...	35	24	(w) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	2	25	(x) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
...	...	...	...	15	...	1	...	...	...	...	...	...	...	16	25	(y) Of these, one is a guard wagon to travelling cranes.
50	8	38	(x)37	(l)18	...	...	...	...	76	...	...	...	...	16	26	(z) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
32	71	36	...	33	...	62	...	...	...	...	50	...	...	284	26	(a) Including sixty-four medium-sized wagons fitted with bolsters.
...	...	...	...	...	36	...	...	...	...	...	...	...	...	74	27	(b) Including twenty-five wagons fitted with bolsters.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	28	(c) Of these, twenty-five are bogie, and one hundred and two six-wheeled trucks.
...	29	29	(a1) One of these is on a bogie frame.
...	...	...	...	...	...	...	(a2)127	...	...	...	...	...	...	127	30	(a2) These are road vans.
...	...	...	...	...	...	...	118	...	...	...	...	...	...	173	30	
...	8	4	...	8	...	...	...	...	...	...	...	...	...	20	31	
...	...	7	...	17	...	...	6	...	...	...	...	...	...	30	32	
13	29	(w)29	(y)6	3	3	(r)10	19	...	6	1	1	...	(c)2	122	33		
...	34	34	
67	...	...	...	52	16	58	136	...	9	...	12	...	...	37	35	
...	...	...	...	...	...	2	...	...	...	...	...	...	(a4)7	9	36	
2,919	7,195	4,009	695	3,376	555	2,170	3,594	8	674	81	722	220	931	27,149			

List of locomotive and vehicle stock on the standard

Progressive number.	DESCRIPTION.	STANDARD GAUGE.											TOTAL.	
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.				LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.		
		I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	XII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central railway).	XVII.—Calcutta Port Commissioners.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.		XXXVI.—The Nizam's Guaranteed State.
	GOODS VEHICLES— <i>concluded</i> .													
	Brought forward . . .	6,332	2,271	1,170	6,787	3,862	1,754	148	650	4,412	2,233	1,273	170	31,062
4	High-sided wagons, bogie . . .	...	...	...	1	...	...	...	...	50	...	...	10	61
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
5	High-sided wagons, ordinary . . .	...	...	600	399	...	...	...	100	...	706	(c)50	159	2,014
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	...	...	...	106	6	39	2	...	317	204	861	...	1,535
6	Medium-sided wagons, bogie . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Medium-sided wagons, ordinary . . .	...	765	...	...	...	...	...	...	...	...	...	250	1,015
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	...	...	...	...	...	...	...	...	...	...	...	40	40
8	Low-sided wagons, bogie . . .	...	...	...	(h)232	...	...	...	...	...	...	...	...	232
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Low-sided wagons, ordinary . . .	776	210	68	1,708	146	115	5	300	999	274	...	64	4,665
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	1,430	...	...	370	126	59	5	...	1,796	...	213	...	3,999
10	Cotton wagons, covered . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Open wagons for jute . . .	...	(a)45	...	...	...	...	...	...	...	...	...	...	52
12	Pilot wagons . . .	...	...	...	...	...	...	7	...	...	...	...	...	38
13	Dummy wagons . . .	15	(b)7	...	...	...	4	...	...	25	13	...	...	26
14	Coal or coke wagons . . .	1	...	...	...	...	...	...	...	...	...	60	...	61
15	Salt wagons . . .	...	...	...	...	...	...	...	...	...	150	...	...	150
16	Cattle wagons . . .	20	...	...	25	6	5	...	...	...	...	50	...	106
17	Flat wagons . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Accident vans . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Platform wagons . . .	23	...	...	...	...	...	5	...	...	...	(p)3	...	31
20	Coal hoppers . . .	930	...	...	(i) 2	...	...	...	...	...	...	...	...	932
21	Powder vans . . .	31	4	4	47	8	1	...	4	18	6	4	...	127
22	Tools or stores vans . . .	...	(c) 1	...	1	2	2	...	...	...	...	(g)10	...	16
23	Treasure vans . . .	...	...	...	8	...	...	...	...	...	...	...	...	8
24	Relief vans . . .	21	8	10	...	4	5	...	...	...	...	...	...	48
25	Six-wheeled trucks . . .	...	...	...	...	...	...	...	...	...	101	...	...	101
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	3	...	...	...	...	...	...	...	...	1	...	...	4
26	Timber trucks . . .	...	...	...	39	56	...	...	28	24	...	...	...	147
	{ Iron . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden . . .	63	16	...	13	139	23	...	...	167	60	...	...	481
27	Ballast wagons . . .	...	76	(f)150	...	...	...	...	...	...	300	...	78	604
28	Rail trucks . . .	...	...	...	(j)273	...	...	...	...	...	...	(c)50	...	323
29	Fuel trucks . . .	...	...	...	...	...	45	...	...	...	...	70	...	115
30	Bolster trucks . . .	...	...	...	...	...	...	...	...	...	...	50	...	50
	{ Double . . .	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Single . . .	...	...	50	...	...	12	...	...	...	...	100	...	162
31	Travelling oil tanks . . .	4	4	...	29	2	2	...	4	...	3	(c)10	...	58
32	Travelling water tanks . . .	...	...	8	(k)41	...	1	...	...	(o)16	15	4	2	87
33	Travelling cranes . . .	20	(d)8	8	44	12	(m)5	...	...	47	...	(r)7	2	153
34	Accident cranes . . .	...	...	...	4	...	...	...	2	...	3	...	3	12
35	Brake vans . . .	341	(e)100	(g)76	...	120	(n) 6 3	...	16	...	66	(s)174	...	997
36	Miscellaneous . . .	...	...	...	(l) 1	...	1	...	...	...	150	(h) 1	41	153
	TOTAL GOODS VEHICLES . . .	10,010	3,515	2,144	10,126	4,493	2,136	172	1,104	7,871	4,285	2,990	819	49,665

I—concluded.

and metre gauge railways on the 31st December 1895.

METRE GAUGE.																	
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.	
XLIII.— Bengal and North-Western—Tirhoot section, Company's section.	XLV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam Bengal.	LIII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVI.—Deoghur.	LVIII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIX.—Bengal Dooars.	LX.—Dibru-Sadiya.	LXVII.—Jodhpore-Bikaner—Jodhpore section. Bikaner section.	LXIX.—Bhavnagar-Gondal-Junagarh-Porbandar.				
2,452	4,324	2,743	400	1,813	200	1,759	2,171	4	490	65	89	180	258	16,948			
...	...	74	...	...	...	...	...	...	...	...	...	...	...	74	4	(a) Of these, ten are bamboo wagons.
...	...	...	170	400	...	...	...	...	...	...	...	...	...	370	5	(b) Of these, four are six-wheeled wagons.
...	134	...	...	413	...	...	60	...	...	...	499	...	...	1,106	6	(c) These are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	(d) Of these, seven are six-wheeled wagons.
...	...	(2)	...	...	...	...	...	...	...	...	...	...	...	...	7	(e) Of these, sixty-five are six-wheeled vans.
...	150	140	...	350	...	...	...	...	...	...	...	...	...	640	8	(f) Including ten construction ballast wagons, awaiting disposal.
...	...	...	...	154	...	...	(3) 362	4	...	...	...	...	...	520	9	(g) Including ten incline and four construction brake vans, awaiting disposal.
28	1,180	...	...	20	...	...	(a1) 50	...	...	...	...	...	...	20	10	(h) Including ten incline and four construction brake vans, awaiting disposal.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	(i) Including thirty-seven metre gauge wagons.
150	291	326	73	...	...	45	166	...	...	15	...	...	...	205	11	(j) Including thirty-seven metre gauge wagons.
111	949	159	1	...	300	156	211	...	86	...	70	40	301	2,384	12	(k) These are metre gauge coal wagons.	
...	...	...	...	63	...	...	...	...	...	...	...	...	...	63	13	(l) Including eleven metre gauge trucks.
...	...	...	...	...	...	54	...	...	...	...	...	...	...	54	14	(m) Including one metre gauge water tank.
...	...	...	...	...	...	10	19	...	...	...	...	...	...	29	15	(n) These are bogie wagons.
...	...	350	...	...	...	...	...	...	...	...	...	...	...	350	16	(o) Of these, four are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	(p) Of these, twenty-seven are six-wheeled vans.
4	...	25	3	6	...	...	131	...	...	...	...	...	...	6	18	(q) Of these, four are travelling gas-holders.
...	15	...	...	...	...	...	...	...	4	...	...	...	...	19	19	(r) Of these, one is an eight-wheeled wagon.
2	...	...	...	4	...	5	...	...	...	...	...	...	...	11	20	(s) These also serve the purposes of accident vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	(t) Of these, three are six-wheeled.
1	35	11	2	7	...	2	9	...	2	...	1	...	2	72	22	(u) Of these, twenty are six-wheeled.	
2	1	...	...	...	...	1	...	...	...	...	...	...	(a3) 3	7	23	(v) Truck to carry gas-holders.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	(w) Including seventeen wagons fitted with stanchions and chains.
7	...	(v) 10	3	...	...	5	9	...	1	...	...	...	...	35	25	(x) Of these, two are six-wheeled vans.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	2	26	(y) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
...	...	...	...	15	...	1	...	...	...	...	...	...	...	16	27	(z) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
50	8	38	(x) 37	(l) 18	...	...	...	...	76	...	...	...	...	16	28	(aa) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
32	71	36	...	33	...	62	...	...	...	...	50	...	...	284	29	(ab) Of these, one is a guard wagon to travelling cranes.
...	...	...	...	...	36	...	...	...	...	...	...	...	74	74	30	(ac) Including sixty-four medium-sized wagons fitted with bolsters.
...	...	...	...	...	...	...	(a2) 127	...	...	...	...	...	...	36	31	(ad) Including twenty-five wagons fitted with bolsters.
...	...	(v) 55	...	...	...	...	118	...	...	...	...	...	...	20	32	(ae) Of these, twenty-five are bogie, and one hundred and two six-wheeled trucks.
...	8	4	...	8	...	...	...	...	...	...	...	...	...	30	33	(af) One of these is on a bogie frame.
...	...	7	...	17	...	6	...	...	...	...	...	...	...	30	34	(ag) These are road vans.
13	29	(w) 29	(y) 6	3	3	(r) 10	19	...	6	1	1	...	(e) 2	122	35	(ah) These are road vans.	
...	34	36	
67	...	...	...	52	16	58	136	...	9	...	12	...	37	387		
...	...	...	...	...	...	2	...	...	...	...	...	...	(a4) 7	9		
2,919	7,195	4,009	695	3,376	555	2,170	3,594	8	674	81	722	220	931	27,149			

APPENDIX J.

This Indenture, made the 1st day of August 1895, between THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE BĀRSI LIGHT RAILWAY COMPANY, LIMITED, having its registered office at 308, Winchester House, Old Broad Street, London, of the other part.

WHEREAS the Bārsi Light Railway Company has been formed for the purpose of constructing, maintaining, and working, *inter alia*, the light railway hereinafter mentioned between Bārsi Town and Bārsi Road Station on the Great Indian Peninsula Railway, and it is expedient that the said Company should be authorised to construct, maintain, and work the said light railway upon the terms and subject to the conditions hereinafter mentioned and to do all things necessary in that behalf.

AND WHEREAS it is intended by the Secretary of State, and it has been agreed between the parties hereto, that the Indian Railways Act, 1890, shall apply to the said light railway.

AND WHEREAS part of the line of the said light railway is intended to be constructed on the Bārsi Karduvadi Road (hereinafter referred to as "the municipal road"), the soil of which is vested in the municipality of Bārsi, and the said municipality has agreed to the construction of the said light railway on the municipal road, and to the entry thereof within municipal boundaries, upon the terms and conditions hereinafter mentioned.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means "the Bārsi Light Railway Company, Limited."

The expression "the Act" means "the Indian Railways Act, 1890."

The expressions "the said light railway" and "the said railway" mean and include the railway mentioned in the fourth section of this Contract.

The expression "the Collector" means the chief officer in charge of the land Revenue Administration of a District, and includes any officer specially appointed by the Local Government to discharge the functions of a collector under the Act; and the expression "the Government Inspector" means an inspector of railways appointed under the Act.

The expressions "local authority" and "road authority" have the same respective meanings which are assigned to them respectively by the Indian Tramways Act, 1886.

Law applicable to the Railway and Reservation.

2. The said light railway shall be constructed, maintained, and worked subject to the provisions of the Act, and of the rules from time to time in force thereunder, and subject also to the provisions of this Contract. But, except as in this Contract expressly provided, no powers or rights shall be deemed to have been hereby conferred upon the Company, or to have been relinquished by the Secretary of State, or by the Government of India acting on behalf of the Secretary of State.

Construction of Railway.

3. The Company shall substantially commence the construction of the said light railway within one year from the date of this Contract, and subject to any extensions of time that the Secretary of State may see fit to grant, shall construct, complete, and equip, ready and fit in every respect for opening for public traffic throughout, within two years from that date, the light railway described in the following section with all establishments, permanent way, stations, offices, works, rolling stock, and conveniences which shall be necessary or proper for the purposes of the said light railway, either as regards the working of the same or the permanence thereof, and in strict accordance in all respects with plans and specifications to be submitted by the Company to the Secretary of State and approved by him, or with such modifications thereof as he may from time to time require or approve of.

4. The said light railway shall be a single line of the 2 feet 6 inches gauge, with necessary passing places, to be laid from the town of Bārsi to the Bārsi Road Station of the Great Indian Peninsula Railway Company a distance of less than 22 miles on the said

"municipal road," and on the road from Barsi to the said station (herein after called "the provincial road,") the soil of which is vested in Government, but of which a portion lies within the limits of the said municipality. The alignment of the said railway shall be as follows, but the distances mentioned in this clause are to be regarded as approximate, and with the approval of the Secretary of State may be subject to slight variation. The junction with the Great Indian Peninsula Railway shall be effected on land on the north side of the Barsi Road Station, now in the possession of the Great Indian Peninsula Railway Company, and a length of about 560 yards of the railway line will run within that Company's land. The alignment of the railway shall leave the Railway Company's land at the north end of the railway triangle and run northwards for about 275 yards where it will meet the provincial road between road bridges Nos. 2 and 3 at about road mileage O. 591 yards. Thence it shall pass along the north side of the road and be situated entirely within the road boundaries up to about road mileage 20 miles 1,646 yards, whence it will diverge to the south, stopping within the limits of the Barsi municipality. His Highness the Nizam's territories will be entered on the bridge over the Sena River at about road mileage 8 miles 590 yards, and left at about road mileage 14 miles 968 yards; the boundary of the Barsi municipality will be crossed at about road mileage 19 miles 270 yards, and the terminal station and sidings will be wholly within municipal boundaries.

5. The Company may use for the construction of the railway, but not for the purpose of any building or erection connected therewith, one side of the provincial road 5½ feet in width measured from the gutter; or, where the road is in embankment, from the edge of such embankment, and for the purpose of crossing bridges may approach the centre of the road so far as shall in each instance be deemed unavoidable by the Government Engineer in executive charge of the road. PROVIDED that—

- (1) There shall nowhere be left a less width of metalled road clear of the inner rail of the railway than 15 feet.
- (2) At all level crossings and wherever the width of metalled road left clear of the inner rail of the railway is less than 18 feet, and the railway is not fenced, either grooved or double rails shall be used, and the metal of the road shall be maintained flush with the level of the top of the rails, and if double rails are used they shall be kept properly secured to each other by distance pieces at regular intervals.
- (3) If any addition to the existing width of the metalled surface of the road is rendered necessary by compliance with the terms of this contract, or if any addition to or alteration of any bridge is, in the opinion of the Government Engineer in executive charge of the road, rendered necessary by the railway, the same shall be carried out by and at the cost of the Company to the satisfaction of the said Engineer; and
- (4) At no point on the metalled road shall there be more than one line of rails; any loop-lines, turn-outs, or sidings that may be required must therefore be placed elsewhere than on the metalled portion of the road.

Conditions as to the User of the Municipal Road.

6. The following are the conditions on which the Municipality of Barsi has agreed to the construction of the said light railway on the Municipal road, and to the entry of the said light railway within municipal boundaries, and the Company shall strictly comply with and observe the same; that is to say,

- (a) The whole road shall be handed over to the Company.
- (b) The line eastwards from the Public Works Department road bridge No. 69 shall be fenced, and all crossings shall be protected with gates and attendants where the main road is cut into by cross roads, and also at any other point where the Barsi municipality, with the consent of the Collector, may demand a level-crossing.
- (c) The Company shall reconstruct and put into working order so much of the old road as runs alongside of the present road, which is to be made over to the Company, and thereafter the Company shall repair and maintain the present road, and the said municipality the old road.
- (d) The Company shall pay an annual rent charge not exceeding Rs. (50) fifty for the privilege of laying such sidings from the Barsi Station to all or any of the cotton presses at Barsi, as may hereafter be mutually agreed to by the said municipality and the Company. Outside railway limits these

sidings must be fenced throughout and provided with all properly protected crossings.

(e) The said municipality shall be permitted to establish within the limits of the station yard one or more nákas or posts for the collection of tolls or octroi duties duly sanctioned from time to time by Government, and the Company shall provide and afford to the municipality all reasonable facilities for the collection of the same: and

(f) All works done within the limits of the said municipality by the Company shall be executed to the reasonable satisfaction of the municipality.

Provided always that if any dispute or question shall arise upon any of the provisions contained in this or the preceding clause, or upon engineering and technical matters, not involving questions relating to the civil administration of the Government of India, either between the Company and the Government Engineer in executive charge of the road, or between the Company and the said municipality, the matter in dispute shall be referred to the Government Consulting Engineer for Railways, whose decision shall be final.

Acquisition and disposal of Land by the Company.

7. The Company may from time to time acquire in British territory such land (other than the municipal road and the portion of provincial road which they are authorised by or under this contract to use) as may be required for the purposes of the undertaking by agreement made through and with the concurrence of the Collector, and the provisions of the Land Acquisition Act, 1894, shall be made applicable to the acquisition of any such land if the Company shall so desire, and all expenses incurred in connection therewith shall be borne by the Company.

8. For procuring the acquisition by the Company of any land in foreign territory reasonably required by them for the purposes of the undertaking, the Secretary of State will from time to time use his good offices.

9. The Company may from time to time, with the approval in writing of the Collector but not otherwise sell or otherwise dispose of any land acquired by them under this section which may no longer be necessary for the purposes of the undertaking.

Construction of the Line, Fencing, Level-crossings, etc.

10.—(1). The rails of the railway, except where the use of grooved or double rails is required by clause 5, shall weigh not less than 30 lbs. per yard, and be of Vignole's section. All rails shall be laid in a work manlike and secure manner, and the line shall be fully ballasted.

(2). Each station must be protected by permanent signals of such a character as may be required by the Government Inspector.

11.—(1). If any train runs on any part of the railway at a higher rate of speed than 12 miles an hour, the line shall, if the Secretary of State shall so require, be fenced throughout its whole length on the provincial road. If the speed limit of trains does not exceed the above rate it shall be sufficient, until further orders, for the Company to protect the line of rails by fencing at all level-crossings, and wherever the railway crosses a bridge which is also used for road traffic, and also at all places where the road embankment is more than 3 feet high, but the Secretary of State reserves to himself the power to require at any time the erection and maintenance by the Company of fencing at other places, or throughout the whole length of the line on the said road. The description and extent of fencing to be used shall in every case be such as shall be satisfactory to the Secretary of State.

(2) The Company shall provide level-crossings wherever the railway crosses district or village roads, and shall maintain gate-keepers at such road bridges used jointly by the cart road and the railway, and at such level-crossings as the Government Inspector may from time to time direct. The Company shall also provide permanent signals at such of the road bridges crossed by the railway as the Government Inspector shall from time to time direct.

12. The works at the junction with the Great Indian Peninsula Railway, which will be entirely upon the land of that Company, shall be constructed by that Company in accordance with plans and specifications to be mutually agreed upon between the Company and the Railway Company, and such plans and specifications may subsequently be altered or modified by mutual agreement in like manner. The cost of such works and of any alterations or modifications thereof shall be borne by the Great Indian

Peninsula Railway Company, or by the Company, or jointly, as may be from time to time agreed on, with the approval of the Secretary of State.

13. The Company shall construct and maintain to the satisfaction of the Government Inspector all such stations, passing places, sidings, junctions, and other works in addition to those specified in or indicated by this contract, and shall also supply and maintain all such establishments in addition to those specified in or indicated by this contract as the Secretary of State or the Government Inspector may from time to time consider to be expedient, either for the efficient working of the railway or for the convenience and safety of the public and the traffic on the roadway.

Construction of Rolling stock.

14.—(1). The maximum width of locomotive or any vehicle, whether for the conveyance of passengers or goods, used on the railway, shall be $7\frac{1}{2}$ feet, and no such locomotive or vehicle shall project outwards beyond the inside edge of the rail more than $2\frac{1}{2}$ feet on each side, and the maximum height shall be 10 feet at the centre and 9 feet at the sides, and the number of sleepers shall be not less than two thousand per mile.

(2). The weight per axle of any such locomotive or vehicle shall not, except with the sanction of the Secretary of State, exceed 5 tons on rails weighing 30 lbs. per yard, or 6.25 tons on rails weighing 35 lbs. per yard. The wheel diameter shall be not less than $4\frac{1}{2}$ inches per ton on axle.

15. Every vehicle used on the railway shall be of a pattern approved by the Government Consulting Engineer for Railways, and every carriage for the conveyance of passengers shall be constructed in such a manner as in the opinion of such Consulting Engineer will be proper and sufficient to enable passengers to enter thereinto and to descend therefrom in safety, and shall provide for their accommodation therein in such a manner as the said Consulting Engineer may consider suitable.

16. The rolling stock shall be fitted throughout with efficient brakes. There shall be at least one brake-van with a person in charge of it to each train, and more shall be attached whenever found necessary and whenever the Government Inspector shall so require.

Privileges and responsibilities in respect of roads.

17. The Company shall afford every reasonable facility for carrying out in or on the land occupied by the railway any work connected with any sewer, drain, telegraph line, gas-pipe, water-pipe, or anything whatsoever which the Governor of Bombay in Council, the local authority, the road authority, or any person duly authorised by the Governor of Bombay in Council, or by either of the said authorities in this behalf, may by notice in writing at any time inform the Company of their intention to execute.

18. The Company shall not, without the consent in writing of the Collector or of the Bārsi municipality, as the case may be, cut down or lop any tree growing along or by the side of the road, except that in case of emergency the Company may remove or lop the branches or any portion of a tree which projects or hangs in such a manner as to be a source of danger or impediment to the railway traffic.

19. The Company shall maintain and keep in repair and thoroughly drained to the satisfaction of the Government Engineer in executive charge thereof the entire provincial road, and preserve a smooth metalled surface throughout of a width of not less than 20 feet.

20. Any road metal or material excavated by the Company from the provincial road in the construction or maintenance of the railway may be applied by them in or towards re-instating the said road, or in or towards completing any work thereon required by this Contract; and the Company shall be at liberty, free of charge, to take such metal or material from the quarries belonging to Government from which the metal and material required for the purpose of the said road have heretofore been taken.

21. The Company may stack road metal and other materials for the construction or maintenance of the railway within the limits of the provincial road boundaries, but the same shall be stacked in such a manner as in the opinion of the Government Engineer in executive charge of the road will not impede or endanger the traffic on the said road.

22. The portion of the provincial road which the Company are not authorised by or under this Contract to use for the purpose of the railway, shall be left free and unencumbered or ordinary traffic, and no obstruction whatsoever shall be placed thereon or caused thereto without the previous written consent of the Engineer aforesaid.

23. The collection of the tolls from time to time lawfully leviable under Bombay Act No. III of 1875 on the ordinary traffic on the provincial road alongside of the railway shall, on and from the date on which the Company substantially commence the construction of the

railway in accordance with clause 3 of this Contract, be placed by the Governor of Bombay in Council, under section 3 of that Act, under the management of the Company, who shall be entitled to appropriate the proceeds thereof. Provided always that the rates of the said tolls within the limits allowed by law shall from time to time be fixed in his discretion by the Governor of Bombay in Council.

Motive Power.

24. The motive power to be used on the railway shall be locomotive engines worked by steam.

25. The speed of trains on the railway shall not exceed 15 miles an hour, or such other limit as may from time to time be prescribed by the Secretary State.

Maintenance of Railway and Rolling-stock.

26. The Company shall at all times maintain and keep in good condition and repair, to the satisfaction of the Secretary of State, the permanent-way, and all works, rolling-stock, and appliances appertaining to the said railway, and shall work the said railway in such manner as will, to the satisfaction of the Government Engineer in executive charge of the road, avoid all risk of danger or annoyance to the ordinary road traffic.

27. The Company shall adopt and apply all such improvements in the said railway and in the rolling-stock and appliances thereon as the Secretary of State may from time to time consider necessary or desirable for the safety or convenience of the public.

28. The Company shall without delay, proceed to carry out all improvements, repairs, and alterations which, in the opinion of the Government Inspector, may be necessary or desirable to comply with the requirements of the Act, or to maintain the said railway and the rolling-stock works, and appliances connected therewith up to a proper standard of efficiency, upon receiving notice to that effect from or on behalf of the Secretary of State at their office in the Bombay Presidency, and shall in like manner and upon receipt of like notice carry out all repairs which in the opinion of the Government Engineer in executive charge of the provincial road, shall be necessary to maintain the same in a proper state for the safety and convenience of the public.

If at the termination of this Contract any repairs, alterations, or improvements shall be necessary or desirable to satisfy any or either of the above requirements, the cost of such repairs, alterations, or improvements shall be certified by the said Government Inspector or the said Government Engineer, as the case may be, and the Secretary of State shall be at liberty to deduct any sums so certified, which shall not be chargeable to capital under clause 34 of this Contract, from any moneys payable to the Company under the purchase clause of this Contract.

Traffic.

29. The railway shall be used for the purpose of carrying passengers, passengers' luggage, parcels, animals, goods, and minerals.

30. The traffic at Bārsi Road Junction Station will be worked by the Great Indian Peninsula Railway Company in strict accordance with a working agreement to be arranged (subject to the approval of the Secretary of State) between the Railway Company and the Company.

31. The Company shall run at least one train daily for the conveyance of passengers and goods in each direction of the railway, unless, owing to accident or other cause, they establish, to the satisfaction of the Secretary of State, their inability to do so, and hereby bind themselves to carry with reasonable despatch, to the satisfaction of the Secretary of State, all passengers and goods seeking transport by the railway with the exception of the dangerous or offensive goods described in the Act.

Rates and Fares.

32. The Company shall be at liberty to charge for the conveyance of passengers, goods, and other traffic on the said railway, rates and fares not exceeding the rates and fares specified in the schedule hereto. The goods classification from time to time in force on the Great Indian Peninsula Railway shall be adopted by the Company.

Police.

33. Should experience appear to the Secretary of State to prove that a force of police is required at some or all of the stations on the said railway for the preservation of law and order, the Secretary of State shall provide and maintain for that purpose such a force of

police as he shall from time to time consider necessary. Three-tenths of the cost of any police so provided and maintained, including incidental expenses appertaining thereto, shall be borne by Government, and the remaining seven-tenths of such cost shall be borne by the Company.

Capital Expenditure.

34. The Company shall submit all contracts and items of expenditure entered into or incurred in England, the cost of which is intended to be charged against capital, for the previous sanction of the Secretary of State, and all such contracts and items of expenditure entered into or incurred in India for the sanction of the Government of Bombay, and no expenditure against capital will be allowed to be charged by the Company for which the previous sanction of the Secretary of State or the Government of Bombay, as the case may be, shall not have been obtained. Subject to the provisions of the Indian Railways Act, 1894, the Secretary of State hereby sanctions the payment by the Company out of capital of interest at the rate of 4 per cent. on the amounts from time to time *bond fide* paid up on the issued share capital of the Company during the original construction of the railway and works hereby specified, but for no period subsequent to the date fixed for the completion of the same or any later date to which the completion may by agreement be postponed. The moneys paid out of capital under this section may be charged to Capital Account as part of the original cost of construction.

Capital Account to be kept by the Company and Audit thereof.

35. The Company shall keep a Capital Account in Indian currency in the form required by the Secretary of State to be kept by the Indian Railway Companies working railways under the supervision of the Secretary of State, and the Company shall at its own cost render the Capital Account kept by it under this section to the Secretary of State at such times as he shall from time to time require.

36. In the Capital Account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to capital under clause 34 of this Contract. All payments made by the Company in England, and which ought to be entered in the said Capital Accounts, shall, for the purpose of such entry, be converted into Indian currency at the rate of exchange current at the time at which the payments are severally made.

37. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere on Capital Account in respect of its general undertaking as contemplated by this Contract, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs for the audit shall be defrayed by the Company and included in the Capital Account.

Returns.

38. The Company shall in forms to be prescribed by the Secretary of State, prepare half-yearly, or at such intervals as he may direct, such accounts and returns of its capital and revenue transactions and of its traffic as the Secretary of State shall require, and shall forward a copy of such returns to the Secretary of State at such times as he may direct.

Power for Secretary of State to execute works on default by the Company.

39. In the event of any work required by the Act or by this Contract to be done by the Company, not being done by them, the Secretary of State may cause a notice to be served on the Company requiring them within a period to be prescribed in such notice to execute the work therein referred to, and if within the period so prescribed the requisition is not complied with the Secretary of State, but without prejudice to any right which he may have to recover penalties from the Company under the provisions of the Act, may cause the work referred to in such notice to be done, and the cost thereof shall be recoverable from the Company in the manner provided for the recovery of penalties under the Act. The cost of

any work required by the Secretary of State to be done by the Company to comply with the requirements either of the Act or of this contract, whether done by the Company or by the Secretary of State, shall if the work be new work, or if it shall have reference to the provision of additional plant fixed machinery, or rolling stock; or to substantial improvements or alterations of or additions to old works, plant, fixed machinery, or rolling stock, whether required under clauses 27 or 28 of this Contract, or otherwise, be allocated to capital, and if the work shall consist of repairs, renewals, and replacements, the cost thereof shall be allocated to revenue; but in case of doubt such allocation shall be determined by the Secretary of State.

Reservations and Power of Purchase.

40. The Secretary of State reserves to himself all rights connected with any extension of the said railway.

41. The concession granted by this Contract shall confer upon the Company an exclusive right as carriers by railway over the tract traversed by the said proposed railway.

42. The Secretary of State may, by giving to the Company in England not less than 12 calendar months' notice in writing of his intention so to do, determine this Contract (if then subsisting) and purchase the undertaking of the Company, either on the 1st day of January 1917, or at the expiration of any subsequent period of ten years.

43. In the event of the determination of the Contract by such purchase as aforesaid, the Secretary of State shall, within four calendar months from the termination of the Contract, pay over to the Company in England in sterling a sum such as when added to any unspent capital shall amount to the total paid-up capital in sterling so far as such capital (other than unspent capital) shall have been expended on the undertaking with the authorisation of the Secretary of State, but subject to the deduction of such sums (if any) as may be due from the Company in respect of depreciation or defective maintenance under clause 28; and the Company, without acquiring or having the right to any further payment or compensation from the Secretary of State in respect thereof, shall relinquish and give up to the Secretary of State possession of all land which the Company shall have acquired or been allowed the use for the purposes of this Contract, other than lands (if any) the cost of which has not been charged to capital, together with all stations, station yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, conveniences, works, rails, fixtures, and plant then erected or being on the land to be relinquished and given up under this section, or in anywise belonging to the said railway or any part thereof, and all the rolling stock, moveable machinery, live stock, carriages, vehicles, plant, and articles belonging to the Company and appropriated, either as regards purposes of construction or otherwise, to the said railway or any part thereof, or any of the works or adjuncts thereof, and the then existing stock (if any) of stores belonging to the Company and charged to capital, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printing, writing, and documents whatsoever in anywise connected with or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof. All the particulars mentioned in this section shall, at the time when the Secretary of State shall under this section be entitled to the delivery thereof, so far as not then already belonging, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any) from all incumbrances created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance created by the Company, or any real or personal property which, during the continuance of this Contract, shall be in the possession of the Company.

44. Any money payable by the Secretary of State to the Company, under the preceding section of this Contract, shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when the Contract shall terminate down to the time of payment, and the Secretary of State shall pay to the Company in England out of the revenues of India any interest accrued under this section in favour of the Company with the capital money in respect of which the interest shall have become payable.

Delegations of Powers, etc.

45. The Secretary of State may delegate all or any of the powers and authorities vested in him under this Contract to the Governor of Bombay in Council, and any order, notice, or requirement made or served upon the Company by or on behalf of the Governor of Bombay in Council shall for the purposes of this Contract be deemed to have been made or served by or on behalf of the Secretary of State.

46. The Company shall, at all times during the continuance of this Contract, maintain an office within the Presidency of Bombay with a properly qualified agent duly authorised to engage in official correspondence on behalf of the Company, and any order, notice, requirement, or communication served upon or made to such agent by or on behalf of the Secretary of State shall be deemed to have been served upon or made to the Company.

Arbitration.

47. If, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference shall be referred to two arbitrators or their umpire, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof; and upon every such reference the arbitrators and umpire shall respectively have the powers conferred by that Act upon arbitrators and umpires, and upon every such submission the provisions mentioned in the first schedule to that Act shall be implied, and every or any such reference may be made a rule of Her Majesty's High Court of Justice, or of any of Her Majesty's High Courts of Judicature in India, on the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

THE SCHEDULE ABOVE REFERRED TO.

Maximum rates and fares admissible.

Description.	Rates and fares.
I. Passenger fares :—	
First class	24 pies per mile.
Second „	12 „
Third „	8 „
Fourth „	3 „
II. Luggage	4 pies per maund per mile.
III. Horses—single horse	24 pies per mile.
IV. Carriages—single carriage	4 annas per mile.
V. Dogs—each	8 annas per fifty miles.
VI. Parcels	Under seven seers, for the first fifty miles 6 annas. Every fifty miles beyond the first fifty, 3 pies per seer.
VII. Goods rates :—	
Fifth class	54 pies per ton per mile.
Fourth „	36 „ „
Third „	24 „ „
Second „	18 „ „
First „	12 „ „
Food-grains	12 „ „
Coal	10 „ „

VIII. A maximum terminal charge of one anna per maund can also be levied on all goods traffic both at the receiving station and at the station of delivery; but no such charge is admissible at a junction station on any goods traffic booked to run through that station.

APPENDIX K.

This Indenture, made the 7th day of August 1895 Between THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE SOUTH BEHAR RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the Behar Railway" means and includes the Railway mentioned in the third clause of this contract, together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the Behar Railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "month" means calendar months.

The expression "gross earnings" shall include—

(a) The moneys received by the working agency on account of the traffic on or over the Behar Railway or any part thereof originating at and destined to stations on the said railway, including, for the purposes of this subclause, any stations of the East Indian Railway forming junctions with the Behar Railway.

(b) The proportionate share attributable to the Behar Railway of the moneys received by the working agency on account of the traffic interchanged between stations on the Behar Railway and stations on the East Indian Railway not forming junctions with the Behar Railway.

(c) An amount equal to 30 per cent. of the moneys received by the working agency on account of the through traffic passing over the Behar Railway when opened throughout for public traffic between any station on the East Indian Railway not forming a junction with the Behar Railway and any other station on the East Indian Railway, including such junctions. Provided that any through traffic *via* the Gya Station received from or destined to or *via* any railway that may hereafter be constructed forming a junction with the East Indian Railway at Gya, shall not come within the operation of this sub-section or form part of the traffic of the Behar Railway, but the working agency shall be at liberty to carry such last-mentioned traffic at its discretion over the Behar Railway without additional payment therefor to the Company.

(d) The rent of buildings forming part of the Behar Railway received by the working agency under the rules for the time being in force on the East Indian Railway for the payment of rent by the occupiers of such buildings.

(e) The tolls received in respect of traffic on the roadways mentioned in clause 23 of this Contract.

(f) Miscellaneous sources of income not otherwise defined and properly credited to revenue.

But shall not include the following:—

(g) Moneys received from the working of the telegraphs supplied by the Secretary of State for the use of the Behar Railway.

(h) Amounts credited in the Revenue Account in respect of the carriage of stores and materials for revenue purposes, or of services rendered or work done on or over the Behar Railway, the cost of which is debited in the Revenue Account *per contra*, and for which no cash payment is made by the public using the railway.

(i) Any sum allowed by way of rebate under clause 29 hereof.

The expressions "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 28 and 30 hereof.

Duration of Contract.

2. This contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds and materials required for the construction, completion, and making ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, of a railway, to be called the South Behar Railway, from the Lakhsrai Station of the East Indian Railway to the Gya Station of the same railway, with all such stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway, either as regards the due working or the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The Secretary of State shall from time to time provide free of cost to the Company the land which he shall consider requisite for the construction of the Behar Railway and for the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes, and shall allow the Company to have possession during the continuance of this contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State, sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Behar Railway shall be a single line of the 5 feet 6 inches gauge, and shall, as regards permanent-way, station accommodation, and general structural character, be equal in all respects to the standard of the East Indian Railway, so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications, and estimates in relation to the construction or execution of the Behar Railway and stations and other works shall, so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

6. For the more convenient and economical construction of the Behar Railway, the execution thereof will be undertaken by the Secretary of State, through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out with due diligence and in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of engineers to be appointed or approved by him for that purpose, as well in England as in India. The Company shall from time to time, and as required by the Secretary of State, supply him, either in India or in England, with the funds necessary for carrying out the works, as well for the cost of materials and labour procured or engaged in India as the expense of supervising staff, including such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency employed in or about the said construction, and other charges of whatever description; and, with the approval or on the requisition of the Secretary of State, shall supply such materials as are required to be procured in the United Kingdom at prices to be approved by the Secretary of State on the report of an officer nominated by the Secretary of State in that behalf for the said construction in lieu of money, such materials being delivered to the Secretary of State at the entire risk of the Company at Calcutta or elsewhere as he may approve, and being subject to inspection and approval as to their design and fitness in all respects by the engineers appointed as aforesaid, whose decision shall be final and binding on the Company.

7. All expenditure incurred either directly or indirectly by the Secretary of State on account of the construction of the Behar Railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive.

8. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the Behar Railway under this Contract, as well as of all needful documents relating to the purchase and to the shipment to India of stores on the said account, and any other information that he may require in respect of transactions relating to the said railway.

9. The Secretary of State shall from time to time furnish the Company with complete accounts of the expenditure for the construction of the Behar Railway incurred, whether directly or indirectly, by him in behalf of the Company, together with suitable reports as to the progress and condition of the works.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency.

11. The works and conveniences from time to time required within the boundaries of the East Indian Railway for the purpose of effecting junctions between the Behar Railway and the East Indian Railway, as approved by the Secretary of State, shall be provided by and at the cost of the Secretary of State. No charge or toll shall be made or levied upon or from the Company in respect of the land lines, platforms, buildings, works, or other conveniences at the junction stations in excess of the sum to be retained from the gross earnings of the Behar Railway under clause 28 of this Contract.

12. The Secretary of State shall from time to time notify to the Company the route of the Behar Railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, stations-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed in connection with or as part of the Behar Railway.

14. The rates to be charged by the railway administrations concerned to the Company for the carriage over State Railways and over the East Indian Railway of materials, plant, and stores required for the construction of the Behar Railway and the works connected therewith, shall be the same as are for the time being charged by those administrations for materials, plant, and stores required for similar purposes on State Railways and on the East Indian Railway respectively.

15. The Secretary of State will provide and maintain at the cost exclusively of the Company such a force of Police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the Behar Railway as shall for the time being be under construction. The cost of providing and maintaining such Police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct such electric telegraphs and telegraphic appliances as he shall think fit along or upon the Behar Railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit, and may erect, maintain, make, do, and execute on the said railway or on any lands or works belonging thereto all such buildings, machinery, works, acts, and things as he shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto.

Opening of Railway.

17. From time to time, when and so often as an inspecting officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the Behar Railway has been constructed in accordance with the provisions herein contained, and is in direct communication with the line of railway of the working agency hereinafter mentioned, and is ready and fit for the conveyance of passengers and goods, there shall be prepared by the agency employed by the Secretary of State for the construction of the Behar Railway, but at the cost of the Company, a specification of the whole or such part as aforesaid of the said railway, describing the nature and quality of the works, and setting out fully the general

details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same, and of the land provided by the Secretary of State for the same, and in possession of the Company; and also an account showing the amount of capital moneys expended thereon. Such specifications, plans, working drawings, and account (in the next succeeding clause referred to as documents) shall be prepared with the approval of some person duly authorised by the Company in that behalf, and shall be signed by such person to testify his approval thereof, and when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company in India or other officer duly empowered to act on behalf of the Company. The said account, plans, and specifications shall from time to time be revised and completed up to date as occasion shall require.

18. Upon such documents having been so signed as aforesaid, such part of the Behar Railway as is comprised or referred to in the said documents shall be handed over to the Secretary of State or to the working agency, and shall be opened for public traffic.

Maintenance and Working.

19. The Company shall, until the expiry of twenty-four months from the date of the opening for public traffic of any section of the Behar Railway, supply as a charge against capital to the working agency the funds from time to time required for fully and efficiently maintaining, renewing, and upholding, to the satisfaction of the Secretary of State, the same section of the said railway, or any part of such section for the time being opened for public traffic.

The Secretary of State shall thenceforth until the determination of this Contract work and (except as hereinbefore provided) maintain the Behar Railway, or such part thereof as shall for the time being have been so opened as aforesaid, and shall keep the same properly supplied for the traffic thereon with rolling stock and the plant and machinery connected therewith, other than fixed machinery, either through an agency to be selected by him in that behalf, or through State agency, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working, maintenance, and management of the Behar Railway during the period aforesaid or during any part thereof, or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with any such additions, variations, or modifications, subject always as between the Secretary of State and the Company to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the Behar Railway or any part thereof through State agency the provisions set forth in the said Contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications, subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable, shall be observed by the State agency.

21. All the business connected with the management and maintenance of the Behar Railway and the conduct of the traffic thereon, including traffic interchanged between the East Indian Railway and the Behar Railway, shall in all respects so far as practicable be carried on in the same manner and in subject to the same regulations and control by the Secretary of State as the like business on the East Indian Railway. Provided always, that the charges for all traffic from time to time interchanged between the East Indian Railway and the Behar Railway, and for all traffic from and to Gya to and from or *via* other stations on the East Indian Railway forming junctions with the Behar Railway, shall be regulated and the receipts from such traffic be allocated on the assumption that all such traffic as aforesaid is sent over the shortest route for the time being open for the passage of trains, except in cases where the difference in distance between alternative routes does not exceed 5 miles. But this proviso shall not apply to cases in which passengers or consignors of goods shall elect to travel or to send their goods, as the case may be, by some route other than the shortest route.

22. The rates and fares for the carriage of goods and passengers over the Behar Railway or any part thereof shall be such as may from time to time be agreed upon between the Secretary of State and the working agency; provided that they are within the maximum and minimum rates and fares for the time being in force on the East Indian Railway, and

7. All expenditure incurred either directly or indirectly by the Secretary of State on account of the construction of the Behar Railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive.

8. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the Behar Railway under this Contract, as well as of all needful documents relating to the purchase and to the shipment to India of stores on the said account, and any other information that he may require in respect of transactions relating to the said railway.

9. The Secretary of State shall from time to time furnish the Company with complete accounts of the expenditure for the construction of the Behar Railway incurred, whether directly or indirectly, by him in behalf of the Company, together with suitable reports as to the progress and condition of the works.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency.

11. The works and conveniences from time to time required within the boundaries of the East Indian Railway for the purpose of effecting junctions between the Behar Railway and the East Indian Railway, as approved by the Secretary of State, shall be provided by and at the cost of the Secretary of State. No charge or toll shall be made or levied upon or from the Company in respect of the land lines, platforms, buildings, works, or other conveniences at the junction stations in excess of the sum to be retained from the gross earnings of the Behar Railway under clause 28 of this Contract.

12. The Secretary of State shall from time to time notify to the Company the route of the Behar Railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, stations-yards, offices, warehouses, houses for employes, conveniences, and works to be constructed in connection with or as part of the Behar Railway.

14. The rates to be charged by the railway administrations concerned to the Company for the carriage over State Railways and over the East Indian Railway of materials, plant, and stores required for the construction of the Behar Railway and the works connected therewith, shall be the same as are for the time being charged by those administrations for materials, plant, and stores required for similar purposes on State Railways and on the East Indian Railway respectively.

15. The Secretary of State will provide and maintain at the cost exclusively of the Company such a force of Police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the Behar Railway as shall for the time being be under construction. The cost of providing and maintaining such Police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct such electric telegraphs and telegraphic appliances as he shall think fit along or upon the Behar Railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit, and may erect, maintain, make, do, and execute on the said railway or on any lands or works belonging thereto all such buildings, machinery, works, acts, and things as he shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto.

Opening of Railway.

17. From time to time, when and so often as an inspecting officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the Behar Railway has been constructed in accordance with the provisions herein contained, and is in direct communication with the line of railway of the working agency hereinafter mentioned, and is ready and fit for the conveyance of passengers and goods, there shall be prepared by the agency employed by the Secretary of State for the construction of the Behar Railway, but at the cost of the Company, a specification of the whole or such part as aforesaid of the said railway, describing the nature and quality of the works, and setting out fully the general

details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same, and of the land provided by the Secretary of State for the same, and in possession of the Company; and also an account showing the amount of capital moneys expended thereon. Such specifications, plans, working drawings, and account (in the next succeeding clause referred to as documents) shall be prepared with the approval of some person duly authorised by the Company in that behalf, and shall be signed by such person to testify his approval thereof, and when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company in India or other officer duly empowered to act on behalf of the Company. The said account, plans, and specifications shall from time to time be revised and completed up to date as occasion shall require.

18. Upon such documents having been so signed as aforesaid, such part of the Behar Railway as is comprised or referred to in the said documents shall be handed over to the Secretary of State or to the working agency, and shall be opened for public traffic.

Maintenance and Working.

19. The Company shall, until the expiry of twenty-four months from the date of the opening for public traffic of any section of the Behar Railway, supply as a charge against capital to the working agency the funds from time to time required for fully and efficiently maintaining, renewing, and upholding, to the satisfaction of the Secretary of State, the same section of the said railway, or any part of such section for the time being opened for public traffic.

The Secretary of State shall thenceforth until the determination of this Contract work and (except as hereinbefore provided) maintain the Behar Railway, or such part thereof as shall for the time being have been so opened as aforesaid, and shall keep the same properly supplied for the traffic thereon with rolling stock and the plant and machinery connected therewith, other than fixed machinery, either through an agency to be selected by him in that behalf, or through State agency, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working, maintenance, and management of the Behar Railway during the period aforesaid or during any part thereof, or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with any such additions, variations, or modifications, subject always as between the Secretary of State and the Company to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the Behar Railway or any part thereof through State agency the provisions set forth in the said Contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications, subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable, shall be observed by the State agency.

21. All the business connected with the management and maintenance of the Behar Railway and the conduct of the traffic thereon, including traffic interchanged between the East Indian Railway and the Behar Railway, shall in all respects so far as practicable be carried on the same manner and in subject to the same regulations and control by the Secretary of State as the like business on the East Indian Railway. Provided always, that the charges for all traffic from time to time interchanged between the East Indian Railway and the Behar Railway, and for all traffic from and to Gya to and from or *via* other stations on the East Indian Railway forming junctions with the Behar Railway, shall be regulated and the receipts from such traffic be allocated on the assumption that all such traffic as aforesaid is sent over the shortest route for the time being open for the passage of trains, except in cases where the difference in distance between alternative routes does not exceed 5 miles. But this proviso shall not apply to cases in which passengers or consignors of goods shall elect to travel or to send their goods, as the case may be, by some route other than the shortest route.

22. The rates and fares for the carriage of goods and passengers over the Behar Railway or any part thereof shall be such as may from time to time be agreed upon between the Secretary of State and the working agency; provided that they are within the maximum and minimum rates and fares for the time being in force on the East Indian Railway, and

that the classification of goods is in conformity with the classification of goods on the East Indian Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the Behar Railway, roadways for foot-passengers, cattle, or carts or other vehicles, the Secretary of State or working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the Behar Railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, and of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital.

Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with the conditions of the scheduled contract in that behalf, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements, and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company and also to the working agency of any reasonable alteration, improvement, or addition other than the construction of branches, not being petty works within the meaning of clause 26, which may, in his opinion, be required to be made in or to any part of the Behar Railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public, for meeting the development of traffic on the said railway, or for the effectual working of the same or otherwise. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this clause shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works, when executed, shall be deemed to be works belonging to the said railway, and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively, be in the like relative positions in respect to the approval of the designs and construction of such works, and the supply of funds or materials in lieu thereof to the Secretary of State as required by him for such construction, as they respectively would have been in if the said works had been part of the original works belonging to the said railway. On receiving any notice under this clause, the working agency, if so required by the Secretary of State, shall, with all reasonable speed, but subject to the proviso hereinafter contained, execute the said works, and if and so often as the Company shall fail or neglect to supply the funds or materials in lieu thereto as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty himself or through the working agency to execute the same, and to provide all or any of the moneys required for the said works, and to expend the same thereon, and the Company shall from time to time on demand pay to Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work, estimated to cost more than ₹10,000, required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained, and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be a charge against the capital of the Company.

26. Works, the execution of which shall be required under the preceding clause or otherwise on the Behar Railway, shall be carried out by the working agency under the general rules relating to capital expenditure on the East Indian Railway for the time being in force, works costing more than ₹1,000 each being charged to the capital account of the Behar Railway, and petty works costing not more than ₹1,000 each being met from the sum allowed to the working agency for maintenance and working. For the purposes of this clause each such petty work shall be dealt with separately and shall be treated as a separate work.

Branches.

27. In the event of an agreement being entered into between the Secretary of State and the Company for the construction of any branch of the Behar Railway, the Company, subject to the terms of such agreement, shall either construct the same or provide the funds or materials in lieu thereof required for the construction and completion of the same by an agency to be approved by the Secretary of State.

Application of Gross Earnings.

28. Subject to the provisos hereinafter contained, the Secretary of State shall in each half year, out of the gross earnings of the Behar Railway, retain 45 per cent. which shall be in full satisfaction and remuneration for the supply and use of all necessary rolling stock and machinery (other than fixed machinery required on the Behar Railway), and for working, managing, and (except as herein otherwise provided) fully and efficiently maintaining, renewing and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works, and the remaining 55 per cent. of such gross receipts for each half year shall be the net earnings of the Company.

Provided always, that so long as the liability of the Company under clause 19 hereof to maintain the said railway or any part thereof shall continue, the Secretary of State shall in each half year retain only 35 per cent. of such gross earnings as aforesaid, and the remaining 65 per cent. of such gross earnings shall during that period be the net earnings of the Company.

Rebate.

29. The Secretary of State shall in respect of each half year commencing with that in which the Behar Railway or any part thereof is first opened for public traffic allow to the Company by way of rebate on the proper share attributable to the East Indian Railway of the moneys received on account of traffic interchanged between the Behar Railway and the East Indian Railway as mentioned in clause 1 such a sum not exceeding 30 per cent of such share as, together with the net earnings of the Company for the same half year will make up an amount equal to interest for the half year at a rate of 4 per cent. per annum on the actual capital expenditure on the Behar Railway as charged in the capital account at the close of such half year. Provided always, that for the purposes of this clause the amount of such capital expenditure shall be limited to 120 lakhs of rupees, and the amount at such half-yearly interest shall be limited to ₹2,40,000, and in the event of such capital expenditure and interest being respectively in excess of those amounts no additional allowance by way of rebate as aforesaid shall be made to the Company. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first half of each year.

Net Receipts.

30. The net earning of the Company for each half year, together with the amount of rebate under the preceding clause for such half year, shall constitute the net receipts of the Company for each half year and (subject to the provisos hereinafter contained) shall be paid over to the Company in India in rupees by the Secretary of State, when the summary of account referred to in clause 38 of this Contract for such half year is rendered to the Company.

Provided always, that the Secretary of State shall be at liberty to apply any moneys payable as aforesaid as net receipts of the Company to any of the purposes for which the Company are under the provisions of this Contract bound to provide the funds, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing by the Company to the Secretary of State under this Contract, or which the Company ought to have paid but shall have failed to pay to him.

Provided also, that until the close of the half year in which the Behar Railway shall be opened throughout for public traffic, or to the 31st December 1898, whichever is the earlier date, the net receipts of the Company shall be credited to capital as a set-off against interest payable out of capital during the construction of the railway.

And provided further, that after the Behar Railway shall have been so opened throughout, and so long as any interest on the paid-up share capital of the Company shall be payable out of capital under the provisions herein contained, the excess only (if any) of the net receipts of the Company for any half year over the amount of such interest for the same half year shall be paid over to the Company.

Capital Expenditure.

31. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, whereof not more than two months' notice shall be necessary, pay to the credit of the Secretary of State into the Bank of England, or into the Government Treasury in the Bank of Bengal at Calcutta, as the Secretary of State shall direct, in cash all funds which the Company has engaged to furnish to the Secretary of State under clause 6, the first of such instalments being the sum of 10 lakhs of rupees, which shall be paid at Calcutta as soon as may be after the allotment of the first issue of the authorised capital of the Company. All other capital funds not so required as last aforesaid the Company shall pay into a bank to be approved by the Secretary of State. Provided that nothing in this clause shall be deemed to prevent the Company from investing or depositing at interest from time to time any funds of the Company not immediately required for the purposes of the Company.

32. Whenever the expenditure on account of the Behar Railway, properly chargeable to capital, shall exceed the sum of 640,000*l.*, and further moneys shall be required for the like expenditure, the Secretary of State may require the Company to raise and to pay to him as provided in clause 31, such additional amount as shall be deemed by him necessary and which he may sanction under clause 37 for the completion of the said railway or for the construction of such additional works as may be required under the provisions of clause 25.

33. Except as hereinafter provided, no capital expenditure by the Company, other than such as shall relate to the making of the Company's line of railway, shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State thereto shall have been obtained.

34. The Company may charge as capital expenditure of the Behar Railway the sum of 7,100*l.* for the cost of preliminary surveys already undertaken, and such additional expenditure for further surveys, estimates, advertisements, printing, law charges and registration, not exceeding (inclusive of the said sum of 7,100*l.*) the sum of 10,700*l.*, as may be approved by the Secretary of State, and a payment of 4,000*l.* for the promoter on account of expenditure of time and money on the scheme, and also a commission of 3½ per cent. on the capital for underwriting and issue, but not exceeding 21,000*l.*, and a brokerage not exceeding a quarter per cent. on a capital of not more than 640,000*l.*

35. The Company (so far as authorised so to do by its constitution, and subject to the provisions of the Indian Railways Act, 1894) may during a period which shall extend to the close of the half year next after the half year during which the said railway shall be opened throughout for public traffic, or to the 30th day of June 1899, whichever is the earlier date, pay out of capital any sums by way of interest on the amounts from time to time *bond fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company (as defined in clause 30 of this Contract), to more than 4 per cent. per annum on the sums in respect of which the interest is paid, and may also during the same period pay out of capital interest at the rate not exceeding 4 per cent. per annum on so much of its capital as may be raised on debentures or debenture stock. The moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

36. During such period as any sums by way of interest on capital may be paid out of capital as provided by the last preceding clause, the Company may charge to capital, on account of the expenses of the Board of Direction and other expenses of management, such an amount as may be approved by the Secretary of State.

Restriction on raising of new capital.

37. The Company shall not during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, at any time increase its share or stock capital or borrow any moneys; but this stipulation shall not necessitate the

sanction of the Secretary of State to the borrowing of money at a reasonable rate of interest for *bond fide* temporary purposes.

Accounts.

38. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of, or the traffic passing over, the Behar Railway, or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India within three months after such half-yearly days respectively.

39. The Secretary of State shall keep or require to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or require to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company, provided such requirement be notified in writing to the Secretary of State within thirty days after the receipt by the Company of the summary aforesaid for any half year, duly verify or require to be verified the accounts for such half year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

40. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within thirty days after the receipt by the Company of the summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half year in which the error shall be discovered or for any subsequent half year.

41. An account shall be kept as between the Secretary of State and the Company in rupee currency in reference to the Behar Railway, in which from time to time shall be entered—

(a) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State to meet capital expenditure in India, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways; also payments on account of the net receipts of the Company under clause 30 of this Contract, and which are to be credited to Capital.

(b) *To the Debit of the Company*, all expenditure incurred by the Secretary of State on account of works properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions, and from time to time remaining unpaid.

And if at the end of any half year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half yearly account and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

42. There shall be kept as between the Secretary of State and the Company, in rupee currency, an account of the expenditure and receipts in reference to the Behar Railway, properly attributable to Capital (hereinafter referred to as "the Capital Account"), in which shall from time to time be entered—

(a) *To the Debit of the Account*.—All such expenditure of the Secretary of State, or of the agency to be appointed by him as aforesaid, on account of the said railway as stated by the Secretary of State.

(b) All such expenditure of the Company on the said railway, including the approved amount of preliminary expenses and other costs under clause 34, payments

on account of interest on capital under clause 35, and payments on account of expenses of direction and otherwise, under clause 36, as shall be respectively approved by the Secretary of State.

To the Credit of the Account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian Railways, which sums have been entered in the account described in clause 41; also payments on account of the net receipts of the Company under clause 30 and which are to be credited to capital.

43. In connection with the said Capital Account, there shall be kept all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian Railway Companies working railways under the supervision of the Secretary of State.

44. For the purpose of incorporation in the aforesaid rupee accounts of sterling expenditure in Great Britain or elsewhere by the Secretary of State or the Company in connection with the construction of the Behar Railway, and for all the purposes of this Contract requiring the conversion of sterling money into rupees, the conversion (unless in any case otherwise specially agreed) shall be made at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the time at which the conversion is required to be made, and so that if the conversion is to be made in the first six months of the then current calendar year the half year shall end on the 31st day of December, and if it is to be made in the last six months of the then current calendar year the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees during that half year shall be made at the average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

45. In any case where any question may or might arise as to whether any expenditure in connection with the Behar Railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, and of the provision of every such roadway as shall be provided in accordance with the 23rd clause of the Contract, and of the maintenance of every part of the said railway for the period of twenty-four months from the date of the opening of such part respectively of the said railway for public traffic, is to bear the cost of new works, not being petty works as defined in clause 26, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant, and fixed machinery, respectively; provided in pursuance of any requirement by the Secretary of State under the 25th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this Contract, and that the cost of repairs, restorations, renewals, and replacements of the said railway and its appurtenances after the expiration of the above-mentioned period of twenty-four months and the cost of petty works as defined in clause 26 of this Contract are respectively to be met by the working agency.

Audit.

46. The accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State on account of the Company, whether in India, England, or elsewhere, on Capital Account shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State

shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit shall be defrayed by the Company and included in the capital account.

Miscellaneous.

47. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, alteration, or improvement of the Behar Railway, and the works connected therewith, or in respect of the maintenance or working of the said railway, under the Contract* or Agreement set forth in the Schedule hereto, or any other Contract or Agreement which may be entered into under the 20th clause of this Contract.

48. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary hereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

49. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

50. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the Behar Railway or any roadway to be established under this Contract, or the profits thereof respectively, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

51. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorized to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

52. The registered office of the Company shall at all times during the continuance of this Contract be situate in London or Westminster.

53. The Company shall at all times during the continuance of this Contract keep an office established at some place in India, to be determined from time to time by the Secretary of State, and keep at the said office in India an authorised agent, with whom the Secretary of State, and the Government of India or other officer or officers deputed in that behalf may communicate on affairs concerning this Contract and the duties and liabilities of the parties hereto under this Contract, and to whom the Secretary of State and Government of India, and such officer or officers as last aforesaid, may pay moneys for the use or on behalf of the Company, and all drafts drawn and receipts given by the said agent or under his authority on behalf of the Company in relation to this Contract, or to any payments made or matter arising under or out of or by virtue of this Contract shall be binding on the Company and every notice to be given to the Company, other than the several notices mentioned in the 54th clause of this Contract shall be sufficiently given if left at the said office in India or personally served on the said agent.

Determination of Contract and Matters consequent thereon.

54. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say):—

- (1) If before the Behar Railway is open for traffic throughout the Company shall fail, on demand by the Secretary of State, to supply him with the funds or materials required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company, may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as "notice of determination").

- (2) The Secretary of State may by giving to the Company in England not less than twelve months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 30th day of June 1919, or on the 30th day of June in the last year of any subsequent period of ten years.

AND IT IS HEREBY AGREED AND DECLARED that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof, except as hereinafter specially provided, shall give up to the Secretary of State possession of, or if the circumstances of the case shall require, relinquish all claim to all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station-yards, siding, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, conveniences, works, bridges (inclusive of roadways referred to in the 23rd clause of this Contract), rails, fixtures, and plant then erected or being on the land to be given up or relinquished under this clause or in anywise belonging to the Behar Railway or any part thereof and the then existing stock (if any) of stores purchased or acquired in behalf of the Company or on account of the said railway and appropriated, whether for the purposes of construction or otherwise to the said railway or to any of the adjuncts thereof inclusive as last aforesaid, or to any part of the equipment thereof; and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with, or with the construction of the said railway or any part thereof, or any of the works and adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him or in his possession, become his absolute property free both as between the Secretary of State and the Company and as between the Secretary of State and the encumbrancers (if any) from all encumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or encumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

55. If this Contract shall terminate by notice of determination, the Secretary of State shall, within four months from the time when this contract shall so terminate, pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the Behar Railway and works, so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores, which shall be given up, relinquished or delivered by the Company to the Secretary of State under the 54th clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

56. If this Contract shall be determined by notice of purchase, the Secretary of State shall, within four months from the time at which it shall be so determined, pay to the Company out of the revenues of India, in England such a sum as when added to any unspent capital shall amount to the total paid-up capital of the Company in sterling, so far as such capital, other than unspent capital, has been expended on the undertaking with the authorisation of the Secretary of State.

57. The Secretary of State at the time when this Contract shall be determined, shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company for expenditure on the Behar Railway or otherwise received by him on account of the Company, be at liberty to deduct from any moneys which would otherwise be payable by him to the Company under either of the two preceding clauses, any sum or sums then owing to him by the Company or which the Company ought to have paid but shall have failed to pay to him.

58. The clear balance of money payable by the Secretary of State to the Company under the 55th or the 56th clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

57. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof, and upon every such reference the arbitrators and umpire shall respectively have the powers by that Act conferred on arbitrators and umpires respectively, and in every such submission the provisions mentioned in the first schedule to that Act shall be implied, and every or any such reference may be made a rule of Her Majesty's High Court of Justice or of any of Her Majesty's High Courts of Judicature in India, on the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

APPENDIX L.

This Indenture, made the 22nd day of August 1895, between **THE SECRETARY OF STATE IN COUNCIL OF INDIA** (hereinafter called "the Secretary of State") of the one part, and the **EAST INDIAN RAILWAY COMPANY** (hereinafter called "the Company") of the other part.

WHEREAS by "the East Indian Railway Company Purchase Act, 1879," the parties hereto were authorised and empowered to enter into and to carry into effect contracts for (amongst other purposes) the improving and enlarging the East Indian Railway, and the constructing auxiliary railways and other works in connection therewith, and the maintenance and management of railways in connection with, but not forming part of, the East Indian Railway, and the use and working of such railways, and the conveyance of traffic thereon.

AND WHEREAS by an Indenture dated the 22nd day of December 1879, and made between the Secretary of State of the one part and the Company of the other part (which Indenture is hereinafter referred to as the principal Contract), it was (amongst other things) agreed that the Secretary of State might require the Company to construct and work any auxiliary or branch railway of the same gauge in connection with any railway forming part of the undertaking (therein defined), either as agents of the Secretary of State or as part of the undertaking, as the Secretary of State might determine, upon such terms and conditions as might in each case be agreed upon.

AND WHEREAS the Secretary of State is in negotiation with certain persons for the establishment of a company, to be registered in England under the Companies' Acts, 1862 to 1890, as a company limited by shares, with the object (amongst other things) of constructing on a route to be determined by the Secretary of State, a line of railway to be called the South Behar Railway from the Lakhiserai Station on the East Indian Railway to the Gya Station on the same railway; with necessary and proper stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works; the said proposed railway to be of the same gauge as, and equal in all respects to, the standard of the railways of the undertaking.

AND WHEREAS the Secretary of State having intimated to the Company that he is prepared, under the power in that behalf reserved to him by the principal Contract, to require the Company to construct the said proposed railway and work the same, as and when completed and brought into connection with the undertaking at the said stations, as his agents, the Company have agreed to do so upon and under the terms and conditions hereinafter contained.

NOW THIS INDENTURE WITNESSETH—

1. The definitions in the principal Contract contained shall apply to this Contract. The expression "months" means "calendar months."

The expression "the Behar Railway" means and includes the said proposed railway and the appurtenances thereof as hereinbefore described, together with any alterations, improvements, and additions thereto made under clause 15 hereof.

The expression "the East Indian Railway" means and includes the "undertaking" as defined in clause 1 of the principal Contract, together with all lines of railway and the appurtenances thereof not forming part of the undertaking which are now or which at any time during the continuance of this Contract may be worked by the Company,

The expression "gross earnings" shall include—

(a) The moneys received by the Company on account of the traffic on or over the Behar Railway or any part thereof originating at and destined to stations on the said railway, including, for the purposes of this sub-clause, any stations of the East Indian Railway forming junctions with the Behar Railway.

- (b) The proportionate mileage share attributable to the Behar Railway of the moneys received by the Company on account of the traffic interchanged between stations on the Behar Railway and stations on the East Indian Railway not forming junctions with the Behar Railway.
- (c) An amount equal to 30 per cent. of the moneys received by the Company on account of the through traffic passing over the Behar Railway when opened throughout for public traffic between any station on the East Indian Railway not forming a junction with the Behar Railway and any other station on the East Indian Railway, including such junctions. Provided that any through traffic *via* the Gya Station received from or destined to or *via* any railway that may hereafter be constructed forming a junction with the East Indian Railway at Gya shall not come within the operation of this sub-section or form part of the traffic of the Behar Railway, but the Company shall be at liberty to carry such last-mentioned traffic at its discretion over the Behar Railway without additional payment therefor.
- (d) The rent of buildings forming part of the Behar Railway received by the Company under the rules for the time being in force on the undertaking for the payment of rent by the occupiers of such buildings.
- (e) The tolls received in respect of traffic on the roadways mentioned in clause 12 of this Contract.
- (f) Miscellaneous sources of income not otherwise defined and properly credited to revenue.

But shall not include the following—

- (g) Moneys received from the working of the telegraphs supplied by the Secretary of State for the use of the Behar Railway.
- (h) Amounts credited in the Revenue Account in respect of the carriage of stores and materials for revenue purposes, or of services rendered or work done on or over the Behar Railway, the cost of which is debited in the Revenue Account per contra, and for which no cash payment is made by the public using the said railway.
- (i) Any sum allowed by way of rebate under clause 24 hereof.

Construction of Railway.

2. The Company on the provision by the Secretary of State of the land and the moneys (or materials as hereinafter mentioned) required for the construction of the Behar Railway, shall proceed with due diligence in such construction in accordance with plans and specifications to be approved by him. The Company shall conduct the work of construction, and the expenditure and all other business connected therewith, as nearly as practicable in accordance with the system in force on the undertaking for the construction of works chargeable to capital, and all such work and business shall be carried out in like manner under the supervision and authority of the Company's agent and engineers and other officers subject to the control of the Secretary of State, but in such manner that no part of the cost of the said railway, or of the arrangements involved in its construction, shall be borne by the Company or the undertaking, and that the requisite funds or materials for all the said purposes shall be furnished to the Company by the Secretary of State.

3. The Secretary of State may, at his discretion, supply materials for the purposes of the Behar Railway, to be delivered at Calcutta or elsewhere in India, as may be required by the Company, duly inspected and approved as to design and otherwise by engineers to be approved and authorised by him and the Company, and the cost of such materials, together with the cost of their transport to the point of delivery, as stated by the Secretary of State, shall be incorporated in the accounts of construction of the Behar Railway.

4. Subject to the approval of the Secretary of State, there shall be paid from the funds supplied as aforesaid, to the officers and servants of the Company employed on or in connection with the construction of the Behar Railway, and other business arising from the same such remuneration for their services as he shall allow.

5. The Company shall convey over the lines of the East Indian Railway all materials, plant, and stores required for the construction of the Behar Railway at such rates as are for the time being charged on the undertaking for the carriage of materials, plant, and stores required for similar purposes on State Railways.

6. The Secretary of State and the Company shall from time to time agree upon the additional land, works, and conveniences required from time to time at the said stations of the East Indian Railway, for the purpose of making the junctions with the Behar Railway and meeting the traffic thereof. The said additional land, works, and conveniences, shall be dealt with in accordance with the provisions of the principal contract as part of the undertaking. No charge or toll shall be made or levied upon or from the Secretary of State or otherwise in respect of the land, lines, platforms, buildings, works, or other conveniences at the said junction stations in excess of the sum to be paid over to the Company from the gross earnings of the Behar Railway under clause 22 of this Contract.

Opening of Railway.

7. From time to time when, and as often as an inspecting officer of the Secretary of State duly authorised in that behalf, shall have certified that the whole or any portion of the Behar Railway has been constructed in accordance with the provisions herein contained, and is in direct communication with the East Indian Railway, and is ready and fit for the conveyance of passengers and goods, the Company shall prepare and furnish to the Secretary of State at the expense of the Secretary of State a specification describing the nature and quality of the whole or such portion as aforesaid of the Behar Railway, and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the said railway has been constructed, together with plans and working drawings of the same, and of the land provided by the Secretary of State for the purposes of the said railway. Such specifications, plans, and working drawings (hereinafter referred to as documents) shall be submitted to the Agent of the Company in India, and when finally accepted by him shall be signed by him or the Chief Engineer of the Company on behalf of the Company, and by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State, in testimony of such portion of the said railway having been completed in all respects in accordance with the terms of this Contract, and shall be retained by the Company. The said plans and specifications shall from time to time be revised and completed up to date as occasion shall require.

8. Upon such documents being signed in manner aforesaid, such part of the Behar Railway as is comprised or referred to in the said documents shall be handed over to the Company and shall be opened for public traffic. The Secretary of State shall guarantee the Company undisturbed possession at all times during the continuance of this Contract of each and any portion of the said railway handed over to them.

Maintenance and Working.

9. The Secretary of State will, until the expiry of twenty-four months from the opening for public traffic of any section of the Behar Railway, supply the Company with the funds from time to time required for fully and efficiently maintaining, renewing, and upholding, to the satisfaction of the Secretary of State, the same section of the said railway, or any part of such section for the time being opened for public traffic. The Company shall thenceforth work and (except as hereinbefore provided) maintain the Behar Railway and the works connected therewith in good repair and in good working order and condition up to the standard shown in and by the said specification upon the following terms; that is to say, the costs and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incident to the use and working of the said railway by the Company, and the conveyance of traffic thereon by the Company, but not further or otherwise; nor shall the costs and expenses of making good damage to the said railway arising from extraordinary casualty affecting the said railway, the cost of making which good would in accordance with Indian railway practice be a charge against capital, be borne by the Company. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, it shall be referred to arbitration as hereinafter provided to determine whether the cost of any necessary restoration would in accordance with Indian railway practice be properly charged or apportioned wholly or in part against capital or working expenses, and the decision arrived at on such arbitration shall be binding on both parties to the reference and the charge or apportionment of the costs of any such arbitration shall follow the event.

10. All the business connected with the management and maintenance of the Behar Railway, and the conduct of the traffic thereon, including traffic interchanged between the East Indian Railway and the Behar Railway, shall in all respects, so far as practicable, be carried on in the same manner and subject to the same regulations and control by the

Secretary of State as the like business on the undertaking. Provided always, that the charges for all traffic from time to time interchanged between the East Indian Railway and the Behar Railway, and for all traffic from and to Gya, to and from or *via* other stations on the East Indian Railway forming junctions with the Behar Railway, shall be regulated and the receipts from such traffic be allocated on the assumption that all such traffic as aforesaid is sent over the shortest route for the time being open for the passage of trains, except in cases where the difference in distance between alternative routes does not exceed 5 miles. But this proviso shall not apply to cases in which passengers or consignors of goods shall elect to travel or to send their goods, as the case may be, by some route other than the shortest route.

11. The Company shall charge such rates and fares for the carriage of goods and passengers over the Behar Railway or any part thereof as shall from time to time be agreed upon between the Company and the Secretary of State, provided that they are within the maximum and minimum rates and fares for the time being in force on the undertaking, and that the classification of goods is in conformity with the classification of goods on the undertaking.

12. If roadways for foot passengers, cattle, carts, or other vehicles shall be provided on any of the bridges forming part of the said railway, the Company shall charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

Application of certain Conditions of principal Contract.

13. The conditions with respect to the provision of a police force, and the provision and use of telegraphs and telegraphic appliances, and (except as hereinafter otherwise expressly provided) with respect to moneys supplied by the Secretary of State for the purposes of the Behar Railway, shall be the same as are by the principal Contract prescribed with reference to the same matter respectively in respect of the undertaking.

14. During the continuance of this Contract the Company shall keep the Behar Railway, or such part thereof as shall for the time being be open for public traffic, properly supplied for the traffic thereon with rolling stock, and the plant and machinery connected therewith, other than fixed machinery, as if it were part of the undertaking, and shall manage, use, and work the said railway or such part thereof as aforesaid, and convey traffic thereon, upon, under and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions, as are by the principal Contract prescribed in respect of the management, use, and working of the undertaking and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State. And in all respects not otherwise provided for by this Contract, the Secretary of State and the Company respectively shall and may with reference to the respective matters aforesaid have, execute, enjoy, put in force, and be subject to the like rights, powers, authorities, privileges, provisions, regulations, duties, and obligations as are by the principal Contract in respect of such matters respectively given or reserved to or imposed upon the Secretary of State and the Company respectively. Provided always, that nothing in this Contract contained shall operate so that the said railway shall form part of the undertaking.

Alterations, Improvements, and Additions.

15. The Secretary of State may from time to time by notice in writing, require the Company to carry out any alteration or improvement in the Behar Railway [not being petty works within the meaning of clause 17 (b)] or any addition thereto (other than the construction of branches) that may, in his opinion, be necessary either for the protection and security of the said railway for the safety of passengers or of the public, or for meeting the development of traffic on or the effectual working of the said railway or otherwise. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration, improvement, or addition, and state approximately what such works are expected to cost. On receiving any such notice, the Company shall, with all reasonable speed, commence and proceed to execute the works described therein, the Secretary of State supplying the necessary funds, and providing free of all cost to the Company (excepting as respects lands falling under section 6) any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the said railway and execute the said works.

16. On the completion of works so required, a specification such as is described in clause 7, with necessary plans, shall be prepared and signed on behalf of the Company and of the Secretary of State respectively as therein provided, and delivered to the Secretary

of State, together with a similarly certified statement of the costs of the said works. All such specifications and plans shall be corrected from time to time, when additions or alterations are made to the works of the said railway.

17. The cost of works the execution of which shall be required under clause 15, and shall be carried out by the working agency, shall be dealt with as follows:—

- (a) All such works costing more than ₹1,000 shall (except in the case of alteration or improvements in or additions to the said junction stations or junctions) be charged to the capital account of the Behar Railway.
- (b) Petty works costing not more than ₹1,000 each shall be met from the sum allowed to the Company for maintenance and working of the said railway as hereinafter provided. For the purposes of this clause each such petty work shall be dealt with separately and shall be treated as a separate work.

Land.

18. Any land that may be under this Contract provided by the Secretary of State and handed over to the Company shall be held by the Company upon the like terms and conditions as are by the principal Contract prescribed in respect of land to be provided thereunder, but only in the case of land provided under clause 6 shall the value of any land to be provided hereunder be entered in the capital account of the Company kept by them in respect of the undertaking.

Accounts of Gross Earnings and their Application.

19. The Company shall keep, in rupee currency, a distinct and separate account of the gross earnings derived from the working of or the traffic passing over the Behar Railway, or such part thereof as shall for the time being have been opened for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same and correct any error which may be discovered therein. The Company shall also within two calendar months after each of the said half-yearly days render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

20. The Company shall also keep all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be opened at all reasonable times to inspection and transcription by any person or persons duly authorised by the Secretary of State in that behalf. The Company shall afford all proper and sufficient facilities for such inspection and transcription, and shall on the requirement of the Secretary of State (but at his expense) duly verify any such account, provided such requirement be notified in writing to the Company within three calendar months after the receipt by the Secretary of State of the summary aforesaid for any half-year. If after such verification the Secretary of State shall require any alteration to be made in any such account, or in any summary to be so rendered by the Company as hereinbefore provided, and if the Company shall give notice to the Secretary of State that they object to such alteration being made, the matter thus being in difference between the Secretary of State and the Company shall be referred to arbitration under the provision for arbitration hereinafter contained.

21. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification shall have been delivered to the Company within three calendar months after the receipt by the Secretary of State of the said summary, shall be deemed to be settled between and shall be binding upon the Secretary of State and the Company, except that if and whenever any error shall be subsequently discovered in any such summary of account, such error shall be rectified and allowed for in the account for the half-year in which such error shall be discovered or for any subsequent half-year.

22. The gross earnings of the Behar Railway shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into such Treasury of the Government of India as the Secretary of State may approve. The Secretary of State shall, as soon as the accounts between him and the Company in respect of the said railway for any half-year shall have been settled, pay over to the Company at Calcutta to the credit of the undertaking (but subject to the proviso hereinafter contained) a sum equal to 45 per cent. of such gross earnings for such half-year, which sum shall be accepted by the Company in full satisfaction and remuneration for the supply of rolling stock, plant, and machinery, other than fixed machinery, required for use on the Behar Railway, and the

managing, working, and maintaining the said railway in accordance with the provisions of this Contract and for the performance by the Company of every other obligation undertaken by them under this Contract with reference to the said railway. Provided always, that as long as the liability of the Secretary of State under clause 9 hereof to maintain the Behar Railway or any part thereof shall continue the Secretary of State shall pay over to the Company as aforesaid 35 per cent. only of such gross earnings for each half-year, including the half-year in which such twenty-four months shall expire.

23. The amount to be paid to the Company under the last preceding clause shall be entered in the Revenue Account kept by the Company under the provisions in that behalf contained in the principal Contract, and shall be deemed to be part of the revenue of the undertaking under that Contract.

Rebate.

24. The Secretary of State shall in respect of each half-year commencing with that in which the Behar Railway or any part thereof is first opened for public traffic be entitled to retain by way of rebate on the proportionate mileage share attributable to the East Indian Railway of the moneys received on account of traffic interchanged as mentioned in clause 1 (b), between the Behar Railway and the East Indian Railway, such a sum not exceeding 30 per cent. of such share as, together with the balance retained by the Secretary of State of the gross earnings as aforesaid of the Behar Railway for the same half-year, will make up an amount equal to interest for the half-year at a rate of 4 per cent., per annum on the actual capital expenditure on the Behar Railway as charged in the capital account at the close of such half-year. Provided always, that for the purposes of this clause the amount of such capital expenditure shall in no case exceed 120 lakhs of rupees, and the amount of such half-yearly interest shall in no case exceed ₹2,40,000, and in the event of such capital expenditure and interest being respectively in excess of those amounts no additional allowance by way of rebate as aforesaid shall be retained by the Secretary of State. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first half of each year.

Other Accounts to be kept by Company.

25. The Company shall keep separate accounts of all moneys received by them from the Secretary of State under the provisions of this Contract, and of the expenditure by the Company of the said moneys, in such form as the Secretary of State may from time to time prescribe, and such accounts shall be from time to time made up and submitted to the Secretary of State as he may require.

Termination of Contract.

26. This Contract shall terminate at the same time as the principal Contract.

27. If within twelve calendar months from the date of this Contract a Company, as proposed with power to construct or to supply funds for the construction of the Behar Railway, shall not be registered as aforesaid, and a Contract between such Company and the Secretary of State for the construction by such Company of the said railway lawfully entered into, this Contract shall be void and of none effect.

Arbitration.

28. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy, shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents, or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators or their umpire, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof, and upon every such reference the arbitrators and umpire shall respectively have the powers by that Act conferred on arbitrators and umpires respectively, and in every such submission the provisions mentioned in the first schedule to that Act shall be implied, and every or any such reference may be made a rule of Her Majesty's High Court of Justice, or of any of Her Majesty's High Courts of Judicature in India, or the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

APPENDIX M.

This Indenture, made the 13th day of August 1895, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE SOUTHERN PUNJAB RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this Contract, together with all the appurtenances thereof.

The expression "gross earnings" means and includes (1) the gross earnings to be derived from the home traffic of the said railway, and (2) from its mileage proportion of traffic interchanged with the North Western State Railway, including the Patiala State Railway, and (3), in all cases in which the said railway forms part of the shortest route, from its mileage proportion of traffic interchanged between the North Western State Railway system for the time being (including the said railway, and the Patiala State Railway), and foreign lines (including the East Indian Railway, the Delhi-Umballa-Kalka Railway, and the Oudh and Rohilkhand Railway and their respective connected lines), and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the Secretary of State, which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the North Western State Railway and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include gross earnings to be derived from traffic originating and terminating at stations of the North Western State Railway (including the stations at Delhi and Samasata, respectively, but not stations of the Patiala State Railway belonging to the North Western State Railway), nor moneys received from the public for the use of electric telegraphs erected by the Secretary of State under clause 13 of this Contract, nor book credits for the carriage of stores to be used in the maintenance or working of the said railway, or for services rendered and work done in relation thereto, for which corresponding book debits are made in the accounts of Indian Railways, and for which no cash payment is made by the public, nor any sum allowed by way of rebate under clause 23 hereof.

The expressions "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 22 and 23 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall by the 31st day of December 1898, on the Secretary of State, at the request of the Company, duly providing with all reasonable despatch as the same shall be required by the Company all land in British territory shown to the satisfaction of the Secretary of State to be necessary for the purpose, construct, complete, and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, a direct continuous line of railway from the station of the North

Western State Railway at Delhi, *via* Bhatinda, to the station of the North Western State Railway at Samasata, with all such stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works as shall be necessary or proper for the purposes of the said railway, either as regards the due working of the same or as regards the permanence of the same and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The Secretary of State shall from time to time provide, free of cost, to the Company the land in British territory which he shall consider requisite for the construction of the said railway, and for the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes, and shall allow the Company to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as, in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State, or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Secretary of State will use his influence to acquire for the Company, free of cost to the Company, from any Native State through whose territories the said railway shall be carried, similar grants of land in their respective territories which the Secretary of State shall consider necessary or proper for the purposes of the said railway, or any extension thereof, and the provisions of the preceding clause shall, as far as possible, extend to any land so granted.

6. The said railway shall be a single line of the standard gauge, and shall, as regards permanent-way, station accommodation, and general structural character, be equal in all respects to the standard of the North Western State Railway, so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance, but such standard shall imply and permit the general use of timber transverse sleepers either of approved Indian or other woods. Surveys, designs, specifications, and estimates in relation to the construction or execution of the said railway and stations and other works shall, as far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State and shall be subject to his approval. In the settlement and placing within the United Kingdom of any contract for the purchase of materials or the execution of works, the Company shall follow the same general procedure and course of business which are followed in the case of similar transactions by the Indian Guaranteed Railway Companies. The said railway and stations and other works while under construction shall be inspected when and so often as an inspecting officer appointed for that purpose by the Secretary of State shall consider desirable, and shall be constructed in all respects to the satisfaction of the Secretary of State, who shall be at liberty at any time during the construction of any particular section of the line, or during 12 months after the opening of the same section for traffic, to object to any of the work done, or the materials employed or proposed to be employed in or about the same, and to require any work to be undone and done again and any materials to be removed and to be replaced by others in a manner satisfactory to him.

Provided always, that the Company shall have free access, without charge to the Company to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

7 The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract, and any other information that he may require in respect of transactions relating to the said railway.

8. The works, buildings, sidings, and conveniences from time to time required within the boundaries of the North Western State Railway or the Patiala State Railway for the purpose of effecting junctions between the said railway and the North Western State Railway at Delhi and Samasata, and between the said railway and the Patiala State Railway at Bhatinda, shall be provided by or under the direction of the Secretary of State, and free of cost to the Company. No charge or toll shall be made or levied upon or from the Company in respect of the use of the said land, lines, platforms, buildings, or other conveniences at the said stations, or any of them, in excess of the sum to be retained from the gross earnings of the said railway under clause 22 of these presents.

9. The Secretary of State shall from time to time notify to the Company the route of the said railway, so far as such route shall from time to time have been determined by him.

10. The Secretary of State shall have power to determine the situation and dimensions of all stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed in connection with or as part of the said railway.

11. The Secretary of State will make such arrangements with the railway administrations concerned that the rates to be charged to the Company for the carriage over State railways, including the North Western State Railway and the Patiala State Railway, of all materials, plant, and stores required for, the construction of the said railway and the works connected therewith, shall be the same as are charged for materials, plant, and stores used for similar purposes on State railways.

12. The Secretary of State will provide and maintain, at the cost exclusively of the Company, such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the Capital funds of the Company to the Secretary of State on demand.

13. The Secretary of State may from time to time construct such electric telegraph and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit, and may erect, maintain, make, do, and execute on the said railway or on any lands or works belonging thereto, all such buildings, machinery, works, acts, or things as he shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or bought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto. Free passes over the said railway may be given by the Secretary of State to all persons employed by him on the construction, maintenance, working, and inspection of the said electric telegraphs and telegraphic appliances.

Handing over the Railway to Secretary of State and opening thereof.

14. From time to time, when and so often as an inspecting officer, acting on behalf of the Secretary of State, shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained, and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working, drawings, and account, hereinafter called documents, when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State, and by the agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans, and account shall from time to time be revised and completed up to date as occasion shall require.

15. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and account, respectively, referred to shall be made over by the Company to the Secretary of State, to the intent that the same may be opened for public traffic and may be worked in the manner hereinafter mentioned. The Secretary of State shall accept such part of the said railway as shall for the time being be so made over as aforesaid, and shall forthwith open the same for public traffic.

Maintenance and Working.

16. The Secretary of State shall thenceforth, until the determination of this contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened and shall provide and maintain all necessary rolling stock for the efficient working of the said railway on the terms and subject to the provisions hereinafter contained.

17. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon shall in all respects as far as practicable be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the North Western State Railway, and the Company shall not interfere with such business; and particularly the Secretary of State shall have power from time to time—

- (a) To allow the use of any of the stations belonging to the said railway for the accommodation of the traffic of any other railway upon the payment of reasonable tolls and under reasonable conditions and restrictions, and also upon reasonable terms make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation.
- (b) To allow the use of the undertaking or any part or parts thereof for the passage of engines and trains from or to other railways of the same gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.
- (c) To make reasonable arrangements for the interchange of traffic and rolling stock and for through booking between the said railway or any part thereof and other railways.

Provided always, that the agent of the Company in India, or some duly qualified person to be appointed by him, shall be at liberty to travel on the line from time to time on a free pass for the purpose of inspecting the working thereof and obtaining information in regard thereto.

18. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof shall be such as may from time to time be fixed by the Secretary of State, and the classification of goods thereon shall be in conformity with that from time to time in force on the North Western State Railway: Provided—

- (1) That the rates and fares shall be within the maximum and minimum rates and fares for the time being in force on the North Western State Railway, and that the same terminals shall be charged for different descriptions of goods as on the North Western State Railway; and
- (2) The rates and arrangements in force on State Railways in the matter of services rendered to the Postal Department, to the military, police, and other departments of State, and to high government officials, shall be applicable to the said railway; and
- (3) The rates and fares for the carriage of goods and passengers will be on the mileage of the shortest route, and when shared will be shared proportionately on the respective mileages, making up the mileage of the shortest route; and
- (4) The Patiala State Railway will be deemed to be a part of the North Western State Railway in determining the shortest route, and all traffic originating or terminating on the Patiala State Railway and passing from or to that line will be booked by the shortest route; and
- (5) The North Western State Railway may work all goods traffic by any route at its discretion, but this shall not affect the distribution of gross earnings between the North Western State Railway and the said railway.

(6) The Company shall be entitled to its proportional mileage rate on all traffic interchanged between the North Western State Railway system (including what is included under that term in clause (1) hereof) and foreign lines (including what is included under that term in the said clause) in every case in which any part of the said railway forms part of the shortest route for such traffic, on the assumption that the same has gone by such shortest route by whatever route the same may in fact be sent.

19. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle, or carts, or other vehicles, the Secretary of State shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

20. The Company shall at its own expense for the period of 12 months after the opening of any part of the said railway for public traffic maintain and keep the part so open in good repair and in good order and condition to the satisfaction of the Secretary of State. And subject to and without in any way limiting the liability of the Company under the preceding part of this clause the Company shall during such time as the said railway or any part thereof shall be worked by the Secretary of State be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, and of such a nature that in accordance with the customary practice on Indian railways the cost of making good such damage would be made a charge against capital. Provided that if in any such case the Secretary of State or the Company shall not agree as to the liability of the Company under this part of this clause, the Secretary of State will cause the matter in question to be referred to arbitration under the provision for arbitration lastly hereinafter contained, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company, and be charged to the capital account of the said railway and such decision shall be binding on the Company.

Alterations, Improvements, and Additions.

21. The Secretary of State may from time to time give notice in writing to the Company of any reasonable alteration, improvement, or addition which may in his opinion be required to be made in or to any part of the said railway, or any of the stations or works belonging thereto either for the protection and security of the works and stations, the safety of the passengers, or of the public, or for meeting the development of traffic on or for the effectual working of the said railway or otherwise, including any junction which the Secretary of State may at any time consider desirable between the said railway and any other railway other than the junctions herein expressly provided for, and which is of such a nature that in accordance with the customary practice on Indian railways the cost of the execution thereof would be made a charge against capital. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide free of cost to the Company, any land that may be requisite for the purposes of the said works. Any land provided under the provisions of this section shall be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway and the Company, and the Secretary of State shall, subject to the provisions hereinafter contained respectively be in the like relative positions in respect to the approval of the designs and construction of such works as they respectively would have been in if the said works had been part of the original works belonging to the said railway. On receiving any notice under this clause, the Company shall with all reasonable speed, but subject to the proviso hereinafter contained, execute the said works, or if such notice be given after the opening of the railway for public traffic shall provide the Secretary of State with all the moneys required for the execution and completion thereof, and if and so often as the Company shall fail or neglect to execute any works which under this clause they are liable to execute, or shall fail or neglect to supply the funds as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty himself to provide all or any of the moneys required for the said works and to expend the same in the execution of the said works, and the Company shall, from time to time, on

demand, pay to the Secretary of State or into such Government Treasury in India as he shall from time to time appoint for the purpose a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the estimated cost of or to the reasonableness of any work required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not agree with the Company as to the cost of such work as aforesaid, or shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the provisions of the last clause hereof; and the works shall not be proceeded with, nor shall the Company be bound to provide the funds therefor, until an award on such reference is made, fixing the costs of such works, or upholding the reasonableness of the requirement of the Secretary of State, as the case may be. The cost of all such works as aforesaid and of such reference (if any) shall be charged to the capital account of the Company.

Application of Gross Earnings.

22. Out of the gross earnings to be derived from working the said railway or any part thereof, the Secretary of State shall in each half year retain 52 per cent., which shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery on the said railway), and for working, managing, and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, tools and plant, office furniture, and equipment and conveniences and works, and the remainder of such gross earnings for each half year shall be the net earnings of the Company for the said half year, and such net earnings shall be applied in manner hereinafter provided.

Rebate.

23. The Secretary of State shall allow to the Company in respect of each half year commencing with that in which the said railway or any part thereof is first opened for traffic, by way of rebate, on the net earnings of the North Western State Railway derived from the proper share attributable to the railway of the traffic interchanged between the said railway and the North Western State Railway, and from all traffic originating and terminating at stations of the North Western State Railway (including the stations at Delhi and Samasata, respectively, but not including stations of the Patiala State Railway, as shall be sent over the said railway by the North Western State Railway in exercise of the power conferred upon or reserved to it by sub-clause (5) of clause 18 of this Contract, a sum not exceeding in any half year the net earnings of the North Western State Railway from the traffic above specified, and to such extent only as shall together with the net earnings of the Company, make up an amount equal to interest for the year at a rate of 3½ per cent. on the actual expenditure charged in the capital account. Provided always, that for the purpose of calculating the net earnings of the North Western State Railway from the traffic above specified, it shall be assumed that the net earnings from such traffic bear the same proportion to the gross earnings therefrom as the net earnings of the North Western State Railway system for the time being bear to the gross earnings of that system. The payments under this clause shall be calculated at the close of each calendar year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each half year, together with such rebate as aforesaid, if any, shall constitute the Company's net receipts for such half year, and such net receipts shall be applied in manner hereinafter provided.

Application of Net Receipts.

24. If the Company's net receipts for any year do not exceed in the whole a sum equal to interest for the year at a rate of 3½ per cent. per annum on the total expenditure of the Company in sterling, the Company shall be entitled to the whole of such net receipts; but if such receipts for the year do exceed such a sum as aforesaid, the Company shall be entitled out of such receipts to such a sum as aforesaid, and the surplus thereof shall be divisible equally at the close of each year between the Company and the Secretary of State, but payments to the Company on account of its share of such receipts and subject to adjustment may be made at the close of the first-half of each year.

Provided always, that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract, or which the Company ought to have paid but shall have failed to pay into any Government Treasury in India.

Capital Expenditure.

25. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company, unless the prior sanction of the Secretary of State shall have been obtained thereto.

26. The final location of the line and all works which the Secretary of State has caused to be executed with the view of facilitating and expediting the construction of the projected railway or some part or parts thereof, and also all plant or machinery which he may have provided in relation to the construction of the projected railway or any part or parts thereof not including the surveys, plans, estimates, or information referred to in the proviso to clause 6, shall be made over to the Company, and the cost of the said final location, works, plant and machinery, as stated by the Secretary of State, shall be paid to him by the Company, and any now existing obligations or liabilities of the Secretary of State under contracts for the execution of works previously mentioned in this section shall be discharged by the Company, and such payment shall be charged to capital.

27. The Company may charge as capital expenditure of the said railway the sum of 71,000*l.* on account of the cost of all preliminary surveys and estimates, and other expenses undertaken on behalf of the Company for the purpose of the said railway prior to the registration of the Company, inclusive of the cost of and incidental to the formation and registration of the Company, and inclusive of procuring the subscription of its share capital. The provisions of this clause shall not apply to the matters mentioned in the last preceding clause.

28. The Company (so far as it is authorised so to do by its constitution, and subject to the provisions of the Indian Railways Act, 1894) may, during a period expiring on the 31st day of December 1898, or during a period which shall extend to the close of the half year next after the half year during which the said railway shall be actually completed and opened for traffic, whichever of such periods shall be the shorter, pay out of capital any sums by way of interest on the amounts from time to time *bond fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company to which the Company is entitled under the 24th clause of this Contract for the period in respect of which such interest is paid, to more than 3½ per cent. per annum on the sums in respect of which the interest is paid, and may also during the period aforesaid, if and so far as may be necessary, pay out of capital interest on any debentures issued by the Company with the sanction of the Secretary of State for the time being outstanding. All moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new capital.

29. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, at any time increase its share or stock capital or borrow any moneys; but this stipulation shall not necessitate the sanction of the Secretary of State to the borrowing of money at a reasonable rate of interest for *bond fide* temporary purposes.

Accounts.

30. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him from the working of the said railway, or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India within three months after such half yearly days respectively.

31. The Secretary of State shall keep or require to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at

the expense of the Company. The Secretary of State shall afford or require to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 60 days after the receipt by the Company of the summary aforesaid for any half year) duly verify or require to be verified the accounts for such half year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

32. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 60 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half year in which the error shall be discovered or for any subsequent half year.

33. The Company shall keep a capital account in Indian currency in the form required by the Secretary of State to be kept by the Indian railway companies working railways under the supervision of the Secretary of State, and the Company shall at its own cost render the capital account kept by it under this clause to the Secretary of State at such times as he shall from time to time require.

34. In the capital account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to capital. All payments made by the Company in England, and which ought to be entered in the said capital account, shall, for the purpose of such entry, be converted into Indian currency at the rate of exchange current at the time at which the payments are severally made.

35. In connection with the said capital account there shall be kept all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian railway companies working railways under the supervision of the Secretary of State.

36. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, and of the maintenance of every part of the said railway for the period of 12 months after the opening of such part for public traffic, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant and fixed machinery provided in pursuance of any requirement by the Secretary of State under the 21st clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 20th clause of this Contract, and that the cost of repairs, restorations, renewals, and replacements as to such parts of the said railway as shall have been opened for public traffic for a longer period than 12 months is to be met by the Secretary of State.

Audit.

37. The accounts of the Company in relation to its expenditure and receipts, and of the expenditure of the Secretary of State on account of the Company, whether in India, England, and elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made on the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively

on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit shall be defrayed by the Company, and included in the capital account.

Miscellaneous.

38. The Company shall not at any time during the continuance of this Contract without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

39. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

40. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway, or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

41. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under-Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid, unless by some writing signed in the manner before mentioned in this clause.

42. The registered office of the Company shall at all times during the continuance of this Contract be situated in London; but the Company shall at all times during the continuance of this Contract keep an office established at some place in India, to be determined from time to time by the Secretary of State, and keep at the said office in India an authorised agent or committee of agency with whom the Secretary of State and the Government of India or other officer or officers deputed in that behalf may communicate on affairs concerning this Contract and the duties and liabilities of the parties hereto under this Contract, and to whom the Secretary of State and Government of India and such officer or officers as last aforesaid may pay moneys for the use or on behalf of the Company, and all drafts drawn and receipts given by the said agent or committee of agency or under his or their authority on behalf of the Company in relation to this contract, or to any payments made or matter arising under or out or by virtue of this Contract shall be binding on the Company, and every notice to be given to the Company, save the several notices mentioned in the next following clause shall be sufficiently given if left at the said office in India or personally served on the said agent or any member of the said committee of agency.

Determination of Contract and matters consequent thereon.

43. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say):—

- (1) If the said railway shall not be constructed in accordance with the provisions of this Contract and completed and ready and fit for opening for public traffic throughout by the 31st day of December 1898, then and at any time after that day, unless the Secretary of State shall be satisfied that there has been no neglect or default of the Company, and before the line is open for traffic throughout, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company may determine this Contract by giving to the Company in England notice in writing of such determination (which notice is herein referred to as "notice of determination").

- (2) The Secretary of State may by giving to the Company in England not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1919, or on the 31st day of December in the last year of any subsequent period of ten years, or on the 31st day of December 1948.

And it is hereby agreed and declared that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof, except as hereinafter specially provided, shall relinquish and give up to the Secretary of State possession of all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, conveniences, works, bridges, rails, fixtures, and plant then erected or being on the land, to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said Railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with, or with the construction of, the said railway or any part thereof, or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of the Contract shall have become actually payable to or on behalf of such party by the other party hereto.

44. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in England out of the revenues of India in sterling the equivalent at the then current rate of exchange of the fair value of the said railway and works, so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 43rd clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

45. If this Contract shall be determined by notice of purchase, the Secretary of State shall, except as hereinafter provided, within four calendar months, from the time at which this Contract shall so be determined, pay to the Company in England out of the revenues of India in sterling the following sums; that is to say: (1) if this Contract shall be determined by notice of purchase on the 31st day of December 1919, or at the expiration of any subsequent period of ten years, a sum equal to 25 years' purchase of the average of the Company's share of the net earnings of the said railway during the last preceding five years: Provided always, that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company in sterling as expended on the said railway with the sanction of the Government, and shall in no case be less than such total capital expenditure in sterling so expended as aforesaid; (2) if this Contract shall be determined by notice of purchase on the 31st day of December 1948, then the total amount of such capital expenditure so expended as aforesaid in sterling.

46. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys received by him on account of the Company, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 44 or clause 45.

47. The clear balance of money payable by the Secretary of State to the Company under the 44th or the 45th clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in England out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

48. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained, or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to the Arbitration Act, 1889, or any statutory modification or re-enactment thereof for the time being in force.

APPENDIX N.

This Indenture, made the 19th day of December 1895, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the DELHI-UMBALLA-KALKA RAILWAY COMPANY, LIMITED, hereinafter called "the Company," of the other part (being supplemental to an Indenture made between the same parties on and bearing date the 12th day of February 1889, hereinafter called "the principal Contract").

WHEREAS by clause 20 of the principal Contract it is amongst other things agreed that out of the gross receipts to be derived from the working of the railway therein referred to, or any part or parts thereof, the Secretary of State shall in each half-year retain 50 per cent., which shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery), and for working, managing, and (except as hereinafter otherwise provided) fully and efficiently maintaining, renewing and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, conveniences and works, and the remaining 50 per cent. of such gross receipts for each half-year shall, subject to the deduction of any income-tax payable in respect thereof to the Government of India, be paid over by the Secretary of State to the Company in India in rupees upon rendering to the Company the summary therein mentioned.

AND WHEREAS the Company have applied to the Secretary of State to modify the principal Contract as hereinafter stated, and the Secretary of State has consented to do so.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

That the Secretary of State shall, as from the 1st January 1893, retain out of the gross receipts aforesaid in each half year 48 per cent., instead of 50 per cent. as in the recited clause of the principal Contract mentioned, and the remaining 52 per cent., instead of 50 per cent., of such gross receipts for each half year shall, subject to the deduction therein mentioned, be paid over to the Company in India, and the principal Contract shall be read and take effect with this modification. Provided always, that such additional 2 per cent. per annum shall not be deemed to be included in the yearly profit derived by the Company, for the purpose of ascertaining the amount payable to the Company on the termination of the principal Contract under clause 43 thereof.

APPENDIX O.

Schedule.

This Indenture made the thirteenth day of March 1896, between the SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and the AHMEDABAD-PARANTEJ RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this Contract together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges and other sources of income which are treated as revenue on Indian Railways generally, but does not include book entries for the carriage of stores to be used in the maintenance, or working of the said railway, or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed by way of rebate under clause 28 hereof.

The expressions "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 27 and 28 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete and make ready and fit for opening for public traffic throughout on a route to be selected and determined by the Secretary of State, a railway from outside the eastern fence of the Bombay, Baroda and Central India Railway Station at Ahmedabad to Parantej, and, if the proviso to this clause is acted upon, extending thence to Ahmednagar and (if the Udaipore State shall consent thereto) to Udaipore, with all such stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise: Provided always, that the Company may at any time give notice in writing to the Secretary of State of their desire that the said rail-

way should be extended to Ahmednagar or Udaipore, or to both those places, subject as regards Udaipore to such consent as aforesaid, and after the receipt of such notice, and if the Company shall supply to the Secretary of State in manner to be directed by him the funds necessary for such extension, the extension referred to in such notice shall be deemed to be part of the said railway. But the Secretary of State may at any time give notice in writing to the Company calling upon it to make its election for or against such extension, and if the Company shall not within 12 months after the receipt of such notice give notice in writing to the Secretary of State of their desire to make such extension, it shall be deemed to have elected not to make it, and it shall thereafter have no claim to make it.

4. The Secretary of State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employes, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and, if so, the grounds of its objection. If no objection is stated by the Company, or the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Secretary of State will use his influence to acquire for the Company from any Native State, through whose territories the said railway shall be carried, similar grants of land in their respective territories which the Secretary of State shall consider necessary or proper for the purposes of the said railway or any extension thereof; and the provisions of the preceding clause shall as far as possible extend to any land so granted.

6. The said railway shall be a single line of the metre gauge, and shall, as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of the Rajputana Malwa Railway, except that the steel rails need not exceed 41½ lbs. to the yard so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications, and estimates in relation to the construction or execution of the said railway and stations, and other works, shall so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

Provided always, that the Company shall have free access to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

7. For the more convenient and economical construction of the said railway, the execution thereof will be undertaken by the Secretary of State through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of engineers to be appointed or approved by him for that purpose in India. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India, under clause 29 hereof, with the funds necessary for carrying out the works as well for the cost of materials and labour, as for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction, and other charges of whatever description.

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To meet the expense of supervision, an amount equal to 4 per cent. on the Capital outlay on the construction of the said railway and works exclusive of the prime cost, freight and insurance, and railway carriage of the permanent way and sleepers for the said railway shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of 2½ per cent. on all stores purchased for the said railway and works in England or India by the Secretary of State or the working agency; but if the arrangements for shipping stores purchased in England shall be entrusted to any agency other than the working agency, by arrangement with the Secretary of State or the working agency, the Secretary of State or the working agency shall pay to such other agency the balance of such commission which shall remain after deducting actual disbursements made in connection with the preparation of specifications for and the supply, inspection, and approval of such stores.

8. All the expenditure by the Secretary of State on account of the construction of the said railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency, and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings, and conveniences from time to time required within the boundaries of the Bombay, Baroda and Central India Railway for the purpose of effecting a junction between the said railway and the Rajputana Malwa Railway at Ahmedabad Station, as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or Company working the same in respect of the use of the land, lines, platforms, buildings, or other conveniences at the said station in excess of the sum to be retained from the gross earnings of the said railway under clause 27 of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will make such arrangements with the Railway Administrations concerned that the rates to be charged to the Company or the Secretary of State for the carriage over the Rajputana Malwa Railway and over the Bombay, Baroda and Central India Railway, of all materials, plant, and stores required for the construction of the said railway and the works connected therewith, shall be the same as are charged on those lines respectively for materials, plant, and stores used for similar purposes on those railways.

15. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the Capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct at his own cost such electric telegraph and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit and may erect, maintain, make, do, and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts and things as he shall consider necessary or proper in relation to the construction, maintenance, use and working of the said electric telegraphs and telegraphic appliances. The Secretary of

State shall be exclusively entitled to the possession of all buildings, machinery, works and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

17. From time to time, when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of Capital moneys expended thereon. Such specification, plans, working drawings, and account, hereinafter called documents, when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans, and account shall from time to time be revised and completed up to date as occasion shall require.

18. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

19. The Secretary of State shall thenceforth, until the determination of this Contract work and maintain the said railway or such part thereof as shall for the time being have been so opened, and shall provide and maintain all necessary rolling stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall have full power to enter into any Contract or Agreement with any working agency for the working, maintenance and management of the said railway during the period aforesaid or, during any part thereof or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with such additions, variations, or modifications (if any), subject always to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the said railway or any part thereof through State agency the provisions set forth in the said Contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable shall be observed by the State agency.

21. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Rajputana Malwa Railway, and the Company shall not interfere or be concerned with such business.

22. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof, shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Rajputana Malwa Railway, provided that the rates, fares, and terminals, if any, shall be within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Rajputana Malwa Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle,

or carts or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital: Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 55 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company, of any reasonable alteration, improvement or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public or for meeting the development of traffic on or for the effectual working of the said railway or otherwise and which is estimated to cost more than Rs. 1,000. Such notice shall specify the alteration, improvement or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under clause 29 hereof the funds as required for any such works for which under this clause they are liable to make provision the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works and to expend the same in the execution of such works and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than Rs. 10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the capital of the Company.

26. The cost of works the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company shall be dealt with as follows:—

- (a) All such works costing more than Rs. 1,000 shall be charged to the capital account of the Company.
- (b) Petty works costing not more than Rs. 1,000 each shall be charged to revenue, and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway: Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed 20 rupees per mile open, such excess shall be charged to the capital account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

27. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain such a percentage as is in the 23rd clause of the contract or agreement set forth in the schedule hereto provided to be paid over to the working agency therein referred to; or (if such contract shall not be entered into or shall be determined before the expiration or determination of this Contract), such a percentage as may be provided in any other contract or agreement which may be entered into under the 20th section of this Contract; or (if the said railway shall be worked and maintained through State agency) such a percentage as the Secretary of State shall consider just or reasonable, but such percentage not in any case to exceed for any half-year such a percentage of the gross earnings for that half year as shall be equivalent to the percentage of the working expenses in relation to gross earnings of the Rajputana Malwa Railway for the same half-year, and not to exceed in any year 50 per cent. of the gross earnings of the said railway for the same year; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery), and for working, managing and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings of the Company for the said half-year, and shall be paid by the Secretary of State to the Company, less any sum which may have been advanced by the Secretary of State in anticipation of the declaration of a dividend and on account thereof.

Provided always that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any), which shall for the time being be owing to the Secretary of State by the Company under this Contract and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company, out of capital as soon as the same can be raised.

Rebate.

28. The Secretary of State shall allow to the Company in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of Capital under clause 34 hereof, by way of rebate such a sum not exceeding in any year 10 per cent. of the combined shares attributable to the Bombay, Baroda and Central India Railway and the Rajputana Malwa Railway, of the gross earnings from traffic except stores, interchanged between the said last mentioned railways, or, either of them, and the said railway, as shall, together with the net earnings of the Company for the said year, make up an amount equal to interest for the year at a rate of 4 per cent. per annum on the actual expenditure charged in the capital account and shall also allow the sum of Rs. 5,000 for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each year, together with such rebate as aforesaid for such year, and the said annual sum of Rs. 5,000 and the other moneys payable to the Company under this clause shall constitute the Company's net receipts for such year.

Capital Expenditure.

29. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe an aggregate sum of 20 lakhs of rupees, or such less sum as the Secretary of State shall think sufficient, deducting therefrom the amount payable to the promoters for their commission and legal and other expenses, and also all other expenses referred to in clause 33, to be raised in shares or stock or by the issue of debentures or debenture stock as the original capital of the Company. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of 20 lakhs of rupees, or such less sum as aforesaid, shall be at the rate of Rs. 100 per share of Rs. 500 and shall constitute the first of the said instalments.

30. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway or the Company shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company, under this Contract not exceeding in the aggregate the amount paid to the Secretary of State under clause 29, shall be supplied to the said agency or the Company by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

31. Whenever the expenditure on account of the said railway properly chargeable to capital, shall exceed the said sum of 20 lakhs of rupees, and further moneys shall be required for the like expenditure or for the extensions referred to in clause 3, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for the construction of the extensions to Ahmednagar or, subject to such consent as aforesaid, Udaipore under clause 3, or of such additional works as may be required under the provisions of clause 25 of this Contract.

32. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

33. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic throughout inclusive of the cost of and incidental to the formation and registration of the Company and may charge the same as capital expenditure of the said railway.

34. The Company (so far as authorised so to do by its constitution, and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and open for traffic, pay out of capital any sums by way of interest on the amounts from time to time *bond fide* paid up on the issued share capital of the Company not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than 4 per cent. per annum on the sums in respect of which the interest is paid; and may also during the period aforesaid pay out of capital the sum of Rs. 5,000 per annum towards the office expenses and expenses of management of the Company. The moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new Capital.

35. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State and of the working agency respectively, first obtained, at any time increase its share or stock capital, or borrow any moneys; but this stipulation shall not necessitate the sanction of the Secretary of State or of the working agency to the borrowing of money by the Company at a reasonable rate of interest for *bond fide* temporary purposes.

Accounts.

36. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year and a summary thereof shall be rendered to the Company in India. The Secretary of State

shall also within a reasonable time furnish to the Company a return of the approximate gross earnings for each week.

37. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the accounts for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

38. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

39. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which from time to time shall be entered—

- (a) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State under clause 29 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract.
- (b) *To the Debit of the Company*, all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account, and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

40. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company in rupee currency, an account of the expenditure and receipts in reference to the said railway attributable to capital (hereinafter referred to as "the Capital Account"), in which shall from time to time be entered :—

To the Debit of the account—

- (a) All such expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to capital.
- (b) All such expenditure on the said account, including payment of interest on capital under clause 34, sums paid for office expenses and expenses of management of the Company and other sums properly chargeable to capital under the provisions of this Contract, as shall have been respectively approved by the Secretary of State.

To the Credit of the account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract, which sums have been entered in the account described in clause 39.

41. In connection with the said Capital Account there shall be kept by the Secretary of State or the working agency all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian Railway Companies working railways under the supervision of the Secretary of State.

42. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station-yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant, and fixed machinery provided in pursuance of any requirement by the Secretary of State under the 25th clause of this Contract, and not being petty works within the meaning of the 26th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this Contract, and that the cost of repairs, restorations, renewals and replacements and of petty works within the meaning of the 26th clause of this Contract, is to be met by the working agency.

Audit.

43. The accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England and elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit (other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company, and included in the Capital Account.

Miscellaneous.

44. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension or improvement of the said railway, or the maintenance or working thereof under the contract or agreement set forth in the schedule hereto, or any other contract* or agreement which may be entered into under the 20th section of these presents.

* Appendix P.

45. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto or participate or co-operate with any person, company, or corporation in carrying on any, business other than as aforesaid.

46. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

47. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway, or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

48. Any notice, determination, decision, direction, requirement, requisition, demand,

appointment, certificate, expression of opinion, approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

49. The registered office of the Company shall at all times during the continuance of this Contract be situate in Bombay.

Determination of Contract and matters consequent thereon.

50. The Secretary of State may determine this Contract in manner hereinafter mentioned, that is to say :—

(1) If before the said railway is open for traffic throughout the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company, may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).

(2) The Secretary of State may by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1917, or on the 31st day of December in the last year of any subsequent period of ten years, or on the 31st day of December 1946.

And it is hereby agreed and declared that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specially provided, shall relinquish and give up to the Secretary of State, as the case may be, possession of all land of which they respectively shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State) or such Native State together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, conveniences, works, bridges, rails, fixtures, and plant then erected or being on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with or with the construction of the said railway or any part thereof or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him become his absolute property free both as between the Secretary of State and the Company and as between the Secretary of State and the incumbrancers (if any) from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

51. If this Contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sums: that is to say (i), if the Contract shall be determined by notice of purchase on the 31st day of December 1917, or at the expiration of any subsequent period of ten years, a sum of money equal to 25 times the amount of the average yearly net earnings derived by the Company from the said railway during the five years immediately preceding the time at which this Contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as appearing on the Capital Account of the Company or be less than such total capital expenditure. And (ii) if this Contract shall be determined by notice of purchase on the 31st day of December 1946 (50 years), then the total amount of such capital expenditure as aforesaid.

52. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India in rupee currency, the fair value of the said railway and works so far as the same shall then have been constructed and of all rails, fastenings, sleepers, fixed machinery, plant and stores which shall be relinquished, given up or delivered by the Company to the Secretary of State under the 50th clause of this Contract. The fair value of property for the purposes of this clause shall in case of difference between the Secretary of State and the Company be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

53. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 51 or clause 52.

54. The clear balance of money payable by the Secretary of State to the Company under the 51st or the 52nd clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

55. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX P.

This Indenture, made the 4th day of June 1896 between the SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (hereinafter called "the Company") of the other part.

Whereas by an Indenture dated the 24th day of September 1884, and made between the Secretary of State of the one part and the Company of the other part (which Indenture is hereinafter referred to as the principal Contract), the Company contracted for the maintenance, management, use, and working by the Company of the Rajputana-Malwa Railway; and the expression the "undertaking" was defined to mean the Rajputana-Malwa Railway, with such improvements, alterations, and additions as therein mentioned.

And whereas the Secretary of State has entered into a Contract, dated the 13th day of March 1896, with the Ahmedabad-Prantelj Railway Company, Limited, with the object (among other things) of constructing, on a route to be determined by the Secretary of State, a railway from outside the eastern fence of the Bombay, Baroda and Central India Railway Station at Ahmedabad to Prantelj, and in certain events extending thence to Ahmednagar and Udaipore, with stations, station yards, sidings crossing places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, tools and plant, office furniture and equipment, conveniences and works (all which proposed railway, stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works are hereinafter meant by and included in the expression "the said railway").

And whereas one of the terms of the said Contract is that the Secretary of State shall maintain and work the said railway as and when completed, either through State agency, or through some other agency to be selected by him, and that he shall have full power to enter into this present Contract for the working, maintenance, and management of the said railway.

And whereas the Company have agreed to work, maintain, and manage the said railway upon the terms and conditions hereinafter contained.

Now this Indenture witnesseth:—

Interpretation of terms.

1. The definitions in the principal Contract contained shall apply to this Contract except so far as the same are expressly varied.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway, and also the rents of any buildings belonging to the said railway and occupied by servants of the Company which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the undertaking, and tools on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance or working of the said railway, or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed by way of rebate under clause 25 hereof.

The expression "months" means calendar months.

Ahmedabad Station and Junction thereat.

2. The Secretary of State and the Company shall from time to time agree upon the additional works and conveniences to be constructed at the said Ahmedabad Station of the Bombay, Baroda and Central India Railway, or in extension thereof, to meet the traffic of ~~the~~ said railway; and, upon any such agreement being made, the Company shall prepare plans and specifications of the said additional works and conveniences, and of the junction

with the undertaking to be made at Ahmedabad, and shall submit the same to the Secretary of State for his approval. Such plans and specifications, when approved by the Secretary of State, shall be signed by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State, and by the Company's engineer on behalf of the Company. Any such additional works and conveniences at the said junction shall respectively be constructed by the Company on land at Ahmedabad forming part of the undertaking, or of the Bombay, Baroda and Central India Railway, and shall be held by the Company, subject to the use thereof for the purposes of the said railway, upon the terms hereinafter mentioned, or such other terms as may from time to time be agreed upon by the Secretary of State and the Company. No charge or toll shall be made or levied upon or from the Ahmedabad-Prantaj Railway Company in respect of the use of the lines, platforms, buildings, or other conveniences at the said Ahmedabad Station in excess of the sum to be retained from the gross earnings of said railway under section 23 of this Contract.

3. The Secretary of State shall from time to time, on the application of the Company, provide and hand over to the Company, subject to the conditions of section 60 of the principal contract, such land as the Secretary of State may consider to be necessary for the purpose of constructing the said additional works and conveniences, and for making the said junction. The Company shall forthwith or upon provision as aforesaid of the necessary land, if it shall be required, proceed with diligence in the construction of the said additional works and conveniences and junction, in accordance with the said plans and specifications.

4. The Company shall, during the construction of the said railway convey over the lines of the undertaking and of the Bombay, Baroda and Central India Railway all materials, plant, and stores required for the construction of the said railway at the same rates as are charged on the undertaking and on the Bombay, Baroda and Central India Railway for such materials, plant, and stores used for similar purposes on those railways respectively.

Opening of Railway.

5. From time to time when and as often as an inspecting officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained, and is ready and fit for the conveyance of passengers and goods, the Secretary of State will furnish to the Company, free of all cost to the Company, a specification of such whole or part of the said railway describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same. Such specification, plans, and working drawings, hereinafter called documents, shall be submitted to the Agent of the Company in India, and when finally accepted by him shall be signed by him on behalf of the Company and by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State, and shall be retained by the Company. The said specification and plans shall from time to time be revised and completed up to date as occasion shall require. The Secretary of State shall guarantee the Company undisturbed possession at all times during the continuance of this Contract of each and any portion of the said railway handed over to them.

6. As soon as may be after the said documents have been so approved and signed aforesaid, such part of the said railway as the said specification, plans, and working drawings respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

7. The Company shall thenceforth, until the determination of this Contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened, on the terms and subject to the provisions hereinafter expressed.

8. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the undertaking as now carried on under the principal Contract.

9. The Company shall charge such rates and fares for the carriage of goods and passengers over any portion of the said proposed railway, as shall from time to time be agreed upon between the Company and the Secretary of State, and adopt such classification of goods hereon as shall be from time to time in force on the undertaking. Provided that such rates, fares, and terminals, if any, are within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the undertaking. The apportionment of through rates for traffic passing over the said proposed railway to or from the undertaking or the Bombay, Baroda and Central India Railway shall be subject to agreement between the Secretary of State and the Company.

10. The Company shall be at liberty to charge tolls according to tariffs to be settled by the Secretary of State on traffic over any roadways on bridges (if any), for foot passengers, cattle, or carts or other vehicles.

Application of certain Conditions of Principal Contract.

11. The conditions with respect to the provision of a police force, and the provision and use of telegraphs and telegraphic appliances, and (except as is hereinafter otherwise expressly provided) with respect to money supplied by the Secretary of State for the purposes of the said railway, except as is hereinafter otherwise expressly provided, shall be the same as are by the principal Contract prescribed with reference to the same matters respectively in respect of the undertaking, but the Secretary of State shall allow the Company the use of as many wires as they need at the same rate per mile as he charges for the use of wires on the Rajputana-Malwa Railway.

12. During the continuance of this Contract the Company shall keep the said railway and works, or such part thereof as shall for the time being be open for public traffic, supplied with rolling stock, plant, and machinery, other than fixed machinery, as if it were part of the undertaking, and shall manage, use, and work the said railway and works or such part thereof as aforesaid, and convey traffic thereon, upon, under, and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions as are by the principal Contract prescribed in respect of the management, use, and working of the undertaking and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State. And in all respects not otherwise provided for by this Contract, the Secretary of State and the Company respectively shall and may with reference to the respective matters aforesaid have, execute, enjoy, put in force, and be subject to the like rights, powers, authorities, privileges, provisions, regulations, duties, and obligations as are by the principal Contract in respect of such matters respectively given or reserved to or imposed upon the Secretary of State and the Company respectively: Provided always, that nothing in this Contract contained shall operate so that the said railway and works shall form part of the undertaking.

13. The Secretary of State may from time to time, and with or without an application from any railway administration or person, call upon the Company to agree, and subject to the conditions of clause 9 the Company may agree, with the administration or administrations of any other railway or railways in connection with or with which there shall be an interchange of traffic with the said railway to through rates for the traffic between the stations of the said railway and those of such other railway or railways, and likewise to the apportionment of such rates among the administrations of such railways and the Company. If the Company and the said administrations, or any of them, should fail to agree in the settlement of such through rates or their apportionment, and such administrations should agree in writing to be bound by the decisions of the Government of India, or any authority duly appointed by the said Government in that behalf, in respect of the matters in dispute, such decisions shall be binding on the Company so long as the said administrations continue to act in accordance therewith. In arriving at its decisions the Government of India, or the said authority, as the case may be, shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or working of the route or any part of the route, as well as any special charges which any administration may have been entitled to make in respect thereof.

Alterations, Improvements, and Additions.

14. The Secretary of State may from time to time give notice in writing to the Company of any reasonable alteration, improvement, or addition which may, in his

opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto or the said junction at Ahmedabad, either for the protection and security of the said works and stations, the safety of passengers or of the public, or for meeting the development of traffic on or the effectual working of the said railway or otherwise and which is estimated to cost more than Rs. 1,000. Such notice shall specify the alteration, improvement, or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same and state approximately what such works are expected to cost. On receiving any notice under this clause the Company shall, with all reasonable speed execute the works described therein, the Secretary of State (except in the case of alterations or improvements in or additions to the said station at Ahmedabad or the said junction) supplying the necessary funds, or causing the same to be supplied, and providing, free of all cost to the Company, any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the said railway and works and execute the said works.

15. On the completion of works so required, as well as on the completion of the works to be constructed under clause 3 (Ahmedabad Station), a specification such as is described in clause 5, with necessary plans, shall be prepared and signed on behalf of the Company and of the Secretary of State respectively as therein provided, and delivered to the Secretary of State together with a similarly certified statement of the costs of the said works. All such specifications and plans shall be corrected from time to time, when additions or alterations are made to the works of the said railway.

17. The cost of works, the execution of which shall be required under clause 14 to be carried out by the Company shall be dealt with as follows:—

(a) All such works costing more than Rs. 1,000, shall be charged to the capital account of the Ahmedabad-Prantelj Railway Company.

(b) Petty works, costing not more than Rs. 1,000 each, shall be charged to revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said railway as hereinafter provided.

Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed Rs. 20 per mile open in any half-year, such excess shall be charged to the capital account of the said railway, and shall be met by the Secretary of State.

18. No moneys that may be at any time supplied or provided by the Secretary of State under this Contract shall be deemed to be moneys supplied or provided in respect of the undertaking, nor shall they be entered in any of the accounts of the Company kept by them in respect of the undertaking.

Land.

19. Any land that may be under this Contract provided by the Secretary of State and handed over to the Company shall be held by the Company upon the like terms and conditions as are by the principal Contract prescribed in respect of land to be provided thereunder.

Accounts of Gross Earnings and their application.

20. The Company shall keep, in rupee currency in India, a distinct and separate account of the gross earnings derived from the working of the said railway, or of such part thereof as shall for the time being have been opened for public traffic. Such account shall be made up half-yearly to the 30th of June and the 31st of December in each year, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same and correct any error which may be discovered therein. The Company shall also within two calendar months after each of the said half-yearly days render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

21. The Company shall also keep in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid, and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by any person or persons duly authorised by the Secretary of State in that behalf. The Company shall afford all proper and sufficient facilities for such inspection and transcription, and shall on the requirement of the Secretary of State (but at his expense) duly verify any such account, provided such requirement be notified

in writing to the Company within three calendar months after the receipt by the Secretary of State of the summary aforesaid for any half-year. If after such verification the Secretary of State shall require any alteration to be made in any such account, or in any summary to be so rendered by the Company as hereinbefore provided, and if the Company shall give notice to the Secretary of State that they object to such alteration being made, the matter thus being in difference between the Secretary of State and the Company shall be referred to arbitration under the provision for arbitration hereinafter contained.

22. Every summary of account with respect to which, or to the accounts on which it is based, on such written requirement of verification shall have been delivered to the Company within three calendar months after the receipt by the Secretary of State of the said summary, shall be deemed to be settled between and shall be binding upon the Secretary of State and the Company, except that if and whenever any error shall be subsequently discovered in any such summary of account, such error shall be rectified and allowed for in the account for the half-year in which such error shall be discovered or for any subsequent half-year.

23. The said gross earnings shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into such Treasury of the Government in India as the Secretary of State may approve. The Secretary of State shall, as soon as the account between him and the Company in respect of the said railway and works for any half-year shall have been settled, pay over to the Company at Bombay to the credit of the undertaking a sum bearing the same proportion to such gross earnings for such half-year as the aggregate of working expenses of the undertaking bear to the aggregate gross earnings of that railway for the same half-year, less such sums, if any, as the Secretary of State shall be entitled to retain out of such gross receipts under clause 25, but such sum is not in any year to exceed 50 per cent. of the said gross earnings of the said railway for that year, and the said sum shall be accepted by the Company in full satisfaction and remuneration for the supply of rolling stock, plant, and machinery, other than fixed machinery, and the managing, working, and maintaining the said railway and works in accordance with the provisions of this Contract, and for the performance by the Company of every other obligation undertaken by them under this contract with reference to the said railway and works.

24. The amount to be paid to the Company under clause 23 (less any sums retained by the Secretary of State under clause 25) shall be entered in the accounts kept by the Company under the provisions in that behalf contained in the principal contract.

Rebate.

25. The Secretary of State shall be entitled to retain, in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of capital by the Ahmedabad Prantej Railway Company, Limited, by way of rebate, such a sum not exceeding in any year 10 per cent. of the combined shares attributable to the Bombay, Baroda and Central India Railway and the undertaking, of the gross earnings (carriage of stores being excluded) from traffic interchanged between the undertaking and the Bombay, Baroda and Central India Railway, or either of them, and the said railway, as shall, together with the net earnings of the Ahmedabad-Prantej Railway Company, Limited, for the said year to be retained by the Secretary of State, make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual expenditure charged in the capital account of the said railway, and shall also allow the sum of Rs. 5,000 per annum towards the office expenses and the expenses of management of the Ahmedabad-Prantej Railway Company, Limited, and also all such legal expenses as may be properly incurred by the said last-mentioned Company and approved by the Secretary of State or the Government of India, and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year but payments on account and subject to adjustment may be made at the close of the first-half of each year.

Other accounts to be kept by Company.

26. The Company shall keep separate accounts of all moneys received by them from the Secretary of State or from the Ahmedabad-Prantej Railway Company under

the provisions of this Contract and of the expenditure by the Company of the said moneys, in such forms as the Secretary of State may from time to time prescribe, and such accounts shall be from time to time made up and submitted to the Secretary of State as he may require.

Termination of Contract.

27. This Contract shall terminate at the same time as the principal contract.

28. If within 12 months from the date of this Contract a Company as proposed with power to construct the said railway shall not be registered as aforesaid, and a contract between such Company and the Secretary of State for the construction by such Company of the said railway and works be lawfully entered into, this Contract shall be void and of none effect.

As to Arbitration.

29. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators or their umpire, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX Q

Agreement between the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (INCLUDING THE RAJPUTANA-MALWA RAILWAY) and the JODHPORE-BICKANEER RAILWAY for interchange of coaching and goods traffic at KUCHAMAN ROAD and interchange of rolling stock *via* KUCHAMAN ROAD and for the joint working at KUCHAMAN ROAD STATION.

CLAUSE I.

(a)—This Agreement shall come into force on and from the 13th March 1893, except when otherwise stated and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Railway desiring to revise or cancel it, except as regards any clause in respect of which a different form of notice is specially fixed.

Duration of Agreement.

(b)—In this Agreement, the present Kuchaman Road Station of the Rajputana-Malwa Railway shall be the terminus of the Bombay, Baroda and Central India Railway System and the junction of interchange of that line with the Jodhpore-Bickaneer Railway.

Junction station.

CLAUSE II.

The principle of this Agreement, except so far as it relates to special arrangements at Kuchaman Road, shall be extended by either Railway to any other Railway working in connection with it, the two Railways, parties to the Agreement, being responsible to each other for all through traffic so forwarded.

Application of Agreement to other Railways.

CLAUSE III.

Goods and coaching traffic of all kinds, with the exceptions indicated in clause IV shall be booked through between any station on the Bombay, Baroda and Central India Railway, or connected Railways and any station on the Jodhpore-Bickaneer Railway or connected Railways *via* Kuchaman Road, except such small stations as may be excluded by the Manager, Jodhpore-Bickaneer Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway.

Extent of through booking.

CLAUSE IV.

(a)—Packages weighing more than 8 tons or exceeding 24 feet long by 7 feet 4 inches broad by 6 feet 11 inches high, outside measurement, shall not be booked through, except by special arrangement.

Excepted articles.

(b)—But the restriction as to length shall not include girders, long timber, etc., which can be carried in bolster trucks.

CLAUSE V.

(a)—Coaching and goods traffic will be exchanged between the Bombay, Baroda and Central India Railway and the Jodhpore-Bickaneer Railway at Kuchaman Road.

Exchange of traffic.

(b)—Passenger vehicles of the Jodhpore-Bickaneer Railway shall run through over the Rajputana-Malwa Railway between Kuchaman Road and Phulera, and mileage due to the Jodhpore-Bickaneer Railway on this account shall be adjusted by a certain number of Rajputana-Malwa Railway vehicles being run on the Jodhpore-Bickaneer Railway's Kuchaman Road-Marwar Railway Junction Section.

CLAUSE VI.

(a)—Through traffic shall be understood in all cases to mean goods and coaching traffic which may be booked or invoiced, in accordance with the terms of this Agreement.

Definition of "through traffic."

through from any one station on one of the two contracting lines or any line beyond, to any station on the other or any line beyond.

(b)—Traffic booked or invoiced by either of the two Railways, to or from Kuchaman Road is not to be considered as through but as local traffic.

CLAUSE VII.

Each Railway shall furnish the other with tables of the rates to be charged from the junction of interchange to all its stations. These rates shall unless special reduction is agreed to be the same as the local rates, and shall include terminals, cartage charges, etc. No terminals shall be levied by either Railway for the junction of interchange.

Rates and fares.

CLAUSE VIII.

No alteration of rates, classification, rules or conditions applying to through traffic, shall be made by either Railway without the notice required by Rule 33 of the Regulations passed by the Railway Conference of 1888.

Notice of alteration of rates, etc.

CLAUSE IX.

The through rates, fares and charges, with the exception of the special rates alluded to in the foregoing paragraph, shall be the sum of the two local rates to the junction of interchange as furnished in accordance with the preceding clause.

Through rates.

CLAUSE X.

(a)—The minimum charge for goods shall be eight annas in through booking, divisible in mileage proportion.

Minimum charges.

(b)—In cases of minimum charges arising in through traffic, the two lines shall be treated as one.

CLAUSE XI.

All work within the Junction Station connected with the traffic working of all descriptions and with maintenance of joint buildings and works shall be performed by the Bombay, Baroda and Central India Railway, by whom the necessary staff shall be employed and paid, subject to the rule for division of expenses laid down further on; but each Railway shall perform the necessary maintenance of the lines and works constructed for its exclusive requirements.

Joint staff.

CLAUSE XII.

(a)—If at any time either line should find itself unable, either from want of vehicle stock or engine power or from any other cause, to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than seven days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

Notice of restriction of traffic.

(b)—This is, however, not intended to prevent special arrangements being made in case of any accidental interruption rendering the passage of traffic impossible.

CLAUSE XIII.

(a)—All claims in connection with through traffic, except as provided in section (b), clause XIV, shall be borne by the Railway on which the loss or damage occurred; and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion. In the case of joint claims the consent of both Railways must be obtained before settlement by either.

Settlement of claims.

CLAUSE XIV.

(a)—All damages or accidents which may be caused by the Kuchaman Road Junction Station staff to the public, or to the stock of the two Railways or to the traffic, whether goods

Accidents, etc., at the Junction.

or otherwise, and whether through or local, or which may from time to time arise or occur within the limits of the Kuchaman Road Junction Station, and all damages, or losses, or claims, which either of the Railways may sustain, or be put to, in consequence of the acts of the junction station staff, whether arising from carelessness or otherwise, within the limits of the junction station, shall be charged to the joint station expenses account.

(b)—Each Railway shall be separately and individually responsible for damages or accidents caused by its own running or other staff not being joint station staff, within the limits of the joint station.

(c)—Any repairs necessary to render Jodhpore-Bickaneer Railway stock fit for running shall be effected by the Jodhpore-Bickaneer Railway.

(d)—Notice of damage to Jodhpore-Bickaneer Railway stock occurring at the junction shall be given to the local representative of the Jodhpore-Bickaneer Railway.

CLAUSE XV.

Through traffic to or from either Railway shall have no preference in any respect over
No preference for through traffic. traffic tendered for despatch locally.

CLAUSE XVI.

(a)—Each Railway shall be responsible for collecting all charges due to the other on
Responsibility for charges. all received traffic with the exceptions noted below, for which the forwarding Railway shall be responsible.

1st—Charges on live-stock of every description.

2nd—Ditto on all perishable articles and upon all articles printed in italics in the Bombay, Baroda and Central India Railway Tariff, booked either as goods or parcels.

Exception.—If a consignment of goods which should have been booked "paid" is inadvertently booked "to pay" by the forwarding Railway and freight is collected by the receiving Railway, the latter shall be responsible for all undercharges on that consignment.

3rd—Charges on Commissariat or Ordnance Stores booked as *prepaid*.

4th—All errors under Re. 1, either way in freight paid by credit note, and all undercharges in freight paid by ledger account.

5th—Undercharges in fares of passenger tickets, freight on passengers' luggage and in charges for insurance.

6th—Charges on all articles booked and carried with owner.

7th—Undercharges on specie, palanquins and carriages booked by passenger train.

(b)—The receiving Railway shall not reduce the charge mentioned in the invoice or through way-bill without the consent of the forwarding Railway, except in the case of overcharges, the evident result of errors in classification or computation of freight.

CLAUSE XVII.

Telegrams. Telegrams on the joint business of the two Railways shall be interchanged free.

CLAUSE XVIII.

The Audit Office of the Bombay, Baroda and Central India Railway, which audits the
Division of receipts. station accounts of the Jodhpore-Bickaneer Railway, shall prepare the usual weekly division sheets; each Railway to have in division its own rates and charges as quoted for through traffic in accordance with clause IX, except in the case of minimum and other charges common to both lines, which shall be divided by mileage. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass Kuchaman Road Junction.

A monthly settlement of accounts based on division sheets of through traffic transactions and bills as rendered, shall be made by the debtor Railway by payment in cash.

NOTE.—As provided for in clause 12 of the Working Agreement for intercharges of traffic between the Rajputana-Malwa Railway and the Jodhpore Railway at Marwar Railway Junction, modified by the Agent, Bombay, Baroda and Central India Railway's letter No. 16094, dated 28th December 1887, and the Manager, Jodhpore Railway's letter No. G. 386, dated the 10th January 1888, the audit of station accounts shall be arranged by the Chief Auditor and Accountant, Bombay, Baroda and Central India Railway, the Jodhpore-Bickaneer Railway paying to the Bombay, Baroda and Central India Railway for such audit at one and half per cent. of the gross earnings of the former.

CLAUSE XIX.

The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered—one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

Definition of "week" and "half-year."

CLAUSE XX.

The day shall in all cases be reckoned as 24 hours commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras, time shall be adopted in all cases; Sundays, Christmas Day, and Good Friday shall be treated as ordinary working days.

Definition of "day" and "Railway time."

CLAUSE XXI.

For the shunting and marshalling of its own trains and vehicles in the Kuchaman Road yard, each Railway shall provide its own engine power and drivers, subject to the control of the joint staff, unless otherwise arranged.

Engine power for shunting.

CLAUSE XXII.

(a)—Each Railway shall supply the lamps and other running stores necessary for its own trains, as well as the tickets, way-bills, and other station forms necessary for its own particular purposes, as also the menial staff for its own running rooms.

Forms and stores for trains, etc.

(b)—Each Railway shall provide, at its own cost, the staff, oil and other stores for examining, cleaning, lubricating and lighting its vehicles at the Kuchaman Road Junction, whether attached to its own or the other Railway's trains or standing at the station.

CLAUSE XXIII.

The distant signals on either side of the Kuchaman Road Station shall be considered and accepted as the limits of the joint station, and all signals, within the joint station, as well as the distant signals shall be worked by the Rajputana-Malwa Railway.

Junction limits.

CLAUSE XXIV.

(a) The half-yearly authorizations of Establishment for the joint station working shall be approved by both Railways.

(b)—In case, however, of unforeseen pressure of traffic, the Manager, Jodhpore-Bikaner Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway, may agree to a temporary increase of establishment.

Sanctions for Junction Staff.

CLAUSE XXV.

(a)—The Joint Station Master shall be equally subject to the orders of the Manager, Jodhpore-Bikaner Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway, for the special work of each line as affecting the joint station; he shall perform such duties as are demanded of Station Masters on each Railway, and shall render all working and audit returns which are required.

Duties of Joint Station Master.

(b)—The station premises, working and books shall be open to inspection by the officers of either Railway.

CLAUSE XXVI.

The staff of the Jodhpore-Bikaner Railway are, while in the limits of the Kuchaman Road Station, to obey and be bound by all the rules and all the regulations, and also all instructions which may be from time to time in force and which may be issued by the authorities of the Bombay, Baroda and Central India Railway, to the said staff, and the authorities of the Bombay, Baroda and Central India Railway are to have the same rights and control over the staff of the Jodhpore-Bikaner Railway while within the limits of Kuchaman Road Station as if they were the staff of the Bombay, Baroda and Central India Railway itself.

Control over Jodhpore-Bikaner Railway staff within the junction limits.

CLAUSE XXVII.

(a)—The rules for the interchange of traffic and rolling stock between Railways as adopted at the Railway Conference of 1888, shall be adhered to, subject to any modifications which may be agreed to at any subsequent conference or which may be adopted on a reference through the Director General of Railways in accordance with the rules of procedure, or by mutual consent.

Interchange of rolling stock.

(b)—All Rajputana-Malwa Railway vehicles worked through to the Jodhpore-Bickaneer Railway must be returned at the Junction in exactly the same position as regards front and rear as when handed over to that line.

(c)—Only such rolling stock as shall be approved by the authorities of either Railway shall be received over at the Junction; and it shall be in the power of the authorities of each line to refuse to receive any rolling stock which may, for any reason, be considered unfit to run on the receiving Railway.

(d)—The cost of transhipment of goods from the vehicles of one line into vehicles of the other line at the Junction, which is rendered necessary by the unsuitability of the rolling stock of either line for exchange, shall be paid by the Railway owning the unsuitable stock.

CLAUSE XXVIII.

Open trucks containing damageable goods shall not be sent from one Railway to the other without such notice as will admit of efficient arrangements being made for sheeting, if necessary.

Open trucks accepted only by special arrangements.

CLAUSE XXIX.

Terms for hire of engines and vehicles, and for shunting powers on special occasions, shall be settled from time to time by the two managements.

Hire of engines and vehicles.

CLAUSE XXX.

Such records of interchange of traffic and stock shall be kept at Kuchaman Road Junction Station as may be agreed to by the Manager, Jodhpore-Bickaneer Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway.

Records at Junction.

CLAUSE XXXI.

The cost of erecting Kuchaman Road Station buildings, goods sheds and all premises and staff quarters, which are used for traffic purposes by both Railways, and of such alterations and additions as may be from time to time required to be used in common by both Railways, is to be ascertained and recorded; and the plans and estimates of future alterations and additions are to be agreed upon from time to time between the two Railways before any new work is commenced. The expenditure thus agreed upon and incurred is to be provided by the Bombay, Baroda and Central India Railway.

Rent for joint station, etc.

CLAUSE XXXII.

(a)—Interest at the rates given below on the capital outlay of the works, etc., as shown in the appendix, shall be charged to Joint Station Expenses:—

Interest on cost of works.

On cost of structures at	6½ per cent. per annum.
On cost of ballast and permanent-way	9 " "

(b)—The interest charge shall include maintenance.

CLAUSE XXXIII.

Unless otherwise provided herein, the cost of the joint station expenses in receipt and despatch of passengers, goods, parcels, etc., and interest charges on cost of joint buildings, way

Apportionment of joint station expenses.

and works shall be divided between the two Railways in proportion to the weight of traffic of each line dealt with at the Kuchaman Road Junction, in the following manner:—

1.—JODHPORE-BICKANEER RAILWAY.

(a)—Coaching and goods traffic booked from Kuchaman Road to Jodhpore Bickaneer and connected Railways' stations and *vice versa, vis.*, total Jodhpore-Bickaneer Railway local traffic in and out.

(b)—Half of the coaching and goods traffic booked from the Jodhpore-Bickaneer and connected Railways to the Bombay, Baroda and Central India Railway and its connected, lines, stations, and *vice versa, vis.*, half the through traffic in and out.

2.—BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

(a)—Coaching and goods traffic booked from Kuchaman Road Station to Bombay Baroda and Central India Railway and connected Railways' stations, and *vice versa, vis.*, total Bombay, Baroda and Central India Railway local traffic in and out.

(b)—Half of the coaching and goods traffic booked from the Bombay, Baroda and Central India and connected Railways to the Jodhpore-Bickaneer and connected Railways and *vice versa, vis.*, half the through traffic in and out.

CLAUSE XXXIV.

Weight of coaching units.

The weight of coaching units and live-stock shall be calculated on the following scale:—

Each passenger of whatever class	• • • • •	1 cwt.
„ child's ticket	• • • • •	56 lbs.
„ horse or head of horned cattle	• • • • •	1 ton.
„ sheep, calf, goat or pig	• • • • •	56 lbs.
„ dog or small animal	• • • • •	1 cwt.
„ carriage	• • • • •	3 tons.
Parcels, on actual weight.		

CLAUSE XXXV.

Upon the termination of this Agreement and in the event of works provided under it being no longer required by either of the two Railways, the amount of compensation to be paid by each Railway for capital and other expenditure in the provision of joint works shall be determined by mutual agreement or, if necessary, by arbitration as provided for in clause XXXVI.

CLAUSE XXXVI.

All questions which may arise in carrying out these arrangements, upon which the Traffic Managers of the two Railways cannot agree, shall be referred to the Agent of the Bombay, Baroda and Central India Railway and the Secretary to the Agent to the Governor General for Rajputana in the Public Works Department, and in case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for an arbitration to be conducted in the ordinary way.

CLAUSE XXXVII.

This Agreement is subject to confirmation* by the Board of Directors of the Bombay, Baroda and Central India Railway, the Jodhpore Durbar and the Government of India.

* Confirmed by Government of India letter No. 1271, dated the 8th January 1896, to the Agent to the Governor General in Rajputana.

APPENDIX Q.

ccclv

APPENDIX (Vide CLAUSE XXXII OF THE AGREEMENT).

Statement shewing the original cost of works, etc., in joint use at Kuchaman Road Station.

No.	Description.	No.	Amount.	REMARKS.
1	Station building	1	Rs.	
2	Latrines	1	2,564	Land was taken over free of cost.
3	Home signal	1	600	
4	West Distant Signal	1	560	
5	Passenger platform	1	500	
6	Water column	1	2,403	
7	Ashpit	1	647	
8	Turn-table	1	657	
			3,379	
9	Fencing	Mile. feet.		
10	Culvert 2 x 2' rail opening	1-2337	2,957	
11	Do. 4 x 2' do.	1	600	
12	Sets of points and crossings	1	1,200	
		8	2,800	
		Mile. Feet.		
13	Siding and Main line up to distant signal, including turn-table siding.	1-2813	30,655	Cost, including earth-work and ballast.
14	Weigh-bridge and house	1	4,123	
15	Goods platform	1	2,771	
16	Well	1	2,000	
17	Tank	1	1,700	
18	Piping, etc.	310 l. ft.	930	
19	Station Master's quarters, No. 4	...	2,034	
20	Clerks' quarters, No. 3—Two units	...	754	
21	Do. No. 5—Three "	...	1,050	
22	Menials' quarters, No. 6—Six "	...	480	
23	Portion between West Distant Signal and the point where the Jodhpore Railway joins the Main line.	2,087 l. ft.	9,246	
24	East Distant Signal, No. 1	...	500	
			75,110	
25	Supervision 10 per cent.	...	7,511	
26	Station furniture and appliances	...	2,495	
	TOTAL	...	85,116	

APPENDIX R.

Agreement with INDIA GENERAL STEAM NAVIGATION COMPANY, LIMITED, for the working of the Coaching and Despatch Goods Traffic between Goalundo and Naraingunge.

ARTICLES OF AGREEMENT made and entered into this 26th day of June 1895, between the Secretary of State for India in Council, of the one part, and the India General Steam Navigation Company, Limited, a Joint Stock Company, with limited liability, having its registered office at No. 4, Fairlie Place, in the town of Calcutta, hereinafter called the "Company," of the other part, whereby it is mutually covenanted and agreed as follows, *vis.*—That

1. In this Agreement the "Manager" means the Manager of the Eastern Bengal State Railway System.

The expression, the "Railway" means not only the Eastern Bengal State Railway but also all connected Railways and other carrying and steamer Companies interchanging traffic therewith.

This Agreement shall in no way affect the existing combined service Agreement referring to goods traffic dated 1st March 1889, nor the Cachar Service Agreement, dated 5th August 1891, with the Company except as regards clause 35 of this Agreement.

2. This Agreement shall come into force on the 1st day of July 1895 and shall be subject to revision or termination from time to time, but subject to the provisions of clause 29 shall remain in force until the expiration of six months' notice from either party desiring to revise or cancel it.

3. During the currency of this Agreement the Company shall charter the three steamers *Crocodile*, *Alligator*, and *Porpoise*, belonging to the Railway; and shall pay therefor half-yearly on the 30th June and 31st December at the rate of 9 per cent. per annum on the valuation of the steamers so taken over, as given in Schedule A. The Company shall keep the steamers in good condition and repairs and the cost of all repairs to the steamers so chartered shall be borne by the Company, the Manager, if required and he can conveniently do it, carrying out the repairs and replacements to the steamers and charging for the same at the same rate as charged to the Railway Flotilla *plus* 10 per cent. for supervision. The steamers shall be given over to the Company in a state of good repair to the satisfaction of two experts, one to be appointed by the Railway and the other by the Company and shall be returned to the Railway at the conclusion of this Agreement in good repair and condition to the satisfaction of two experts to be appointed in the same manner as for ascertaining their present condition.

4. The Company shall not have the option of purchasing the steamers so chartered but in the event of any of them being lost or seriously damaged while in charge of the Company, such damage not being due to fair wear and tear, the amount to be paid to the Railway shall be assessed on the valuation given above, less 4 per cent. per annum for depreciation calculated from the dates, as given in Schedule A, on which the steamers were taken over by the Company. The Company shall be under all circumstances responsible for all damage not due to fair wear and tear.

5. The Company shall work in connection with the Railway a service of steamers for the carriage of coaching and despatch goods traffic and all the mails of Her Majesty's Government between the Goalundo and Naraingunge termini of the railway, and between these termini and the intermediate stations, shewn in Schedule B, and such other or different intermediate stations, as may from time to time be mutually agreed upon. It being understood that stoppages will be made at other places according to postal needs, provided that such additional time as may be agreed on, be allowed for each such stoppage.

6. The Company shall take over the duplicate parts for the steamers *Crocodile*, *Alligator*, and *Porpoise* which are detailed in Schedule F at the values shewn therein.

7. The value of the landing stage and shore connections at Naraingunge shall be assessed by experts appointed on behalf of the Railway and the Company. Interest on the amount thus assessed shall be calculated at the rate of 6½ per cent. and shall be paid by the Company. The landing stage and shore connections at Goalundo shall be maintained by

the Railway. In the event of the pontoons requiring to be moved the towage shall be done by the Company free of cost.

8. The cost of the crew on the pontoon at Naraingunge and the wages of the staff employed in connection with the transfer of coaching and despatch goods traffic, both through and local at Naraingunge, shall be paid by the Company, similar expenditure on the pontoon at Goalundo shall be paid by the Railway.

9. The fares and rates charged shall be the sum of the local fares and rates as shown in the time and fare table of the Eastern Bengal State Railway for the quarter ending December 1894, and the Railway shall have as its share of the through charge the present local fares and rates to Goalundo. The existing fares and rates shall not be enhanced by either party without the consent of the other.

10. All traffic if practicable shall be interchanged at the Railway ghats, for the time being at Goalundo or Naraingunge, but in the event of any alteration in the river, any interruption or block on the line, the traffic shall be interchanged at any other points on the river which shall be indicated by the Railway and accessible to the vessels of the Company, under such conditions as to timing and division of earnings as may be agreed on according to circumstances.

11. Each party shall be responsible for collecting all charges due to the other on all received traffic, whether "paid" or "to pay," except in the following cases, which are debitable to the forwarding station:—

- (i) On the insurance of parcels.
- (ii) On freight on perishable parcels and live-stock.
- (iii) On freight on Commissariat or Ordnance stores, booked from foreign lines prepaid either by cash or credit note.
- (iv) Undercharges under Rs20 on credit notes from the public.
- (v) On parcels booked in charge of owner.

12. In working through traffic the Railway forms, tickets, invoices, consignment notes, way-bills, and luggage receipts alone shall be used, the Eastern Bengal State Railway alone appearing to the public as the contracting party. Tickets, forms, and books will be supplied by the Railway to the Company on payment for the same. The Company shall be solely responsible for all loss, destruction, or deterioration of animals or goods during their carriage in the vessels of the Company.

13. The receiving party shall not reduce the charge mentioned in the invoice or way-bill without the consent of the forwarding party, except in the case of overcharges the evident result of error in classification or computation of freight.

14. The Company shall be represented at the intermediate stations shewn in Schedule B and any new stations hereafter to be opened by agents or station masters to be approved of by the Railway. The stations and huts with fittings and furniture at the riverside stations shall be taken over by the Company at a valuation to be agreed on. On the steamers the Company shall be represented by a clerk or agent with whom all business in connection with the transfer of parcels and despatch goods will be transacted.

15. Booked packages shall be made over by the Railway to the Company with guidances, luggage tickets, parcel way-bills, or goods invoices, as the case may be, at the gangways of the steamers, on a gangway tally kept by countercheck of the marks on, and the numbers and condition of packages, by each side.

16. Conversely booked packages shall be made over by the Company to the Railway with guidances, luggage tickets, way-bills or invoices, as the case may be, at the doors of the vehicles placed for the receipt of the said packages, on a tally kept by countercheck of the marks on, and the numbers and condition of packages, by the representatives of the Railway and the Company.

17. Receipts in accordance with the tallies shall be recorded in the Through Register (Form $\frac{T. 83 F.}{C. F. 1.}$) of each party, before the departure of the steamer or the train, as the case may be.

18. Coaching traffic of all description shall be considered as transferred by one party and received into the custody of the other party, in the case of traffic made over by the Railway to the Company as soon as each article has passed the gangway of the steamer; and in the case of traffic made over by the Company to the Railway as soon as each article has passed the door of the Railway vehicle placed to receive it; and it shall then and thereafter be at the risk and responsibility of the receiving party.

19. Packages not accompanied by guidances, luggage tickets, way-bills, or invoices, as the case may be, shall be loaded or unloaded at the risk of the party omitting to provide the necessary papers, who shall also be responsible for any subsequent delay or loss.

20. Guidances (in Railway Form T. 31c) shewing in full detail the packages transhipped shall be furnished by the Railway for packages transferred to the Company, and by the Company for packages transferred to the Railway.

21. The procedure for transfers of packages shall be as follows:—

- (a) At the gangway or at the van door, as the case may be, one tallyman shall be provided by each party. The same form of tally (Form $\frac{T. 53 D.}{J. 1.}$) shall be used by both parties. Every package damaged or out of condition shall be stopped at the point of transfer and kept aside.
- (b) The condition of such damaged package or packages shall be described fully and the package or packages weighed and certified to by the responsible officers of each party jointly, before the transfer is given and accepted.
- (c) Packages found with marks other than those borne on the way-bills, etc., shall be pointed out to the party transferring by the party taking over on board or on shore, as the case may be, and shall not be accepted in transfer unless certified to at the risk of the party transferring.

22. All loss, injury, or damage of any kind, and all claims for packages, shall be settled by the party with whom the packages were at the time when the loss or injury occurred from which the claims arose. But, when it cannot be ascertained with certainty where the loss or injury arose, the claim shall be divided in proportion to the amount of freight to which each party would be entitled under clause 9; but in such cases no claims shall be admitted or paid without the consent of both parties.

23. All booked correspondence covers, parcels, etc., passing between the Dacca Section and head offices shall be carried free by the Company.

24. All stores for use on the Dacca Section shall be conveyed by the Company at Railway rates for Revenue stores, if the Railway requires this to be done.

25. All traffic books and records relating to this service on either side shall be mutually open to inspection.

26. All the steamers to be employed under this contract shall always be supplied and provided with all necessary and proper machinery, engines, furniture, fittings, stores, tackle boats, fuel, oil, tallow, provisions, anchors, cables, fire pumps and other means of extinguishing fire, and whatsoever else may be requisite and necessary for equipping the said steamers and rendering them constantly efficient for the work hereby contracted to be performed, and shall be manned and provided with competent officers, a sufficient number of efficient Engineers and a sufficient crew of men.

27. The Company shall and will at all times during the continuance of this Agreement have in constant readiness, for the due execution of the service hereby contracted to be performed, steamers equal in efficiency to those hereinbefore stipulated to be provided and shall in every case of any of the said steamers becoming disabled immediately, at their own cost and charge, replace the same by another good and efficient steamer.

28. In the event of the steamers shewn in Schedule A not being employed in running between Goalundo and Naraingunge under this Agreement, the Company shall at all times during the continuance of the Agreement provide, maintain and keep in complete repair and readiness, for the purpose of conveying the coaching and despatch goods traffic and all the mails of Her Majesty's Government between Goalundo and Naraingunge, a sufficient number of good and efficient steam vessels of adequate tonnage for the line of communication.

29. The Company shall and will maintain a line of communication by such steamers as aforesaid between the stations of Naraingunge and Goalundo. Such communication and service shall be performed in each direction between the said stations daily and every day including Sundays. In the event of the Company failing to run a daily steamer in either or both directions for more than three consecutive days, or in the event of the daily service not being run in both directions on as many as six days in any calendar year this Agreement shall immediately be determined and the steamers referred to in Schedule A shall be re-transferred to the Railway who will forthwith make arrangements to continue the service. For every failure to start a steamer from each of the proper terminal stations of departure on any day the Company shall forfeit and pay to the Secretary of State, his successors and assigns, the sum of ₹250 (Rupees two hundred and fifty only). *provided* always, when such penalties are enforced by the Secretary of State, that the *total* of the penalties payable by the said Company on this account shall not exceed ₹1,000 Rupees

one thousand five hundred only) in any one year, the payment whereof is secured by the bond of the Company of even date herewith hereto annexed and marked C.

30. The hour of departure and arrival of the said steamers on their voyages between Goalundo and Naraingunge shall be fixed at an interval not greater than 40 minutes after the arrival of the morning mail trains at these stations and the maximum timings for the journey shall be as follows:—From 15th June to 15th October, Goalundo to Naraingunge 9 hours, Naraingunge to Goalundo 13 hours. From 16th October to 14th June, Goalundo to Naraingunge 10 hours, Naraingunge to Goalundo 12 hours.

(a).—From 16th October to 14th June the steamer to call at Chandpur on the up and down trips, if required to do so, with a further allowance of one hour on the journey from Goalundo to Naraingunge only. From 15th June to 15th October the Company to connect Chandpur with both the up and down main line steamers between Goalundo and Naraingunge by a subsidiary steamer carrying traffic of all descriptions.

(b).—This subsidiary steamer to start from Chandpur twice daily at such hours as will enable it to connect with the main line steamers in each direction, and to start for Chandpur on both return journeys within half an hour of the time at which the transshipment of the traffic is effected.

(c).—The subsidiary steamer service between Chandpur and the main line service to be subject to the penalties laid down in section 29 of this Agreement.

The Company shall, however, time the steamers so as to arrive at Naraingunge at 15-30 o'clock in the dry season, and 15 o'clock in the rains. The steamers shall leave Naraingunge at 7 o'clock in the dry season, and at 6 o'clock in the rains.

31. With the approval of the Manager, it shall be optional for the Company to divide the traffic between two steamers, one running direct between Goalundo, the station fixed by the Post Office for the Tipperah, Noakhali and Chittagong mails, Naraingunge and Cachar, and the other serving Sylhet and the intermediate stations. The Sylhet steamers to run to the time table shewn in Appendix D, and to be subject to the penalties laid down in clauses 29 and 33.

32. During the continuance of this Agreement the Company's steamers shall on every voyage duly and safely carry all mails, despatches, letters, newspapers, books, samples, service and non-service parcels, post office stores and all articles sent by post (as well as the bags or boxes in which they are conveyed) which by the Secretary of State or the Director General of Post Offices of India, or any person empowered by him to act on his behalf, shall be required to be conveyed on any voyage between any of the places aforesaid. The accommodation to be provided, on the said steamers for the carriage and sorting of the mails shall be at all times suitable and sufficient.

33. In the event of the time taken on the voyage as laid down in clauses 30 and 31 being exceeded, the Company shall forfeit and pay to the Secretary of State, his successors and assigns, a penalty of Rs. 16 (Rupees sixteen only) for the first hour or any portion thereof and Rs. 6 (Rupees six only) for each subsequent hour that the steamer is delayed at such terminal station and it shall not be necessary for the Secretary of State to prove that any actual loss or damage has been sustained by reason of such delay. *Provided* that the Company shall in all questions of time be bound by the time of the clock on board of each steamer. *Provided also* that the sum-total of the penalties payable by the Company in any one year on the account shall not exceed ₹13,333 (Rupees thirteen thousand three hundred and thirty-three only), the payment whereof is secured by the bond of the Company of even date herewith hereto annexed and marked E. *Provided also* that no penalty shall be imposed upon the Company under this section except under the orders of the Director General of Post Offices, whose decision as to both the imposition of any penalty for delays and any claim for remission preferred by the Company shall be final subject only to the general control of the Government of India. And *provided also* that no penalty shall be imposed under this section unless, and until one month's notice has been given to the Company of the intention to impose such penalty, so as to enable the Company to claim a remission under the provisions of the next section of this Agreement. This notice to the Company shall be given as soon as possible after the occurrence of the delay on account of which it is proposed to impose a penalty.

34. The Company shall be entitled under special and unavoidable circumstances, which shall not be taken to include running aground or accidents to machinery, to obtain a remission of the penalties incurred on account of delay in either the upward or downward journey. The occurrence of a fog shall be accepted as a ground for the remission of a penalty on account of delay.

35. The payment to be made for the carriage of the mails, including those to Cachar which are paid for under clause 13 of the Agreement, dated 5th August 1891, between the Company and the Railway, shall be in accordance with the Government of India's Circular No. XIV Railway of 23rd May 1884, and accommodation for the Postal Department shall be given in accordance with the scale therein laid down. All questions in connection with the carriage of mails under this contract shall be settled between the Railway and the Company, the Post Office making no arrangements except through the Railway Administration.

36. The Company shall guarantee to the Secretary of State, his successors and assigns, during the continuance of this Agreement, the carriage by the Railway from Goalundo to Calcutta of 175,000 (one hundred and seventy-five thousand) chests of tea during each year. The Railway's share of the rate shall be Re. 0-7-0 per chest, provided that, if the quantity actually carried falls short of 175,000 (one hundred and seventy-five thousand), the Company shall pay Re. 0-3-3 per chest only, for such shortage.

37. The Railway shall make no charge for telegrams despatched over its wires by the Company on business connected with the combined service.

38. Card passes shall be issued from any station to any station between Goalundo and Naraingunge, to such officers and menials of the Railway, Postal, Telegraph, and Police Departments, as the Manager shall from time to time intimate. The Manager, Traffic Superintendent, Engineer-in-Chief, Store keeper, Locomotive Superintendent, and the Examiner of Accounts shall have power to issue first, second, and third class check passes from or to any station between Goalundo and Naraingunge.

39. All advertisements regarding the joint service shall be issued by, and in the name of, the Eastern Bengal State Railway, the cost of such advertisement being equally borne by both parties.

40. If any dispute, question, difference or controversy shall arise between the Railway and the Company touching these presents or any clause, matter, or thing herein contained, or the construction hereof, or anything to be done hereunder or any matter in any way connected with these presents or the operation hereof, or the rights, duties or liabilities of either party in connection with the premises, then and in every or in any such case the matter in difference shall be referred to the arbitration of two Arbitrators, one to be appointed on behalf of the Railway, and the other to be appointed on behalf of the Company or in case such Arbitrators shall not agree, then to such person as they shall, before proceeding in the matter, appoint as an Umpire. And whatever decision the said Arbitrators or the Umpire, as the case may be, shall make in the premises shall be binding on the Railway and the Company or their representatives, and this Agreement and any submission made pursuant thereto may be made a rule of any Court of competent jurisdiction, so as to be enforced thereby upon the application of either the Railway or by the Company.

SCHEDULE A.

Accepted valuation of steamers.

Names of steamers.	Date of transfer.	VALUATION.			
		Cost.	Date of completion of construction from which calculated.	Depreciation at 4 per cent. per annum to 30th June 1895.	Net amount on which interest at 9 per cent. is chargeable.
		<i>R</i>		<i>R</i>	<i>R</i>
S. S. <i>Crocodile</i>	1st July 1895.	2,46,192	8th July 1888	68,745	1,77,447
Furniture of above	Ditto	(a) 5,233	Ditto	1,449	3,784
S. S. <i>Alligator</i>	Ditto	2,55,833	11th November 1887	78,138	1,77,695
Furniture of above	Ditto	(b) 5,630	Ditto	1,719	3,911
S. S. <i>Porpoise</i>	Ditto	3,33,413	4th April 1892	43,225	2,90,188
Furniture of above	Ditto	(c) 5,477	Ditto	709	4,768

(a) See Annexure No. 1.
 (b) Ditto No. 2.
 (c) Ditto No. 3.

ANNEXURE No. 1 REFERRED TO IN SCHEDULE A.

Statement of Furniture, etc., belonging to Steamer "Crocodile."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lb.	R a. p.	R a. p.	
Anvil	...	1	...	34 9 10 each	34 9 10	
Augers	...	6	...	1 1 0 "	6 6 0	
Block, differential, pulley	...	2	...	40 12 0 "	81 8 0	
Block iron, single sheave	9" each	2	...	17 0 0 "	34 0 0	
Ditto, double sheave	10" "	1	...	27 0 0 "	27 0 0	
Ditto, ditto	11" "	1	...	27 0 0 "	27 0 0	
Ditto, ditto	12" "	1	...	30 0 0 "	30 0 0	
Ditto, treble ditto	10" "	1	...	45 0 0 "	45 0 0	
Ditto, ditto	11" "	1	...	45 0 0 "	45 0 0	
Ditto, ditto	12" "	1	...	54 0 0 "	54 0 0	
Ditto, wooden, single ditto	7" "	1	...	0 5 0 inch	2 3 0	
Ditto, ditto	9" "	1	...	0 5 0 "	2 13 0	
Ditto, ditto, snatch	18" "	1	...	0 12 0 "	13 8 0	
Ditto, ditto	10" "	1	...	0 12 0 "	7 8 0	
Ditto, Jin	17" "	2	...	13 0 0 each	26 0 0	
Ditto, wooden, double sheave	10" "	10	...	0 10 0 inch	62 8 0	
Ditto, ditto	9" "	1	...	0 10 0 "	5 10 0	
Bars, capstan	...	9	...	2 8 0 each	22 8 0	
Do., pinch	...	1	0 0 12	12 0 0 cwt.	1 4 6	
Do., crow	...	2	0 0 32	12 0 0 "	3 6 9	
Brace, ratchet	...	2	...	8 14 0 each	17 12 0	
Buoys, life	...	10	...	9 0 0 "	90 0 0	
Benches, garden	...	9	...	12 0 0 "	108 0 0	
Hox, iron	21" X 20" X 15"	1	...	40 0 0 "	40 0 0	
Boxes, paper, teakwood	25 1/2" X 18 1/2" X 17 1/2"	1	...	10 0 0 "	10 0 0	
Ditto, ditto	26 1/2" X 19" X 18"	1	...	10 0 0 "	10 0 0	
Buckets, iron, galvanized	...	20	...	1 15 0 "	38 12 0	
Ditto, wooden	...	14	...	2 0 0 "	28 0 0	
Benches, 1st class	...	2	...	14 0 0 "	28 0 0	
Binocular	...	1	...	47 0 0 "	47 0 0	
Bell, ship	...	1	0 0 36	91 0 0 cwt.	29 4 0	
Basin, wash-hand	...	2	...	2 8 0 each	5 0 0	
Bedsteads, or stretchers	...	3	...	8 0 0 "	24 0 0	
Barometer	...	2	...	54 4 0 "	108 8 0	
Boards, notice	...	2	...	3 0 0 "	6 0 0	
Ditto, designation	...	37	...	0 8 0 "	18 8 0	
Buckets, ash	...	4	...	2 8 0 "	10 0 0	
Brace, carpenter's, with 4 bits	...	1	...	4 2 0 "	4 2 0	
Buckets, leather	...	12	...	4 0 0 "	48 0 0	
Block iron, Jin, 12"	...	2	...	8 0 0 "	16 0 0	
Callipers, inside	...	1	...	2 0 0 "	2 0 0	
Ditto, outside	...	2	...	2 0 0 "	4 0 0	
Capstan, with bars, complete	...	1	...	75 0 0 "	75 0 0	
Compass, marine	...	1	...	100 0 0 "	100 0 0	
Chair, arm, folding	...	11	...	3 0 0 "	33 0 0	
Chair, without arm, folding	...	1	...	3 0 0 "	63 0 0	
Chair, canvas and carpet	...	3	...	8 0 0 "	24 0 0	
Chair, rattan	...	1	...	3 8 0 "	3 8 0	
Chair, arm, office	...	1	...	3 8 0 "	3 8 0	
Coops, hen	...	4	...	25 0 0 "	100 0 0	
Clock or time pieces	...	1	...	50 0 0 "	50 0 0	
Chopper, meat	...	1	...	0 12 0 "	0 12 0	
Chisels, of sorts	...	10	...	0 5 0 "	3 2 0	
Deckchies, with lids, of sorts	...	8	0 0 155 1/2	0 12 0 lb	116 10 0	
Drilling post	...	2	...	8 0 0 each	16 0 0	
Dies, plate	1/2 - 3/8 without top	1	...	7 0 0 "	7 0 0	
Engine, fire, hand	...	1	...	100 0 0 "	100 0 0	
Expander, tube	...	1	...	55 0 0 "	55 0 0	
Filter, large, English	...	1	...	24 0 0 "	24 0 0	
Forge, portable	...	1	...	80 0 0 "	80 0 0	
Flags, ensign, of sorts	...	2	...	6 0 0 "	12 0 0	
Files, of sorts	...	9	...	18 0 0 doz.	13 8 0	
Galley, cooking	...	1	...	56 0 0 each	56 0 0	
Do., native, cabin	...	2	...	20 0 0 "	40 0 0	
Glass, looking	...	9	...	1 10 0 "	14 10 0	
Grindstone, with trough	...	1	...	...	12 8 0	
Hammer, sledge	...	2	0 1 0	30 0 0 cwt.	7 8 0	
Ditto, half	...	3	0 0 15	30 0 0 "	4 0 3	
Ditto, brass	...	1	0 0 12	38 8 0 "	4 2 0	
Ditto, coal	...	4	0 0 20	30 0 0 "	5 5 9	
Ditto, hand	...	3	0 0 4 1/2	30 0 0 "	1 3 3	
Carried over	...	...	...	...	2,250 0 4	

ANNEXURE No. 1—concluded.

Statement of Furniture, etc., belonging to Steamer "Crocodile."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. gr. lb.	R a. p.	R a. p.	
Brought forward	2,250 0 4	
Indicator, with box, complete	...	2	...	120 0 0 each	258 0 0	
Invalid couch, with mattress	...	1	...	20 0 0 "	20 0 0	
Jack screw	...	1	...	113 10 0 "	113 10 0	
Knife for cutting packing	...	1	...	0 15 0 "	0 15 0	
Ladder, wooden	...	6	...	4 0 0 "	24 0 0	
Lamp, coal bunkers	...	8	...	1 7 0 "	12 0 0	
Do., hurricane, hand, kerosine	...	2	...	2 7 0 "	4 14 0	
Do., globe	...	9	...	5 0 0 "	45 0 0	
Do., wall, of sizes	...	9	...	10 12 0 "	96 12 0	
Do., mast head	...	1	...	25 0 0 "	25 0 0	
Do., side light post	...	1	...	17 8 0 "	17 8 0	
Do., star board	...	1	...	17 8 0 "	17 8 0	
Do., gauge glass	...	4	...	1 12 0 "	7 0 0	
Do., small	...	3	...	2 3 0 "	6 9 0	
Do., engine head, brass	...	8	...	9 0 0 "	72 0 0	
Lead, hand, sounding	...	4	...	1 0 0 "	4 0 0	
Measure, oil, tin	...	2	...	4 0 0 "	8 0 0	
Mattresses	...	3	...	8 0 0 "	24 0 0	
Nozzle, copper	...	1	0 0 6	0 13 0 lb	4 14 0	
Door sash, wood	...	13	...	...	65 15 7	
Punkah, with frills	...	3	...	40 0 0 each	120 0 0	
Punches, centre	...	1	...	...	0 0 6	
Pump, hand, deck	...	1	...	90 0 0 "	90 0 0	
Pins, mooring	...	6	...	4 0 0 "	24 0 0	
Pump, brass, fresh water tank	...	1	0 0 32	91 0 0 cwt.	26 0 0	
Rule, carpenter's, boxwood	...	1	...	1 4 0 each	1 4 0	
Rakes, fire	...	6	0 0 120	12 0 0 cwt.	12 13 9	
Row, locks	...	10	0 0 25	24 8 0 "	5 7 6	
Spanner, shifting	...	4	...	6 1 0 each	24 4 0	
Do., clyburn, of sizes	...	2	...	6 0 0 "	12 0 0	
Scale, circular, W. I., spring, with hook and chain	...	1	...	10 0 0 "	10 0 0	
Scissors, lamp	...	2	...	0 13 0 "	1 10 0	
Shovels, coal	...	9	...	1 10 0 "	14 10 0	
Soldering, iron	...	2	0 0 2	12 0 0 cwt.	0 3 5	
Spanner, double ended	...	14	0 0 32½	0 10 0 lb	20 6 8	
Ditto, single ended	...	35	0 0 206½	0 10 0 "	128 15 1	
Stocks, tap and dice	...	1 set	...	150 0 0 set	150 0 0	
Straight edge	...	2	0 0 8	35 0 0 cwt.	2 8 0	
Squizes	...	4	...	7 12 0 each	71 0 0	
Side curtains	42' x 6'-6"	2	...	49 0 0 "	98 0 0	
Ditto	22' x 6'-6"	2	...	26 0 0 "	52 0 0	
Ditto	29' x 6'-6"	1	...	34 0 0 "	34 0 0	
Ditto	26' x 6'-6"	2	...	30 0 0 "	60 0 0	
Ditto	51' x 6'-6"	2	...	60 0 0 "	120 0 0	
Ditto	49' x 6'-6"	1	...	58 0 0 "	58 0 0	
Ditto	47' x 6'-6"	1	...	54 0 0 "	54 0 0	
Plate, copper, or thallies	...	12	0 3 12	0 9 6 lb	57 0 0	
Side curtains	36' x 6'-6"	1	...	42 0 0 each	42 0 0	
Ditto	20' x 6'-6"	1	...	23 0 0 "	23 0 0	
Ditto	44' x 6'-6"	2	...	51 0 0 "	102 0 0	
Ditto	35' x 6'-6"	1	...	41 0 0 "	41 0 0	
Ditto	48' x 6'-6"	1	...	6 0 0 "	56 0 0	
Saw, hand	...	1	...	1 11 5 "	1 11 5	
Saw, metal cutting	...	1	...	4 8 0 "	4 8 0	
Screw driver	...	1	...	0 11 0 "	0 11 0	
Slice, fire	...	6	1 2 0	12 0 0 cwt.	18 0 0	
Shears, tin	...	1	...	2 12 0 each	2 12 0	
Tank, W. I., for water	4' x 4' x 4'	3	...	80 0 0 "	240 0 0	
Ditto, ditto	3'-3" x 3'-3" x 3'-3"	2	...	60 0 0 "	120 0 0	
Ditto, oil	2' x 2' x 2'	4	...	30 0 0 "	120 0 0	
Traps, wire, rat	...	1	...	1 4 0 "	1 4 0	
Table, oval	...	3	...	10 0 0 "	30 0 0	
Table, ladies, cabin	...	1	...	5 0 0 "	5 0 0	
Tape, measuring, 100 feet	...	1	...	5 12 0 "	5 12 0	
Telescope	...	1	...	25 0 0 "	25 0 0	
Table, dining	...	2	...	20 0 0 "	40 0 0	
Tubs, bathing, zinc	...	1	...	6 0 0 "	6 0 0	
Ditto, wooden	...	1	...	3 0 0 "	3 0 0	
Thermometer	...	2	...	2 3 0 "	4 6 0	
Tongs, of sorts	...	2	0 0 3	12 0 0 cwt.	0 5 1	
Vice, bench	...	2	...	24 5 0 each	48 10 0	
Wrenches, of sizes	...	3	0 0 7	0 10 0 lb	4 6 0	
Drums, iron, galvanized, 4 gallons	...	2	...	0 12 0 each	1 8 0	
TOTAL	5,232 10 4	

ANNEXURE No. 2 REFERRED TO IN SCHEDULE A.

Statement of Furniture, etc., belonging to Steamer "Alligator."

PARTICULARS.		QUANTITY.			Rate.	Value.	REMARKS.	
Description.	Sizes.	No.	Weight.					
			Cwt.	qr.	lb	R	a.	p.
Anvils	...	1	2	0	2	34	9	10 cwt.
Angers, of sorts	...	5				1	1	0 each
Axes, of sorts	...	3				2	0	0 "
Blocks, wood, iron, bound	Single 10"	3				2	8	0 "
Ditto, ditto	Double 8"	3				2	8	0 "
Ditto, ditto	" 10"	4				3	12	0 "
Block, wood	Single 5"	4				1	4	0 "
Ditto	" 6"	1				1	8	0 "
Blocks, iron	Double 7"	1				13	0	0 "
Ditto	Treble 7"	1				16	0	0 "
Wood, snatch, I. B.	" 18"	1				6	0	0 "
Ditto, ditto	" 12"	1				4	0	0 "
Blocks, iron	Single 9"	1				11	0	0 "
Ditto	" 14"	1				17	8	0 "
Block, iron, brass sheave	" 12"	1	0	1	8	91	0	0 cwt.
Ditto, ditto	Treble 12"	1	0	1	24	91	0	0 "
Bench, vice, in P. I. table	...	2				24	5	0 each
Bar, crow	...	1	0	0	9	12	0	0 cwt.
Do., claw	...	3	0	0	24	12	0	0 "
Do., pinch, iron	...	4	0	0	13	12	0	0 "
Do., capstan	...	10				2	8	0 each
Benches, double seated, 3rd class	12'-3" each	2				12	0	0 "
Do., intermediate class, gas pat-	6'-2" "	6				6	0	0 "
tern.	5'-0" "	2				3	0	0 "
Bell, ships	...	1	0	1	2	91	0	0 cwt.
Buoys, cork, life, cir.	...	10				9	0	0 each
Do., steam M, wood	...	4				2	0	0 "
Do., steam M, zinc	...	1				5	0	0 "
Board, notice, of sizes	...	5				3	0	0 "
Boxes, wood, teak	...	2				8	0	0 "
Buckets, galvanized, iron	...	15				1	15	0 "
Ditto, leather, fire	...	8				4	0	0 "
Ditto, wooden	...	7				2	0	0 "
Ditto, iron, paint eans	...	10				0	4	0 "
Ditto, iron, for ashes	...	2				1	0	0 "
Barometer (aneroid)	...	1				54	4	0 "
Binocular (marine)	...	1				49	0	0 "
Basins, wash-hand	...	7				2	10	0 "
Brace, joiners, hand, with 31 bits	...	1				10	0	0 "
Do., ratchet	...	2				17	8	0 "
Blacksmith's tools, top and bottom, of sorts.	...	7	=0	1	5½	35	0	0 cwt.
Bush, driving, G. W., of sizes	...	3	=0	0	22	91	0	0 "
Hammer, copper	...	2	=0	0	7	38	8	0 "
Ditto, coal	...	4	=0	0	18	30	0	0 "
Ditto, chipping	...	4	=0	0	9	30	0	0 "
Chisels, carpenter's	...	1				0	5	0 each
Canon, brass, complete	...	1	0	2	20	91	0	0 cwt.
Commander, wood	...	1				1	8	0 each
Compass (dividers)	...	1				3	0	0 "
Ditto, nautical, in box	...	1				1	5	0 "
Chest, tools, iron	...	1				40	0	0 "
Callipers, of sizes, in and out	...	3				2	0	0 "
Clamps, boilermaker's	...	2	0	0	22	24	8	0 cwt.
Chair, arm, teakwood	...	15				3	8	0 each
Do., folding, teakwood	...	10				3	0	0 "
Do., easy teakwood	...	5				10	0	0 "
Do., canvas deck	...	2				10	0	0 "
Coops, hen, wood	...	3				25	0	0 "
Punches, centre	...	1	0	0	0½	28	0	0 cwt.
Couches, lounging, cane	...	1				2	8	0 each
Do., invalid, teakwood	...	1				10	0	0 "
Dekchies, copper, with lids	...	8	1	1	12	0	12	0 lb
Drums, oil, iron, fitted with locks	...	3				8	0	0 each
Engine, fire, with fittings	...	1				150	0	0 "
Expanders, tube	...	1				50	3	0 "
Bolts, eye, of sorts	...	11	=0	0	24	20	0	0 cwt.
Forge, portable	...	1				80	0	0 each
Feeder, oil, tin	...	4				0	14	0 "
Carried over	...	...	...	...	...
						1,628	7	1

ANNEXURE No. 2—continued.

Statement of Furniture, etc., belonging to Steamer "Alligator."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lb	R a. p.	R a. p.	
Brought forward	1,628 7 1	
Flatner, smith's	...	2	= 0 0 8	35 0 0 cwt.	2 8 0	
Fire, iron, of sorts	...	22	= 5 2 1	12 0 0 "	66 1 9	
Filter, water	...	3	...	24 0 0 each	72 0 0	
Flags, of sorts and sizes	...	3	...	4 0 0 "	12 0 0	
Fid, wooden, sailmaker's	...	1	...	0 4 0 "	0 4 0	
Glass, telescopic, marine	...	1	...	6 4 0 "	6 4 0	
Glasses, looking	...	8	...	11 10 0 "	93 0 0	
Galley, cabin, N., cooking	...	2	...	20 0 0 "	40 0 0	
Stove, English	...	1	...	50 0 0 "	50 0 0	
Hooks, chain, iron	...	7	0 0 19	12 0 0 cwt.	2 0 6	
Hammers, sledge	...	3	0 1 2	30 0 0 "	8 0 6	
Do., hand	...	1	= 0 0 4	30 0 0 "	1 1 2	
Hammers, scaling	...	10	0 0 17	30 0 0 "	4 8 9	
Hooks, boat, with pole	...	1	...	3 0 0 each	3 0 0	
Hammer, smithy	...	1	0 0 3	30 0 0 cwt.	0 12 10	
Hooks, packing, of sorts	...	10	= 0 0 4	12 0 0 "	0 6 9	
Indicator (Richard's patent, complete, in box)	...	2	...	100 0 0 each	200 0 0	
Jack, screw, traversing	...	1	...	113 10 0 "	113 10 0	
Jolly boat cover, canvas	...	1	...	100 0 0 "	100 0 0	
Ditto awning, stanchion	...	1	...	2 0 0 "	2 0 0	
Knives (scraper)	...	5	...	0 8 0 "	2 8 0	
Kadalies	...	2	...	1 0 0 "	2 0 0	
Lamps, Hink's, duplex, wall	...	12	...	10 12 0 "	129 0 0	
Do., glove glass	...	10	...	8 0 0 "	80 0 0	
Do., punkah protector	...	10	...	14 0 0 "	140 0 0	
Do., hurricane hand	...	8	...	2 7 0 "	19 0 0	
Do., glove, M watch, copper, glass	...	9	...	8 0 0 "	72 8 0	
Do., engine room, brass	...	8	...	7 8 0 "	60 0 0	
Do., hand, tin	...	4	...	5 10 0 "	22 18 0	
Do., bull's-eye, small	...	1	...	1 12 0 "	1 2 0	
Do., tranigular, boiler, tins	...	5	...	1 8 0 "	7 8 0	
Do., regulation, side	...	2	...	35 0 0 "	70 0 0	
Do., telegraph, brass	...	4	...	5 0 0 "	20 0 0	
Do., tin, hand, coal bunkers	...	9	...	1 8 0 "	13 8 0	
Do., mast, head, regulation	...	1	...	42 8 0 "	42 18 0	
Lead, hand (sounding)	...	2	...	0 14 0 "	1 2 0	
Ladder, wood	...	2	...	6 0 0 "	12 0 0	
Measures, coal, iron	...	2	...	2 0 0 "	4 0 0	
Ditto, oil tin, 1 gallon	...	1	...	1 2 0 "	1 2 0	
Ditto, oil tin, 1/2 gallon	...	1	...	1 2 0 "	1 2 0	
Mooring pin, wood	...	5	...	4 0 0 "	20 0 0	
Nozzels, copper	...	2	0 0 8	0 13 0 lb	6 8 0	
Plain, Jack, carpenter's	...	1	...	2 0 0 each	2 0 0	
Pillows, cabin, canvas	...	3	...	1 0 0 "	3 0 0	
Plates or thallies, copper	...	12	Md. sr. ch.	1 8 0 seer	85 8 0	
Poles, punkah, with fringes	...	7	= 1 17 0	25 0 0 each	175 0 0	
Punches, chain, shackles	...	1	Cwt. qr. lbs.	12 0 0 cwt.	5 5 0	
Planks, stage, of sizes	20'-4" each = 81'-4"	4	= 81'-4"	0 11 0 foot	55 14 8	
Pumps, dock, without pipe	...	1	...	50 0 0 each	50 0 0	
Purdahs, jail made for door	...	9	...	3 4 0 "	35 12 0	
Ditto, green rep, windows	...	2	...	6 0 0 "	12 0 0	
Frame, tariff	3' each	1	...	2 0 0 "	2 0 0	
Rope, wire, steel	1'-10" 1/2" coil	1	...	21 0 0 cwt.	24 12 0	
Row, locks, boat, iron	...	13	= 0 1 2	24 0 0 "	6 7 0	
Rod, purdahs, brass	...	4	= 0 0 8 1/2	42 0 0 "	3 3 0	
Spanner, double ends (sorts)	...	14	0 0 24	24 8 0 "	5 4 0	
Ditto, single ends, of sorts	...	34	1 2 18	24 8 0 "	40 11 0	
Ditto, ring, and closed square, hexagon and octagon strap.	...	13	= 1 2 4	24 8 0 "	37 10 0	
Spanner, half, ring	...	2	= 0 1 4	24 8 0 "	7 0 0	
Ditto, claw	...	2	= 0 0 16	24 8 0 "	3 8 0	
Ditto, clyburn	...	1	...	6 0 0 each	6 0 0	
Wrenches, box, of sorts	...	6	0 1 12	24 8 0 cwt.	8 12 0	
Ditto, screw, spanner	...	2	...	6 0 0 each	12 0 0	
Sets, steel, of sorts	...	4	0 0 12	35 0 0 cwt.	3 12 0	
Scraper, traingular	...	5	...	0 12 0 each	3 12 0	
Salamoniac pot, copper	...	1	...	4 0 0 "	4 0 0	
Scraper for tubes	...	2	= 0 0 14	12 0 0 cwt.	1 8 0	
Do., steel, of old files	...	9	...	0 8 0 each	4 8 0	
Carried over	37 4 8 9	

ANNEXURE No. 2—concluded.

Statement of Furniture, etc., belonging to Steamer "Alligator."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs.	R a. p.	R a. p.	
Brought forward	...	...	...	...	3,734 8 9	
Steel yard, complete	...	1	...	50 0 0 each	50 0 0	
Spikes, marline, iron	...	3	...	0 8 0 "	1 8 0	
Saw, carpenter's, hand	...	1	...	1 8 0 "	1 8 0	
Do., (bow), metal	...	1	...	14 0 0 "	14 0 0	
Do., blade, spare	...	3	...	1 0 0 "	3 0 0	
Scriber, steel	...	1	0 0 0 1/2	28 0 0 cwt.	0 0 6	
Scissors, lamp, iron	...	2	...	0 13 0 each	1 10 0	
Shears, tin, steel	...	1	...	2 12 0 "	2 12 0	
Sotties, with cushion, I. V.	...	4	...	20 0 0 "	80 0 0	
Soldering, tools, copper	...	2	...	0 8 0 "	1 0 0	
Wedges, steel	...	4	0 0 6	28 0 0 cwt.	1 8 0	
Wheels, brass, punkah	...	3	...	2 0 0 each	6 0 0	
Stage, landing, wood	25' x 2'-4"	1	=58' 4"	1 2 0 foot	65 10 0	
Balance, spring, Salter's	...	1	...	5 0 0 each	5 0 0	
Side curtain, canvas, for upper and lower decks, and E. R.	51'	1	...	58 0 0 "	58 0 0	
Ditto ditto	27'-9"	1	...	31 0 0 "	31 0 0	
Ditto ditto	21'-4"	1	...	24 0 0 "	24 0 0	
Ditto ditto	22'-6"	1	...	25 0 0 "	25 0 0	
Ditto ditto	30'-0"	1	...	35 0 0 "	35 0 0	
Ditto ditto	51'-0"	1	...	58 0 0 "	58 0 0	
Ditto ditto	17'-0"	1	...	20 0 0 "	20 0 0	
Ditto ditto	23'-4"	1	...	27 0 0 "	27 0 0	
Ditto ditto	38'-6"	1	...	44 0 0 "	44 0 0	
Ditto ditto	38'-0"	1	...	44 0 0 "	44 0 0	
Ditto ditto	29'-9"	1	...	34 0 0 "	34 0 0	
Ditto ditto	39'-6"	1	...	45 0 0 "	45 0 0	
Ditto ditto	39'-0"	1	...	45 0 0 "	45 0 0	
Ditto ditto	16'-4"	1	...	19 0 0 "	19 0 0	
Ditto ditto	17'-0"	1	...	20 0 0 "	20 0 0	
Ditto ditto	45'-7"	1	...	52 0 0 "	52 0 0	
Ditto ditto	30'-2"	1	...	35 0 0 "	35 0 0	
Ditto ditto	32'-0"	1	...	37 0 0 "	37 0 0	
Ditto ditto	29'-0"	1	...	34 0 0 "	34 0 0	
Ditto ditto	22'-8"	1	...	26 0 0 "	26 0 0	
Ditto ditto	20'-4"	1	...	24 0 0 "	24 0 0	
Ditto ditto	15'-0"	1	...	18 0 0 "	18 0 0	
Ditto ditto	13'-0"	1	...	15 0 0 "	15 0 0	
Stretcher, canvas	6'-8"=2 } 7'-2"=2 }	4	...	8 0 0 "	32 0 0	
Screw driver	...	2	...	1 0 0 "	2 0 0	
Straight edges	...	1	...	2 0 0 "	2 0 0	
Sails, canvas, jolly boat	height. breadth. 22'-3" & 17'-3"	1	...	64 0 0 "	64 0 0	
Awning, ditto	18'-0" & 6'-0"	1	...	20 0 0 "	20 0 0	
Squares, steel	...	1	...	7 12 0 "	7 12 0	
Plate, surface	...	1	...	4 0 0 dozen	0 5 4	
Safe, meat	...	1	...	8 0 0 each	8 0 0	
Tonany's steel	...	1	...	2 0 0 "	2 0 0	
Tanks, iron, for water and oil, of sizes	long. height. 8' & 3'-1"	1	...	50 0 0 "	50 0 0	
Ditto ditto	height. cir. 4'-2" & 11'-0"	1	...	50 0 0 "	50 0 0	
Ditto ditto	large. 3'-2" & 3'-1"	1	...	50 0 0 "	50 0 0	
Ditto ditto	4'-2" & 2'-3"	1	...	50 0 0 "	50 0 0	
Ditto ditto	cir. 3'-0" & 6'-2"	1	...	50 0 0 "	50 0 0	
Ditto ditto	3'-0" & 6'-2"	1	...	50 0 0 "	50 0 0	
Ditto ditto	breadth. 2'-1" & 2'-1"	1	...	50 0 0 "	50 0 0	
Ditto ditto	1'-6" & 1'-6"	1	...	50 0 0 "	50 0 0	
Ditto ditto	large. height. 4'-2" & 2'-0"	1	...	50 0 0 "	50 0 0	
Time pieces	...	2	...	40 0 0 "	80 0 0	
Measure, tape, 100 feet	...	1	...	5 12 0 "	5 12 0	
Taps and dice, complete, box	...	1	...	150 0 0 "	150 0 0	
Tongs, blacksmith's, of sorts	...	5	0 0 13	12 0 0 cwt.	1 6 4	
Troughs, tin, oil	...	13	...	0 4 0 each	3 4 0	
Tables, wood, of sizes	...	7	...	5 0 0 "	35 0 0	
Thermometer	...	1	...	2 3 0 "	6 0 0	
Tubs, wash, wooden	...	2	...	3 0 0 "	18 0 0	
Table, wash-hand	...	3	...	6 0 0 "	2 0 0	
Vice, hand	...	1	...	2 0 0 "	2 0 0	
TOTAL	...	...	...	...	5,629 11 11	

ANNEXURE No. 3 REFERRED TO IN SCHEDULE A.

Statement of Furniture, etc., belonging to Steamer "Porpoise."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS
Description.	Sizes.	No.	Weight.			
			Cwt. qf. lbs.	R a. p.	R a. p.	
Buoys, life, cork	...	11	...	9 0 0 each	99 0 0	
Do., kedge, zinc	...	3	...	5 0 0 "	15 0 0	
Do., wood (kedge)	...	4	...	2 0 0 "	8 0 0	
Boxes, stationery, teakwood	...	2	...	8 0 0 "	16 0 0	
Boards, notice	...	6	...	3 0 0 "	18 0 0	
Do., designation	...	66	...	4 0 0 "	264 0 0	
Blocks, single sheave (iron)	9"	2	...	10 0 0 "	20 0 0	
Ditto, ditto, (wood)	11"	1	...	0 8 0 inch	5 8 0	
Ditto, ditto, ditto	10"	2	...	0 5 0 "	6 4 0	
Ditto, ditto, ditto	8"	1	...	0 5 0 "	2 8 0	
Ditto, ditto, ditto	4"	3	...	0 4 0 "	3 0 0	
Ditto, ditto, ditto	9"	1	...	0 6 0 "	3 6 0	
Ditto, double, ditto	12"	2	...	0 14 0 "	21 0 0	
Ditto, ditto, ditto	9"	2	...	0 10 0 "	11 4 0	
Ditto, ditto, ditto	8"	1	...	0 10 0 "	5 0 0	
Ditto, ditto, ditto	7"	2	...	0 10 0 "	8 12 0	
Ditto, ditto, ditto	5"	2	...	0 8 0 "	5 0 0	
Ditto, ditto, ditto	11"	2	...	0 14 0 "	10 4 0	
Ditto, ditto, ditto	10"	2	...	0 10 0 "	12 8 0	
Ditto, ditto, ditto	9"	4	...	0 10 0 "	22 8 0	
Curtains, canvas	48'-0" x 7'-0"	1	...	56 0 0 each	56 0 0	
Ditto	47'-0" x 7'-0"	1	...	55 0 0 "	55 0 0	
Ditto	23'-8" x 6'-6"	1	...	26 0 0 "	26 0 0	
Ditto	31'-10" x 6'-6"	1	...	36 0 0 "	36 0 0	
Ditto	37'-3" x 6'-6"	1	...	45 0 0 "	45 0 0	
Ditto	35'-6" x 6'-6"	1	...	40 0 0 "	40 0 0	
Ditto	63'-0" x 6'-6"	1	...	71 0 0 "	71 0 0	
Ditto	46'-0" x 6'-6"	1	...	52 0 0 "	52 0 0	
Ditto	62'-0" x 6'-6"	1	...	70 0 0 "	70 0 0	
Ditto	30'-0" x 6'-6"	1	...	34 0 0 "	34 0 0	
Ditto	29'-6" x 6'-6"	1	...	33 8 0 "	33 8 0	
Covers, hatch, canvas	9'-6" x 8'-6"	2	...	13 0 0 "	26 0 0	
Do., funnel, do.	16'-0" x 4'-0"	2	...	14 0 0 "	28 0 0	
Couch, invalid (T. wood)	...	1	...	10 0 0 "	10 0 0	
Covers, Holland	...	12	...	2 4 0 "	27 0 0	
Curtains, mosquito	...	4	...	6 4 0 "	25 0 0	
Caboos or stove, cooking	...	2	...	20 0 0 "	40 0 0	
Ditto ditto	...	1	...	50 0 0 "	50 0 0	
Blocks, snatch	15"	1	...	0 12 0 inch	11 4 0	
Buckets, galvanized, water	...	13	...	1 15 0 each	25 3 0	
Do., wood, do.	...	12	...	2 0 0 "	24 0 0	
Bars, claw or crow (iron)	...	2	0 2 9	12 0 0 cwt.	6 15 5	
Do., pinch do.	...	1	...	50 0 0 each	50 0 0	
Buniack, brass, with lamps	...	1	...	54 4 0 "	54 4 0	
Barometer, marine	...	2	...	0 8 0 "	1 0 0	
Burners with hand (tin)	...	11	0 1 12 1/2	91 0 0 cwt.	32 12 4	
Brackets, brass, hand, for kerosine	...	1	...	5 0 0 each	5 0 0	
Balance, Salter's spring, brass	...	1	0 2 4	91 0 0 cwt.	48 12 0	
Bell, ships, brass	...	1	...	3 0 0 each	3 0 0	
Compass, card	...	5	...	1 8 0 "	7 8 0	
Commander, wood	...	2	...	8 0 0 "	16 0 0	
Commodore, with E pans	...	2	...	1 2 0 "	2 4 0	
Canister, oil (tin)	...	2	...	1 2 0 "	2 4 0	
Cans, oil (tin)	...	7	...	10 0 0 "	70 0 0	
Chairs, easy (C. seat)	...	6	...	3 8 0 "	21 0 0	
Do., arm (T. wood)	...	18	...	3 0 0 "	54 0 0	
Do., folding or camp (B. seat)	...	3	...	35 0 0 "	105 0 0	
Curtains, canvas	31'-0" x 6'-6"	2	...	55 0 0 "	110 0 0	
Ditto	47'-6" x 7'-0"	2	...	56 0 0 "	112 0 0	
Ditto	48'-0" x 7'-0"	2	...	33 0 0 "	66 0 0	
Ditto	29'-0" x 6'-6"	1	...	28 0 0 "	28 0 0	
Ditto	25'-0" x 6'-6"	1	...	56 0 0 "	56 0 0	
Drums, oil, with brass lock	48'-6" x 7'-0"	2	...	6 0 0 "	12 0 0	
Daws, country, or bill hooks	5 gallons exact	2	...	1 0 0 "	2 0 0	
Degchies, with lids (copper)	...	10	0 3 25	0 12 0 lb.	8 12 0	
Frames (R. Tariff)	22" x 19"	2	...	2 8 0 each	5 0 0	
Do., route Map, E. B. S. Ry.	21" x 17"	1	...	2 8 0 "	2 8 0	
Do., (re-meal notice)	19" x 14", and 17" x 12"	2	...	2 0 0 "	4 0 0	
Carried over	...	...	...	...	2,309 12 9	

ANNEXURE No. 3.—continued.

Statement of Furniture, etc., belonging to Steamer "Porpoise."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs.	£ s. p.	£ s. p.	
Brought forward	2,309 12 9	
Filters, carbon, water	...	3	...	24 0 0 each	72 0 0	
Feeders, oil, tin	...	1	...	0 14 0 "	0 14 0	
Glasses, looking	...	9	...	11 10 0 "	104 10 0	
Lamps, hurricane, hand	...	8	...	2 7 0 "	19 8 0	
Do., wall, duplex	...	11	...	10 12 0 "	118 4 0	
Do., square, hand, tin	...	1	...	2 4 0 "	2 4 0	
Do., regulations (copper), R. and G.	...	2	...	60 0 0 "	120 0 0	
Do., mast, head (copper)	...	1	...	42 8 0 "	42 8 0	
Do., telegraph, brass	...	2	...	5 0 0 "	10 0 0	
Do., anchor, watch, tin	...	3	...	15 0 0 "	45 0 0	
Do., yardarm (copper)	...	1	...	40 0 0 "	40 0 0	
Do., of sorts, tin	...	5	...	5 9 0 "	27 13 0	
Ladles, soup	...	1	...	3 0 0 "	3 0 0	
Do., sauce	...	2	...	1 0 0 "	3 0 0	
Lead, hand, sounding	...	8	...	1 0 0 "	8 0 0	
Mattress, coir	...	13	...	10 at 8 0 0 "	110 0 0	
				3 at 10 0 0 "		
Mill, coffee, hand	...	1	...	2 8 0 "	2 8 0	
Napkins, table	...	5	...	1 14 0 "	9 6 0	
Nozzles, for J. stores pump (copper)	...	1	0 0 5	0 13 0 lb.	4 1 0	
Pumps, goose necked	...	2	0 1 2	38 8 0 cwt.	10 5 0	
Do., lift and force	...	1	...	150 0 0 each	150 0 0	
Pillows	...	2	...	0 12 0 "	1 8 0	
Pins, mooring	...	2	...	4 0 0 "	8 0 0	
Poles, punkah, of sizes (T. wood, with 4 frills)	...	4	...	15 0 0 "	60 0 0	
Row, locks	...	10	0 0 22½	24 8 0 cwt.	4 14 9	
Seats, reversible back	...	2	...	10 0 0 each	20 0 0	
Do., garden (intermediate class)	...	9	...	10 0 0 "	90 0 0	
Sheets, bed, linen	...	6	...	1 8 0 "	9 0 0	
Stretchers, canvas	...	4	...	8 0 0 "	32 0 0	
Side board (T. wood)	4'-3" x 2'-0"	1	...	30 0 0 "	30 0 0	
Ditto, ditto	4'-3" x 1'-9"	1	...	30 0 0 "	30 0 0	
	x 3'-2"					
Stanchions, awning, jolly boat	...	3	...	2 0 0 "	6 0 0	
Spikes, marline, hand	...	2	...	2 0 0 "	4 0 0	
Stanchions, for gangway	...	6	0 2 7	24 8 0 cwt.	13 12 6	
Scrapers, triangular	...	7	...	0 12 0 each	5 4 0	
Saver oil	...	1	...	2 4 0 "	2 4 0	
Scissors, lamp	...	1	...	0 13 0 "	0 13 0	
Stand, binnacle	...	1	...	20 0 0 "	20 0 0	
Tables, teakwood	...	5	...	5 0 0 "	25 0 0	
Do., wash-hand	...	5	...	6 0 0 "	30 0 0	
Time piece No. 377	...	1	...	40 0 0 "	40 0 0	
Tubs, wash-hand	...	3	...	1 8 0 "	4 8 0	
Tanks, iron, fresh water	5' x 15" x 3'-6" (triangular).	1	...	45 0 0 "	45 0 0	
Ditto, ditto	7' x 4' x 4'	1	...	100 0 0 "	100 0 0	
Ditto, ditto	5' x 5' x 2'-6"	1	...	80 0 0 "	80 0 0	
Ditto, ditto	5' x 5' x 2'-6"	1	...	80 0 0 "	80 0 0	
Traps, wooden, for rats	...	2	...	0 12 0 "	1 8 0	
Thallies, copper	...	18	...	...	12 6 0	
Engine Room.						
Anvil, with W. stand	...	1	1 0 23	34 9 10 cwt.	41 11 4	
Blocks, differential, pulley	3 tons	1	...	40 12 0 each	40 12 0	
Ditto, ditto	2 "	1	...	40 12 0 "	40 12 0	
Ditto, ditto	15 cwt.	1	...	4 12 0 "	28 8 0	
Buckets, ash, of sizes	...	6	...	4 12 0 "	1 11 6	
Bars, claw	...	2	0 0 16	12 0 0 cwt.	2 0 0	
Bars, steel, tommy	...	1	...	2 0 0 each	2 0 0	
Callipers, inside	...	1	...	2 0 0 "	2 0 0	
Do., outside	...	1	...	1 2 0 "	4 8 0	
Cans, oil, tin	...	4	...	76 0 0 "	152 0 0	
Counter, H., patent	...	2	...	0 14 0 "	13 2 0	
Feeders, oil, tin	...	15	...	...	...
Carried over	4,338 8 10	

ANNEXURE NO. 3—concluded.

Statement of Furniture, etc., belonging to Steamer "Porpoise."

PARTICULARS.		QUANTITY.			Rate.	Value.	REMARKS.	
Description.	Sizes.	No.	Weight.					
			Cwt.	qr.	lbs.	R	a.	p.
Brought forward	4,338	8	10
<i>Engine Room—concluded.</i>								
Funnels, oil	...	3	...	...	0 4 0 each	0	12	0
Gauge, compound	...	1	...	...	40 13 0 "	40	13	0
Grindstone, complete	15"	1	...	...	16 0 0 "	16	0	0
Jack, screw, bottle, of sizes	...	3	...	...	113 10 0 "	340	14	0
Kadalies	...	4	...	...	1 0 0 "	4	0	0
Lamps, kerosine, square. for E. room, brass	...	8	...	...	2 3 0 "	17	8	0
Lamps, hand, of sorts, tin	...	5	...	...	5 9 0 "	27	13	0
Do., coal bunker, tin	...	5	...	...	1 8 0 "	7	8	0
Measure, oil, 1 gallon (copper)	...	1	...	...	7 2 0 "	7	2	0
Ditto, $\frac{1}{2}$ ditto	...	1	...	...	3 8 0 "	3	8	0
Ditto, $\frac{1}{4}$ ditto	...	1	...	...	3 8 0 "	3	8	0
Planes, carpenter's, jack, with B. complete	...	1	...	...	2 0 0 "	2	0	0
Posts, drilling, of sorts	...	2	...	...	6 0 0 "	12	0	0
Rule, foot (wood)	...	1	...	...	1 4 0 "	1	4	0
Do., (steel)	...	1	...	...	0 12 8 "	0	12	8
Rakes, fire	...	10	1	2	17	12	0	0 cwt.
Spanners, of sorts and sizes (single ended)	...	56	3	0	8	0	10	0 lb.
Ditto, ditto (double ended)	...	2	0	0	2	0	10	0 "
Spanners, clyburn, of sizes	...	2	...	...	6 0 0 each	12	0	0
Shovels, coal	...	14	...	...	1 10 0 "	22	12	0
Shears, tin	...	1	...	...	2 11 9 "	2	11	9
Savers, oil, tin or trays, of sizes	...	7	...	...	2 4 0 "	15	12	0
Savers, oil, fitted with grating	...	1	...	...	2 4 0 "	2	4	0
Straight edges, steel	...	2	...	...	2 0 0 "	4	0	0
Square, carpenter's	...	1	...	...	1 6 0 "	1	6	0
Swages, smith's	...	3	0	0	18	35	0	0 cwt.
Tanks, oil, fitted with brass cocks	2'-2" x 15" x 4'	2	...	...	10 0 0 each	20	0	0
Ditto ditto	2' x 14" x 2'	1	...	...	10 0 0 "	10	0	0
Tanks, tallow	2' x 14" x 2'	1	...	...	10 0 0 "	10	0	0
Types, from A to Z, steel, in a box	...	set 1	...	...	5 11 0 set	3	11	0
Time piece No. 391	...	1	...	...	40 0 0 each	40	0	0
Taps and dies complete, in a box	...	set 1	...	...	150 0 0 "	150	0	0
Vice, bench	...	2	...	...	24 5 0 "	48	10	0
Do., hand	...	1	...	...	2 0 0 "	2	0	0
Wrenches, box, of sorts and sizes	...	6	0	0	102	0	10	0 lb.
Worms, packing	...	2	0	0	03	28	0	0 cwt.
TOTAL	5,476	12	1

SCHEDULE B.

Table of accepted Distances.

From	To	Mean distance.
Goalundo	Archa	
Ditto	Faridpur	14
Ditto	Jelaldi*	20
Ditto	Moynat	32
Ditto	Kadirpur	36
Ditto	Tarpasa	43
Ditto	Hasarkandi	52
Ditto	Bohar	55
Ditto	Kartickpur	53
Ditto	Shatnol	68
Ditto	Chandpur	90
Ditto	Kamola Ghât	99
Ditto	Naraingunge	104

* At present closed for traffic.

The Bond referred to as marked C.

KNOW all Men by these presents that the India General Steam Navigation Company, Limited, a Joint Stock Company registered under the provisions of Act XIX of 1857, carrying on business at No. 4, Fairlie Place, Calcutta, and elsewhere in India, hereinafter called the Company, are held and firmly bound unto the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) in the sum of Rs. 1,500, (Rupees one thousand five hundred only), to be paid to the Secretary of State, his successors in office and assigns, or his or their certain attorney or attorneys, for which payment, well and truly to be made the Company bind themselves, their successors and assigns, jointly and severally, firmly by these presents sealed with their seal, dated this 28th day of June 1895. And the Company do for themselves, their successors and assigns covenant with the Secretary of State, his successors in office and assigns, that if any suit shall be brought touching the subject-matter of this obligation or the condition hereunder written in any Court subject to a High Court, the same shall and may at the instance of the Secretary of State, his successors in office or assigns, be removed into, tried and determined by the High Court of Judicature at Fort William in Bengal in its Extraordinary Original Civil Jurisdiction.

WHEREAS by an Agreement of even date herewith made between the Company, of the one part, and the Secretary of State, of the other part, it is agreed (*inter alia*) that the Company shall at all times during the continuance of the said Agreement, now in recital provide, maintain and keep in complete repair and readiness for the purpose of conveying all the mails of Her Majesty's Government and the Postal Officers therein mentioned, as therein provided, a sufficient number of good and efficient steamers of adequate tonnage for the line of communication therein and hereinafter described, upon the terms and conditions therein contained; and WHEREAS it is provided by section 29 of the said Agreement that the Company shall maintain a line of communication by such steamers as aforesaid, between the stations of Naraingunge and Goalundo. Such communication and service shall be performed in each direction between the said stations daily and every day including Sundays, and that for every failure to start a steamer from each of the proper terminal stations of departure on any day, the Company shall forfeit and pay to the Secretary of State, his successors and assigns, the sum of Rs. 250 (Rupees two hundred and fifty only) and WHEREAS it has been agreed, between the Company and the Secretary of State, that the payment of the said sum of Rs. 1,500 (Rupees one thousand five hundred only) shall be secured by the above-written bond of the Company; and WHEREAS the above-written bond has been entered into by the Company with the Secretary of State under the orders of the Government of India and is intended to secure the performance of a public act in which the public are interested, within the meaning of the exception to section 74 of Act IX of 1872 being the Indian Contract Act. NOW THE CONDITION OF THE ABOVE-WRITTEN BOND is such, that if the Company do and shall establish and maintain a line of communication by the abovementioned steamers between the stations of Naraingunge and Goalundo and shall further perform such communication and service in each direction, between the said stations daily, and every day including Sunday, and if the Company shall for every failure to start a steamer from each of the proper terminal stations of departure on any day, forfeit and pay to the Secretary of State, his successors and assigns, the sum of Rupees 250, then the

above-written bond shall be void and of no effect, otherwise the same shall be and remain in full force and virtue.

APPENDIX D.

Timing of Sylhet Steamer.

	Dry Season.		Rains.	
<i>Naraingunge to Goalundo—</i>				
Naraingunge . . . . .	...	20:30	...	20:30
Kamola Ghât	21:10	21:20	21:00	21:10
Shatnoi*	22:0	22:10	21:40	21:50
Chandpur*	24:00	5:0	23:00	4:00
Kartickpur	6:40	7:0	6:00	6:10
Bohar	8:30	8:40	8:00	8:10 (By Cachar Steamers).
Nuria	7:30	7:40	6:50	7:00
Jobsa	8:10	8:20	7:40	7:50
Hasarkandi	9:00	9:10	8:40	8:50
Sousa Khall	10:00	10:15	9:50	10:00
Tarpassa	11:20	11:30	11:20	11:30
Kadirpur	12:40	12:50	12:50	13:00
Moynat	13:20	13:30	13:30	13:40
Jelaldi†	15:30	15:40	15:50	16:00
Faridpur	16:30	16:40	16:50	17:00
Archa	18:10	18:20	18:30	18:40
Goalundo	19:00	...	19:30	...
<i>Goalundo to Naraingunge—</i>				
Goalundo . . . . .	...	6:30	...	6:30
Archa	7:20	7:30	7:20	7:30
Faridpur	8:00	8:20	7:50	8:10
Jelaldi†	9:10	9:30	8:30	9:10
Moynat	9:50	10:00	9:30	9:40
Kadirpur	11:30	11:50	11:00	11:20
Tarpassa	12:40	13:00	12:10	12:30
Sousa Khall	13:50	14:10	13:10	13:30
Hasarkandi	14:30	14:50	13:50	14:10
Jobsa	15:20	15:30	14:30	14:40
Nuria	16:00	16:10	15:00	15:10
Bohar	11:30	11:40	11:00	11:10 (By Cachar Steamers.)
Kartickpur	17:00	17:20	15:40	16:00
Chandpur*	19:00	19:30	17:30	18:00
Shatnoi*	21:30	21:40	20:30	20:40
Kamola Ghât	22:30	22:40	21:30	21:40
Naraingunge	23:30	...	22:30	...

* When one of the two stations marked with an asterisk is fixed as the station for the mails of Tipperah, Noakhali and Chittagong, it need not be included in the list of stations for the Sylhet steamer.
 † At present closed for traffic.

The Bond referred to as marked E.

KNOW ALL MEN by these presents that the INDIA GENERAL STEAM NAVIGATION COMPANY, LIMITED, a Joint Stock Company registered under the provision of Act XIX of 1857, carrying on business at No. 4, Fairlie Place, Calcutta, and elsewhere in India, hereinafter called the Company, are held and firmly bound unto the SECRETARY OF STATE for INDIA in COUNCIL (hereinafter called the Secretary of State) in the sum of Rs. 13,333 (Rupees thirteen thousand three hundred and thirty-three only) to be paid to the Secretary of State, his successors in office and assigns, or his or their certain attorney or attorneys, for which payment, well and truly to be made the Company bind themselves, their successors and assigns, jointly and severally, firmly by these presents sealed with their seal, dated this 28th day of June 1895. AND the Company do for themselves, their successors and assigns covenant with the Secretary of State, his successors in office and assigns that if any suit shall be brought touching the subject matter of this obligation or the condition hereunder written, in any Court subject to a High Court, the same shall and may at the instance of the Secretary of State be removed into, tried and determined by the High Court of Judicature at Fort William in Bengal in its Extraordinary Original Civil Jurisdiction.

WHEREAS by an Agreement of even date herewith and made between the Company of the one part, and the Secretary of State of the other part, it is agreed (*inter alia*) that the Company shall at all times during the continuance of the said Agreement now in recital provide, maintain and keep in complete repair and readiness for the purpose of conveying

all the mails of Her Majesty's Government and the Postal Officers therein mentioned and as therein provided a sufficient number of good and efficient steamers of adequate tonnages therein contained; and WHEREAS it is provided, by section 33 of the said Agreement that if on the line of communication therein mentioned any steamer either on the upward or downward voyage shall not at the times specified in clause 30 of the said Agreement or in the time table for the time being in force, reach the terminal station of Goalundo or Naraingunge, the Company shall from the date of execution of the said Agreement now in recital, forfeit and pay to the Secretary of State, his successors and assigns a penalty of Rs. 16 (Rupees sixteen only) for the first hour or any portion thereof and Rs. 6 (Rupees six only) for each subsequent hour that the arrival of the steamer is delayed at such terminal station and it shall not be necessary for the Secretary of State, his successors or assigns to prove that any actual loss or damage has been sustained by reason of such delay; and WHEREAS it is also provided by the said section that the sum-total of the penalties payable by the said Company in any one year under section 34 of the said Agreement shall not exceed Rs. 13,333 (Rupees thirteen thousand three hundred and thirty-three); and WHEREAS it has been agreed between the Company and the Secretary of State that the payment of the said sum of Rs. 13,333 (Rupees thirteen thousand three hundred and thirty-three only) shall be secured by the above-written bond of the Company; and WHEREAS the above-written bond has been entered into by the Company with the Secretary of State under the orders of the Government of India and is intended to secure the performance of a public act in which the public are interested within the meaning of the exception to section 74 of Act IX of 1872 being the Indian Contract Act. NOW THE CONDITION OF THE ABOVE-WRITTEN BOND is such that if in the event of any steamer as aforesaid either on the upward or downward voyage, at the time specified in clause 30 of the said Agreement or in the time table for the time being in force, not reaching the terminal Station of Goalundo or Naraingunge, the Company shall, from the date of the execution of the said contract, forfeit and pay to the Secretary of State, his successors and assigns a penalty of Rs. 16 (Rupees sixteen only) for the first hour or any portion thereof and Rs. 6 (Rupees six only) for each subsequent hour that the arrival of the steamer is delayed at such terminal station, it not being necessary for the Secretary of State, his successors or assigns to prove that any actual loss or damage has been sustained by reason of such delay; then the above-written bond shall be void and of no effect otherwise the same shall be and remain in full force and virtue PROVIDED ALWAYS and it is hereby agreed and declared that the Company shall in all questions of time be bound by the time of the clock of the sorter or mail guard on board of each steamer, *provided also* that no penalty shall be imposed upon the Company under the said clause 33 of the said Agreement except under the orders of the Director General whose decision as to both the imposition of any penalty for delays and any claim for remission, preferred by the Company, shall be final, subject only to the general control of the Government of India; and *provided also* that no penalty shall be imposed under the said clause 33 unless and until one month's notice has been given to the Company of the intention to impose such penalty, so as to enable the Company to claim a remission under the provisions of the 34th clause of the said Agreement.

SCHEDULE F.

List of duplicate fittings on board the steamer "Porpoise."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
<i>Main Engine Fittings.</i>			Cwt. qr. lbs.	<i>R. a. p.</i>	<i>R. a. p.</i>	
Cylinder cover escape valve	2	0 1 0	91 0 0 cwt.	22 12 0	} Only casing.
Do. complete, top	1	0 1 0	...	22 12 0	
Guide shoes, in two pieces	1	...	12 0 0 cwt.	...	
Expansion valve, C. I.	1	0 2 0	...	6 0 0	
Slide valve, H. P., C. I.	1	1 2 0	...	18 0 0	
Piston gland, fitted with worm wheel, and cogged, nuts, brass	1	2 0 0	91 0 0 cwt.	182 0 0	
Piston rod	1	...	50 0 0 each	50 0 0	} On "Mary Stuart."
Connecting rod	1	...	250 0 0 "	250 0 0	
<i>Auxiliary Engine Fittings.</i>						
Steering engine worm and spindle, W.I.	...	1	0 3 0	17 8 0 cwt.	13 2 0	} On "Mary Stuart."
Ditto bevel cog wheel, W.I.	...	1	0 3 0	...	13 2 0	
Cylinder cover and gland, complete	
Reversing engine wheel	1	...	...	15 7 9	
<i>Paddle Wheel Fittings.</i>						
Paddle floats	8	...	24 0 0 each	192 0 0	
Stays, transverse	5	0 1 0	20 0 0 cwt.	5 0 0	
Do., diagonal	5	0 1 8	...	0 6 10	
Driving arm	1	0 3 0	...	15 0 0	} On "Mary Stuart."
Paddle, arms	10	2 2 0	...	50 0 0	
Segment rings	4	2 2 0	...	50 0 0	
TOTAL	911 10 7	

APPENDIX R.

SCHEDULE F—con'inued.

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List of spare gear on board the steamer "Porpoise."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
<i>Engine Room Spare Gear.</i>						
Blocks, treble	...	3	Cwt. qr. lbs.	R a. p.	R a. p.	
Do., single	...	3	...	7 8 0 each	22 8 0	
Do., double	...	2	...	2 8 0 "	7 8 0	
Fire bars	...	485	78 0 0	5 0 0 "	10 0 0	
Tin sheets	...	5	0 0 8	3 8 0 cwt.	273 0 0	
Bolts and nuts	...	"	1 2 0	21 0 0 "	1 1 0	
Tongs	...	7	0 1 0	10 8 0 "	31 8 0	
					2 10 0	
<i>Deck Spare Gear.</i>						
Wooden ladders	...	2	...	4 0 0 each	8 0 0	
Brass door locks	...	1	...	3 14 0 "	3 14 0	
Chimneys for lamps	...	9	...	0 3 0 "	1 11 0	
Oars, ash	...	12	...	...	73 8 0	
Hammers, hand	...	1	...	0 9 0 each	0 9 0	
Chisels, cold	...	4	...	0 4 0 "	1 0 0	
Screw driver	...	1	...	0 11 0 "	0 11 0	
Screws	...	2 pkts.	...	...	1 2 0	
Oil, kerosine	...	2 tins.	...	0 10 6 gals.	5 4 0	
Oil, linseed, boiled	...	11 gals.	...	1 10 0 "	17 14 0	
Brushes, paint (13 G. T. and 13 S. T.)	...	26	...	...	30 1 0	
Paint, green	...	1 keg	...	27 0 0 cwt.	6 12 0	
Do., white lead	...	5 "	...	15 0 0 "	18 12 0	
Anchor Shackles	...	2	0 1 0	...	2 10 0	
Rope, 3"	...	1 coil	2 0 14	13 0 0 cwt.	27 10 0	
Do., 2 1/2"	...	1 "	1 1 14	...	16 10 0	
Scrubbing brushes	...	5	...	0 5 0 each	1 9 0	
Chain connecting links	...	20	...	0 8 0 "	10 0 0	
Gipsy wheels	...	2	0 3 0	...	6 0 0	
Sheaves in steering blocks	...	2	...	0 8 0 "	1 0 0	
Wooden mallets	...	5	...	1 8 0 "	7 8 0	
Hooks, iron	...	4	...	1 0 0 "	4 0 0	
Spare eye-bolts	...	4	0 1 0	...	2 10 0	
Wooden purdah rods	...	4	...	0 8 0 "	2 0 0	
Burgee	...	1	...	9 0 0 "	9 0 0	
Rubber and canvas hose	...	30 feet	...	1 0 0 foot	30 0 0	
					637 14 0	
Brought over from list of Duplicate Fittings	911 10 7	
TOTAL					1,549 8 7	

SCHEDULE F—continued.

List of duplicate fittings on board the Steamer "Alligator."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
STEAMER "ALLIGATOR."						
<i>Paddle Wheel Fittings.</i>						
Bolts, square heads, with double nuts,	...	76				
Ditto ditto	5 1/2" x 1 1/8"	27				
Ditto ditto	4 1/2" x 1 1/8"	5	3 1/2 0 0	17 8 0 cwt.	61 4 0	
Ditto ditto	4" x 1 1/8"	23				
Ditto ditto	7" x 7/8"	7				
Ditto ditto	6" x 7/8"	7				
Hexagonal headed bolts and nuts,	8" x 1 1/2"	4				
Iron cotters or keys of sizes	...	24	0 1 0	20 0 0 cwt.	5 0 0	
Iron plates, large	...	5				
Ditto, small	...	11	0 0 44	7 4 0 "	2 13 7	
Brass washer, large	...	6				
Ditto, small	...	6	0 0 76	45 0 0 "	30 8 7	
Arms	...	6	2 1/2 0 0 each	30 0 0 "	300 0 0	
Steel pins and bushes, large	...	18	0 0 40 "	49 0 0 "	315 0 0	
Ditto ditto, small	...	9	0 0 15 "	...	59 1 0	
P. arm bushes	...	20				
Radius rod bushes, flanged	...	17	0 0 125	91 0 0 cwt.	101 9 0	
Ditto ditto, unflanged	...	10				
Tilting bracket guard plate	...	2	0 0 46	7 4 0 "	2 15 8	
Radius rod	...	2	0 0 92 each	20 0 0 "	32 13 9	
Driving arm	...	3	0 0 136 "	...	72 13 9	
Tilting crank	...	1	0 0 190 "	...	33 14 10	
Ditto bracket	...	3	0 0 10 each	12 0 0 "	41 12 6	
Floats	...	4		24 0 0 each	96 0 0	
Diagonal palm stays	...	2	0 0 35 each	20 0 0 cwt.	12 8 0	
<i>Main Engine Fittings.</i>						
Hexagonal headed bolts and nuts,	4 1/2" x 1 1/8"	25	0 0 6 lot	17 8 0 cwt.	0 15 0	
Brass bolts and nuts, 3 1/2" x 1/2"	...	7				
Brass studs, with collars, for air pump foot valve	...	3	0 0 126	45 0 0 "	50 10 0	
Cylinder cover studs, 4" x 1 1/8"	...	18	0 0 4 lot	35 0 0 "	1 4 0	
Crank pin check, brasses	...	4	0 1/2 0 0	91 0 0 "	45 8 0	
Cross head bolts, with nuts	...	1	0 0 65	17 8 0 "	10 2 6	
Brass condenser tubes	...	5	0 1 6 each	62 6 0 "	94 10 9	
Connecting rod	...	1		250 0 0 each	...	
Piston rod	...	1		50 0 0 "	...	
Piston springs, of sorts	...	22	0 0 56	49 0 0 cwt.	24 8 0	On "Mary Stuart," each short of one bolt.
Pet cock	...	1				
Feed valve (brass)	...	3				
Auxiliary cocks	...	2	3 0 0	45 0 0 "	135 0 0	
Drain cocks	...	4				
Brass pulleys, of sizes, for telegraph	...	8				
Copper link chain, for telegraph	...	13'-8"		0 4 0 feet	3 6 8	
Copper pipe	...	2	0 0 30	0 13 0 lbs.	24 6 0	
Starting wheel, W. I.	...	1	0 0 84	17 8 0 cwt.	13 2 0	
Expansion valve spindles	...	2	0 0 34 each	20 0 0 "	12 2 3	
Slide valve spindle	...	2	0 0 180 "	20 0 0 "	64 4 7	
C. I. H. P., metallic rings, fitted with brass tongue	...	1	0 0 110 "	12 0 0 "	11 12 7	
C. I., fire bars	...	200	0 0 20 "	4 0 0 "	142 13 9	
<i>Miscellaneous Fittings.</i>						
Brass yoke for jolly boat	...	1	0 0 6	45 0 0 "	2 6 7	
Paddle arms	...	3	0 3 0	20 0 0 "	15 0 0	
Piston rod	...	1		50 0 0 each	50 0 0	On "Mary Stuart," one bolt short.
Connecting rod	...	1		250 0 0 "	250 0 0	
Carried over	2,120 3 4	

SCHEDULE F—continued.

List of duplicate fittings on board the Steamer "Alligator"—concl'd.

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
Brought forward	2,120 3 4	
<i>Boiler Fittings.</i>						
Test cock	...	2	4½ lbs.	91 0 0 cwt.	3 10 6	
Steam blower valves	...	2	1½ "	91 0 0 "	1 0 3	
Check valves	...	4	50 "	91 0 0 "	45 14 6	
Safety valve (other valves)	...	1	70 "	45 0 0 "	28 2 0	
Surface brine cocks	...	4				
Boiler stay tube	...	1	...	5 9 0 each	5 9 0	
Boiler tubes	...	22	...	2 8 0 "	55 0 0	On "Mary Stuart."
<i>Auxiliary Engine Fittings.</i>						
Brass spindle centrifugal pump	...	2	30 lbs. each.	91 0 0 cwt.	48 12 0	
Cross head, brasses	...	2 sets.	14 "	45 0 0 "	5 10 0	
Safety valve box	...	1	14 lbs. brass	49 0 0 "	6 2 0	
Damper-do-handles	...	13	1 lb. each.	17 8 0 "	2 0 6	
Reversing engine wheel	...	1	84 "	17 8 0 "	13 2 0	
Do. do. cover, C. I.	...	1	189 "	12 0 0 "	19 4 7	
Do. do. steam pipe	...	1	5 "	0 12 0 lb.	3 12 0	
Eccentric strap sheave	...	2	...	18 4 0 each	36 8 0	
Steam valve cir. engine	...	1	27½ lbs.	90 0 0 cwt.	17 9 3	
Feed pump plunger	...	1	...	45 0 0 each	45 0 0	
Piston ring, H. P.	...	2	...	12 9 0 "	25 2 0	
Piston springs	...	24	cwt. qr. lbs. 0 2 5	56 0 0 cwt.	30 8 0	
Oil pipes for lubricator	...	2	3 lbs. each.	0 12 0 lb.	4 8 0	
Vacuum gauges, second-hand	...	2	...	25 0 0 each	50 0 0	
Press gauge, new	...	1	...	35 0 0 "	35 0 0	
Do. do., old	...	3	...	20 0 0 "	60 0 0	
Connecting rod	...	1	...	250 0 0 "	250 0 0	} "Mary Stuart."
Piston rod	...	1	...	50 0 0 "	50 0 0	
Boiler tubes	...	22	...	2 8 0 "	55 0 0	
Paddle arms	...	10	cwt. qr. lbs. = 2 2 0	20 0 0 cwt.	50 0 0	
TOTAL	3,067 5 11	

SCHEDULE F—continued.

List of duplicate fittings in Dacca Depôt on account of the Steamer "Crocodile."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
<i>Extras on "Crocodile."</i>						
Cylinder studs, 1 $\frac{1}{2}$ "	...	10	= 15 lbs.	26 0 0 cwt.	3 7 9	
Span	...	10	= 7 "	26 0 0 "	1 10 0	
Bolts, 2" x $\frac{3}{4}$ "	...	22	= 17 "	21 0 0 "	3 3 0	
" 2" x $\frac{5}{8}$ "	...	8	= 4 "	21 0 0 "	0 12 0	
Paddle bolts, 5 $\frac{1}{2}$ " x 1"	...	24	= 56 "	21 0 0 "	10 8 0	
" " 7" x $\frac{7}{8}$ "	...	28	= 54 "	21 0 0 "	10 2 0	
" " 4 $\frac{1}{2}$ " x 1"	...	24	= 48 "	21 0 0 "	9 0 0	
" " 4" x 1"	...	18	= 32 "	21 0 0 "	6 0 0	
" " 14" x 1"	...	15	= 84 "	21 0 0 "	15 12 0	
Eccentric sheave bolts, 8" x $\frac{1}{2}$ "	...	2	1 $\frac{1}{2}$ "	21 0 0 "	0 3 9	
Brass bolts, 8" x $\frac{3}{4}$ " for cir. engine	...	8	1 $\frac{1}{2}$ "	42 0 0 "	4 14 0	
" studs for foot valves, 4" x $\frac{7}{8}$ "	...	10	= 10 "	42 0 0 "	3 12 0	
Set screws for H. P. valves	...	2	...	0 4 0 each	0 8 0	
Driving arms	...	2	cwt. qr. lbs. 2 1 2	20 0 0 cwt.	48 9 2	
Tilting crank pins (large)	...	16	...	8 0 0 each	128 0 0	
" " (small)	...	9	...	2 8 0 "	22 8 0	
Star, centre pins	...	1	...	2 3 0 "	2 3 0	
Inner brackets	...	8	0 0 7	17 8 0 cwt.	1 1 6	
Floats	...	3	...	24 0 0 each	72 0 0	
Brass washer (large)	...	20	} 1 3 6 $\frac{3}{8}$	45 0 0 cwt.	81 6 10	
" (small)	...	12				
Paddle arm brushes	...	4	= 0 1 17 $\frac{1}{4}$	43 8 0 "	17 12 3	
Radius rod (shoulder)	...	7	= 0 1 2	43 8 0 "	11 10 6	
" (without shoulder)	...	6	= 1 0 9 $\frac{3}{4}$	43 8 0 "	47 4 6	
Boiler tube plugs	...	6	...	...	2 8 0	
Superheater cock	...	1	= 0 0 14 $\frac{3}{4}$	90 0 0 cwt.	11 3 8	
Safety valve box	...	1	14 lbs. brass	49 0 0 "	6 2 0	
Damper valve handles	...	13	1 " each	17 8 0 "	2 0 6	
Reversing engine wheel	...	1	84 "	17 8 0 "	13 2 0	
" " cover, C. I.	...	1	189 "	12 0 0 "	19 4 7	
" " steam pipe	...	1	5 "	0 12 0 lb.	3 12 0	
Eccentric strap sheave	...	2	...	18 4 0 each	36 8 0	
Steam valve cir. engine	...	1	27 $\frac{7}{8}$ lbs.	90 0 0 cwt.	17 9 3	
Feed pump plunger	...	1	...	45 0 0 each	45 0 0	
Piston ring, H. P.	...	2	...	12 9 0 "	25 2 0	
" springs	...	24	cwt. qr. lbs. 0 2 5	56 0 0 cwt.	30 8 0	
Oil pipes for lubricator	...	2	3 lbs. each	0 12 0 each	4 8 0	
Vacuum gauges, second-hand	...	2	...	25 0 0 "	50 0 0	
Press gauge, new	...	1	...	35 0 0 "	35 0 0	
" " old	...	3	...	20 0 0 "	60 0 0	
TOTAL	864 8 3	

SCHEDULE F—continued.

List of duplicate fittings in Dacca Depôt on account of the Steamers "Porpoise," "Crocodile," and "Alligator."

PARTICULARS.		QUANTITY.		Rate.	Amount.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs. oz.	R a. p.	R a. p.	
Anchor, davit	1	5 3 0 0	9 0 0 cwt.	51 12 0	
Bolts, with nuts and washers, complete, for piston cross head	2	1 0 2 0	} 17 8 0 "	{ 17 13 0 2 5 6	
Donkey piston rod, iron	2	0 0 15 0			
Ferrules, steel, 4" x 1 1/8", for slide valve circulating engine	8	...	Approximate ..	1 12 0	
Ferrules, brass, for condenser tubes	1,150	...	0 1 0 each	71 14 0	
Pins, star, brackets, W. I.	13	...	2 3 0 "	28 7 0	
Pins for tilting crank and paddle wheel brackets	9	...	8 0 0 "	72 0 0	
Paddle floats, teakwood	13	...	47 3 0 "	613 7 0	
Plates, paddle, W. I.	25	...		13 14 7	
Rod, air pump, with nuts, iron	1	0 1 25 0	} L. B. Approximate.	{ 3 5 0 46 0 0	
Spindles, brass, for centrifugal pump, with brass nuts and white metal collar bush, complete	2	0 2 17 8			
Straps, eccentric, brass, with rods and cross heads, complete, for circulating engine	4	...		36 6.4	
Tubes, condenser brass, 6'-9" x 3/8"	90	...	1 6 0 each	123 12 0	
Valve, slide, piston, steel, steering engine	2	...		1 11 0	
Eccentric rods, with cross heads, finished, W. I., for circulating engine	2	0 0 17 0	} L. B. . . .	{ 7 0 0 5 2 0	
Connecting rod for circulating engine, W. I., finished	2	...			
Spindles, iron, for slide valve, circulating engine	3	0 0 6 0		3 6 9	
Piston, with rod and connecting complete, for circulating engine	2	...		17 8 0	
Rod, piston and connecting, for circulating engine	1	...		7 8 0	
<i>Finished Brass Castings.</i>						
Auxiliary cocks	9	3 1 11 5	} 90 0 0 cwt.	301 9 5	
Boiler check valve boxes	9	2 1 4 0		205 11 5	
Cocks, 3 way	1	0 2 18 0		59 7 5	
Superheater drain cocks	3	0 1 16 0		35 5 9	
Boiler surface brine cocks	8	2 2 8 0		231 6 10	
Ditto ditto	2	0 1 24 0		41 12 6	
Cylinder drains cocks	2	0 1 14 0		33 12 0	
Reversing engine steam valve boxes	4	0 1 18 0		36 15 5	
Ditto ditto	3	0 1 9 0		29 11 9	
Injector, steam valve box	1	0 0 6 8		5 3 6	
Donkey steam valve box	1	0 0 9 4		7 6 11	
Steam valve boxes, 1 1/2" box	2	0 1 4 8		26 1 10	
Ditto 1 1/2"	2	0 1 6 0		27 5 0	
Paddle arm bushes	36	2 3 4 0		250 11 5	
Radius rod bushes, with collar	47	1 1 0 0		112 8 0	
Union nuts, with cones	2	0 0 0 14		0 11 3	
Lubricating cups	2	0 0 0 10		0 8 0	
Adjusting screw, brass, for air pump pet cock	1	0 0 0 5		0 4 0	
Patent brass lubricator	1	0 0 21 0		16 14 0	
Cross head brasses, for circulating engine	4	0 0 7 4		5 13 3	
Boiler test cocks	2	0 0 4 8	3 9 10		
Brass caps for steam valve boxes	4	0 0 2 14	2 5 0		
Steam valve spindles, with 4 valves	3	0 0 2 4	1 13 0		
Brass slide valves for circulating engine, with buckles	4	0 1 25 0	42 9 5		
Guide brackets for valve, spindle circulating engine	4	0 1 1 0	23 4 10		
Brass steam valves, of sorts	38	0 1 21 0	39 6 0		
Carried over	2,667 3 11	

SCHEDULE F—continued.

List of duplicate fittings in Dacca Depôt on account of the Steamers "Porpoise," "Crocodile," and "Alligator"—continued.

PARTICULARS.		QUANTITY.		Rate.	Amount.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs. oz.	R a. p.	R a. p.	
Brought forward	2,667 3 11	
<i>Rough Castings, Brass.</i>						
Quadrant blocks	...	2 pairs	0 2 24 8		31 4 3	
Boiler surface brine cocks	...	10	2 2 7 0		111 7 6	
Superheater drain cocks	0 1 17 0		17 7 8	
Valve boxes, of sizes	...	6	0 2 18 0		28 12 0	
Plugs, of sizes, for cocks	...	13	0 3 21 8		40 15 7	
Glands for cocks of sizes	...	21	0 1 10 0		14 12 2	
Covers for auxiliary cocks	...	5	0 1 17 0		17 7 8	
Guide brackets valve spindle, circulating engine	...	1	0 0 6 0		2 5 3	
Pinions steering gear	...	4	0 0 17 0		6 9 8	
Crank, brasses, circulating engine	...	3 pairs	0 1 11 0		15 2 4	
Steam valve hand wheel, large and small	...	2	0 0 10 8		4 1 3	
Valve spindle bushes	...	5	0 0 15 0		5 13 3	
Nuts, brass, of sizes	...	19	0 1 7 0		13 9 6	
Valves, of sorts and sizes	...	20	0 1 10 0		14 12 0	
Seats for valves	...	7	0 0 24 0		9 5 0	
Steam valve box covers, large	...	2	0 0 7 8	43 8 0 cwt.	2 14 7	
Bracket for steering gear	...	2	0 0 3 0		1 2 7	
Rings, brass	...	3	0 1 0 0		10 14 0	
Do., do.	...	1	0 0 13 0		5 0 10	
Radius rod bushes, with or without collars	...	17	3 0 9 0		133 15 10	
Radius rod bushes, with collar	...	41	1 2 7 0		67 15 6	
Paddle arm bushes	...	44	5 2 0 0		239 4 0	
Bushes, small, of sorts	...	5	1 0 5 0		45 7 1	
Lubricator, rough	...	1	0 0 2 7		0 15 0	
Collar bushes for air pump	...	2	0 1 21 0		19 0 6	
Paddle wheel centre bushes	...	4	3 1 5 0		143 5 0	
Pump plunger	...	1	1 0 18 0		50 7 10	
Bushes for donkey slide block	...	2 pairs	0 0 20 0		7 12 4	
Cross head, brasses, circulating engine	...	2	0 0 6 0		2 5 4	
Brass steam valves, of sizes	...	10	0 0 8 0		3 1 9	
Steam valve box covers	...	2	0 0 2 0		0 12 5	
Wheels, for circulating engine valve boxes	...	3	0 0 4 0		1 9 0	
<i>Rough Castings, Iron.</i>						
Steering gear wheels, C.I., 9½" diameter	...	4	0 2 22 0	4 8 0 cwt.	3 2 2	
Ditto ditto 8" do.	...	1	0 0 11 0	...	0 7 1	
Steering gear sheaves for pulleys, 9" dia	...	2	0 2 22 0	...	3 2 1	
Ditto ditto 6" "	...	5	0 2 9 0	...	2 9 9	
Rollers for chain	...	2	0 0 23 8	...	0 15 0	
Liners for portface, circulating engine	...	2	0 0 11 0	...	0 7 0	
Slide valves, C. I.	...	4	0 1 7 0	...	1 6 6	
Gipsy, C. I.	...	1	0 2 14 0	...	2 13 0	
Steering rod guide bracket	...	17	0 1 23 0	...	2 0 9	
Cylinder for piston rings	...	2½	0 2 14 0	...	2 13 0	
Grating for cooking stove	...	2	0 1 12 0	...	1 9 8	
Cylinder covers for steam starting engine	...	1	2 0 15 0	...	9 9 8	
(Finished iron castings) rings, piston	...	15	0 0 8 0	12 0 0 cwt.	0 13 8	
Guide blocks for air pump	...	7	1 1 17 0	...	16 13 2	
Circulating engine fittings S.S. "Alligator" and "Crocodile," C.I., piston head, with rings	...	3	0 1 20 0	...	5 2 3	
Eccentric strap with sheaves and rod	...	2	0 1 12 0	...	4 4 8	
Slippers, C. I.	...	3	0 0 9 0	...	0 15 6	
Gudgeon pins, W. I.	...	3	0 0 8 8	24 0 0 cwt.	1 13 0	
Turned bolts, of sizes	...	16	0 0 18 0	...	3 13 9	
Pins, paddle wheel, recased with brass, large	...	23	.....	8 0 0 each	184 0 0	
Tilting crank pins, small, recased with brass	...	8	.....	2 8 0 "	20 0 0	
Cover, cylinder, with grease cup, brass, fitted	0 0 1 7 19 C. I.	Lump sum	2 0 0	
Carried over	4,007 12 3	

SCHEDULE F—continued.

List of Miscellaneous Stores in Dacca Depôt on account of the Steamers "Porpoise," "Crocodile," and "Alligator"—continued.

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs. oz.	R a. p.	R a. p.	
Brought forward	4,007 12 3	
Second hand stores	
Blocks, gin, 12"	...	2	...	L. B.	12 0 0	
Blocks, pulley, wooden, treble, for 3" rope	...	2	...	...	4 0 0	
Fair lead, C. I., with sheave	...	1	0 2 6 0	...	1 15 0	
Gauge, steam, pressure	...	1	...	...	7 0 0	
Brass expansion gland	...	1	1 0 0 0	28 0 0 cwt.	28 0 0	
Reversing engine steam valve boxes	...	2	0 0 20 0	42 0 0 "	7 8 0	
Gauge column cock	...	1 set	0 0 25 0	...	9 6 0	
Bib cocks, brass, with flange, 1 1/4" bore	...	4	0 1 10 0	...	14 4 0	
Brass valve, of sorts	...	7	0 0 11 0	...	4 2 0	
Spindles for do.	...	8	0 0 7 8	...	2 13 0	
Eccentric strap, without rod, for circulating engine	...	3	0 0 26 0	...	9 12 0	
Cocks, brass, for water tank, 7/8"	...	1	0 0 2 10	...	0 15 0	
Pet valves	...	2	0 0 1 10	70 0 0 cwt.	1 1 6	
Gauge glasses, 3 1/4" x 1"	...	12	...	2 10 0 doz.	2 10 0	
Hammers, copper	...	6	0 1 7 8	L. B.	13 5 0	
Needles, sailmakers', 3"	...	51	...	1 1 0 doz.	4 8 3	
Ditto ditto, 4"	...	116	...	...	10 4 4	
Ditto ditto, 6"	...	100	...	...	8 13 8	
Palm, sewing	...	5	...	L. B.	1 11 6	
Squages	...	6	...	...	17 8 8	
Bolts, square headed, with square nuts	10 3 19 0	17 0 0 cwt.	185 10 2	
Ditto ditto, 8" x 1"	9 2 21 0	...	164 11 0	
Ditto ditto, 7" x 1"	4 1 16 0	...	74 10 10	
Ditto ditto, 8" x 7/8"	3 1 10 0	...	56 12 3	
Ditto ditto, 7" x 7/8"	1 2 5 0	...	26 4 2	
Bolts, hexagonal, with nuts, 6" x 1"	4 3 16 0	...	83 2 10	
Ditto ditto, 5" x 1"	2 0 25 0	...	37 12 9	
Ditto ditto, 4 1/2" x 1"	2 1 12 0	...	40 1 2	
Ditto ditto, 4" x 1"	
Bolts, square headed, with square neck and double square nuts, 6" x 1 1/8", tapered down to 7/8"	2 2 17 0	...	45 1 3	
Bolts, square headed, with square neck and nuts, 4 1/2" x 1"	1 2 19 0	...	28 6 0	
Bolts, square headed, with square neck and double square nuts, 5" x 7/8"	1 1 0 0	...	21 4 0	
Ditto ditto, 6" x 7/8"	1 0 6 0	...	17 14 7	
Bolts, square headed, square neck and hexagonal nuts, 5" x 1"	2 0 20 0	...	37 0 7	
Ditto ditto, 5 1/2" x 7/8"	1 0 26 0	...	20 15 2	
Bolts, square headed, square neck and square nuts, 6" x 7/8"	0 3 12 0	...	14 9 2	
Bolts, square headed, square neck and double square nuts, 4 1/2" x 5/8"	1 1 12 0	...	23 1 1	
Bolts, square headed, with square and hexagonal nuts, 6" x 7/8"	1 1 16 0	17 0 0 cwt.	23 10 10	
Bolts square headed, with hexagonal nuts, 5 1/2" x 7/8"	0 3 12 0	...	14 9 2	
Bolts, square headed, with double square nuts, 4" x 7/8"	2 0 0 0	...	34 0 0	
Bolts, square headed, with double hexagonal nuts, 4 1/2" x 1 1/8"	2 0 6 0	...	34 14 6	
Bolts, square headed, with double square nuts, 7" x 1", tapered down to 7/8"	5 1 23 0	...	92 11 10	
Bolts, square headed, with square nuts, 7" x 1 1/8", tapered to 7/8"	3 2 18 0	...	62 3 9	
Bolts, square headed, with double square nuts, 6 1/2" x 7/8"	0 2 11 0	...	10 2 9	
Bolts, square headed, with double square nuts, 6 1/2" x 1", tapered to 7/8"	4 1 18 0	...	74 15 9	
Bolts, square headed, with double square nuts, 4 1/2" x 1 1/8", tapered to 1"	2 1 19 0	...	41 2 2	
Bolts, turned, square headed, with double square nuts, 5 1/4" to 1 1/8", tapered to 1"	2 3 8 0	...	47 15 5	
Bolts, turned, hexagonal, with nuts, 4 1/4" x 1 1/8", tapered to 3/4", with split pins	1 3 21 0	...	32 15 0	
Carried over	5,516 1 1	

APPENDIX R.

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SCHEDULE F—continued.

List of Duplicate Fittings in the Kanchrapara Depôt.

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs.	R a. p.	R a. p.	
Rings, C. I., piston	1	1 2 27	12 0 0 cwt.	20 14 3	
Tubes, brass, condenser, old	1,794	34 3 0	28 0 0 "	973 0 0	
Piston, hd., C. I., rough	1	4 3 16	4 0 0 "	19 9 0	
Junk ring, rough	1	1 2 9	4 0 0 "	6 5 0	
					1,019 12 3	
In Dacca Depôt	10,210 14 9	
TOTAL	11,230 11 0	

ABSTRACT OF THE FOREGOING SCHEDULES A AND F.

				R	a.	p.	R	a.	p.
1.	Furniture, etc., belonging to Steamer <i>Crocodile</i> (Annexure No. 1 to schedule A)			...			5,232	10	4
2.	Ditto ditto <i>Alligator</i> (Annexure No. 2 to schedule A)			...			5,629	11	11
3.	Ditto ditto <i>Porpoise</i> (Annexure No. 3 to schedule A)			...			5,476	12	1
Total Furniture							<u>16,339</u>	<u>2</u>	<u>4</u>
Schedule F.	4.	Duplicate fittings on board the Steamer <i>Porpoise</i> , including engine room spare gear					1,549	8	7
	5.	Duplicate fittings on board the Steamer <i>Alligator</i>					3,067	5	11
	6.	Ditto in Dacca Depôt belonging to Steamer <i>Crocodile</i>					864	8	3
	Total Duplicate Fittings (4-6)							<u>5,481</u>	<u>6</u>	9
7.	Duplicate fitting in the Dacca Depôt on account of Steamers <i>Porpoise</i> , <i>Crocodile</i> , and <i>Alligator</i>						10,210	14	9
8.	Fittings in the Kanchrapara Depôt						1,019	12	3
Total Duplicate Fittings (7-8)							<u>11,230</u>	<u>11</u>	<u>0</u>
Total Duplicate Fittings (4-8)							<u>16,712</u>	<u>1</u>	<u>9</u>

APPENDIX S.

[Subject to the approval* of the Government of India and the Board of Directors.]

Working Agreement between the EASTERN BENGAL STATE RAILWAY
and the BENGAL DOOARS RAILWAY for the interchange of Coaching and
Goods traffic, *vid* JALPAIGURI GHAT.

ARTICLES OF AGREEMENT made and entered into this 13th day of July 1895 BETWEEN THE MANAGER OF THE EASTERN BENGAL STATE RAILWAY on behalf of the Secretary of State for India in Council, hereinafter called the Manager of the one part and THE BENGAL DOOARS RAILWAY COMPANY, LIMITED, a joint stock Company with limited liability having its registered office at No. 21, Canning Street, Calcutta, hereinafter called the Company, of the other part, whereby it is mutually contracted and agreed as follows, *vis* :—

CLAUSE 1.

This agreement shall come into force on the first day of July 1895, and shall be subject to revision from time to time; but shall remain in force until the expiration of three months, notice from either party desiring to revise or cancel it, except as regards any clause in respect of which a shorter time of notice is specially fixed.

CLAUSE 2.

The interchange of traffic shall take place at such point near the confluence of the Karla and Teesta rivers, as may be agreed upon from time to time. All sidings permanent or temporary which may be found necessary on the right bank of the river Teesta shall be laid and maintained by the Manager.

CLAUSE 3.

When rolling-stock is tendered for interchange, and is ferried over the river Teesta, the interchange shall be made in accordance with the rules for the interchange of rolling-stock in the Indian Railway Conference Regulations of 1890†, subject to any further modifications which may be agreed on at any subsequent Conference, or which may be adopted ON A REFERENCE TO THE GOVERNMENT OF INDIA THROUGH THE DIRECTOR GENERAL OF RAILWAYS in accordance with the rules of procedure, or by mutual consent.

But twenty-four hours each way extra shall be allowed for the crossing of the Teesta ferry.

The Manager shall not be bound to keep an engine and rolling-stock at Jalpaiguri to work coaching traffic from the Ghât to Jalpaiguri station and *vice versa* in connection with the mail trains, but every endeavour will be made to convey all classes of passenger traffic over the Ghât line.

CLAUSE 4.

When luggage, parcels or goods are transhipped, packages tendered by the Manager to the Company shall be made over by the former and taken over by the latter in the transfer shed or on the river bank or at the gangway of the vessel placed to receive the packages, as the case may be.

Packages for the receipt of which no vessel is available shall lie at the risk of the Company in the transfer shed, or, if there is not room in the transfer shed, then on the river bank, from the time they are unloaded from the Eastern Bengal State Railway vehicles; and all subsequent handling shall be done by, and at the cost of the Company. If the Company's‡ vessels are available the packages shall be transferred from the vehicles direct to such vessels by the Manager with the least possible delay.

* Confirmed by the Government of India in their letter No. 784 R.T., dated 31st December 1895, to the Consulting Engineer to the Government of India for Railways, Calcutta.

† Letter No. 76 T., dated 10th February 1896, from the Director General of Railways.

ABSTRACT OF THE FOREGOING SCHEDULES A AND F.

			R	a.	p.	R	a.	p.
1.	Furniture, etc., belonging to Steamer <i>Crocodile</i> (Annexure No. 1 to schedule A)		...	5,232	10	4		
2.	Ditto ditto <i>Alligator</i> (Annexure No. 2 to schedule A)		...	5,629	11	11		
3.	Ditto ditto <i>Porpoise</i> (Annexure No. 3 to schedule A)		...	5,476	12	1		
Total Furniture				16,339	2	4		
Schedule F.	4.	Duplicate fittings on board the Steamer <i>Porpoise</i> , including engine room spare gear	1,549	8	7			
	5.	Duplicate fittings on board the Steamer <i>Alligator</i>	3,067	5	11			
	6.	Ditto in Dacca Depôt belonging to Steamer <i>Crocodile</i>	864	8	3			
	Total for items 4, 5, and 6				5,481	6	9	
7.	Duplicate fitting in the Dacca Depôt on account of Steamers <i>Porpoise</i> , <i>Crocodile</i> , and <i>Alligator</i>	10,210	14	9				
8.	Fittings in the Kanchrapara Depôt	1,019	12	3	11,230	11	0	
Total Duplicate Fittings				16,712	1	9		

APPENDIX S.

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Goods traffic, *via* JALPAIGURI GHAT.

ARTICLES OF AGREEMENT made and entered into this 13th day of July 1895 BETWEEN THE MANAGER OF THE EASTERN BENGAL STATE RAILWAY on behalf of the Secretary of State for India in Council, hereinafter called the Manager of the one part and THE BENGAL DOOARS RAILWAY COMPANY, LIMITED, a joint stock Company with limited liability having its registered office at No. 21, Canning Street, Calcutta, hereinafter called the Company, of the other part, whereby it is mutually contracted and agreed as follows, *vis* :—

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CLAUSE 2.

The interchange of traffic shall take place at such point near the confluence of the Karla and Teesta rivers, as may be agreed upon from time to time. All sidings permanent or temporary which may be found necessary on the right bank of the river Teesta shall be laid and maintained by the Manager.

CLAUSE 3.

When rolling-stock is tendered for interchange, and is ferried over the river Teesta, the interchange shall be made in accordance with the rules for the interchange of rolling-stock in the Indian Railway Conference Regulations of 1890†, subject to any further modifications which may be agreed on at any subsequent Conference, or which may be adopted ON A REFERENCE TO THE GOVERNMENT OF INDIA THROUGH THE DIRECTOR GENERAL OF RAILWAYS in accordance with the rules of procedure, or by mutual consent.

But twenty-four hours each way extra shall be allowed for the crossing of the Teesta ferry.

The Manager shall not be bound to keep an engine and rolling-stock at Jalpaiguri to work coaching traffic from the Ghât to Jalpaiguri station and *vice versa* in connection with the mail trains, but every endeavour will be made to convey all classes of passenger traffic over the Ghât line.

CLAUSE 4.

When luggage, parcels or goods are transhipped, packages tendered by the Manager to the Company shall be made over by the former and taken over by the latter in the transfer shed or on the river bank or at the gangway of the vessel placed to receive the packages, as the case may be.

Packages for the receipt of which no vessel is available shall lie at the risk of the Company in the transfer shed, or, if there is not room in the transfer shed, then on the river bank, from the time they are unloaded from the Eastern Bengal State Railway vehicles; and all subsequent handling shall be done by, and at the cost of the Company. If the Company's vessels are available the packages shall be transferred from the vehicles direct to such vessels by the Manager with the least possible delay.

* Confirmed by the Government of India in their letter No. 784 R.T., dated 31st December 1895, to the Consulting Engineer to the Government of India for Railways, Calcutta.

† Letter No. 76 T., dated 10th February 1896, from the Director General of Railways.

Packages tendered by the Company to the Manager shall be made over by the former and taken over by the latter in the transfer shed, or on the river bank, or at the doors of the vehicles placed to receive them, as the case may be.

Packages for the receipt of which no vehicle is available shall lie at the risk of the Manager in the transfer shed, or, if there is not room in the transfer shed, then on the river bank, from the time they are unloaded from the Company* vessels; and all subsequent

* Company's.† handling shall be done by and at the cost of the Manager. If the Manager‡ vehicles are available, the packages shall be transferred from the vessels † Manager's.‡ direct to such vehicles by the Company with the least possible delay.

Provided that neither party shall be responsible for packages unloaded by the other out of the ordinary working hours, which, for the purposes of this Agreement, shall be taken to be as from 6 A.M. to 18 P.M.

Tallies shall be kept by both the party making over and the party taking over packages. Such tallies shall record the numbers, description, marks on, and condition of packages; and the tally books shall be compared and countersigned on the completion of the loading of each vessel or vehicle, or, in the case of packages unloaded into the transfer shed or on to the river bank, on the completion of the unloading of each vehicle or vessel, as the case may be.

CLAUSE 5.

Packages tendered in transfer from one undertaking to the other shall be accompanied by luggage tickets, way-bills, invoices, guidances, or such other documents as shall be sufficient to establish the identity of the packages and to enable the party taking over to duly deliver them at their destination to the correct consignée.

CLAUSE 6.

On the right bank of the river Teesta, all goods will be handled from boat to bank or wagon and *vice versa* by one contractor, to be appointed by the Manager who will audit, and pay all handling bills for such work and debit half the amount of such bills monthly in transfer to the Company as being the Company's share of the handling charge. But should the transfer be from flat to shed or bank and thence from shed or bank to wagon, the Company will pay for the former work and the Manager for the latter. Similarly, should the transfer be from wagon to shed or bank and shed or bank to flat, the cost of handling will be defrayed on similar principles.

The necessary transfer staff of foremen, checkers, and tally clerks shall be employed by each party separately at their own cost.

CLAUSE 7.

Through-booking.

(a) Coaching traffic of all kinds shall be booked through between all stations on the railways of both parties except such stations on either line as may be excluded from time to time by the traffic managements of the two lines. Goods traffic shall be similarly booked.

(b) Through traffic between the railway of the two parties shall be understood in all cases to mean coaching and goods traffic, which may be booked or invoiced in accordance with the terms of this Agreement through from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.

CLAUSE 8.

Through Rates and Fares.

(a) The rules and conditions applicable to the local traffic of the railways of the two parties shall also apply in through traffic.

(b) The through rates and fares shall be the sum of the charges of each railway respectively to or from Jalpaiguri Ghât.

(c) In the case of through minimum and other charges, coaching and goods, which are common to both railways, the two lines shall be treated as one, and the minimum amount actually paid shall be divided upon mileage.

CLAUSE 9.

The rates, fares, conditions and classification shall not be altered except in accordance

† Letter No. 76T., dated the 10th February 1896, from the Director General of Railways.

APPENDIX S.

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with the ruling contained in* Minute 74 of the proceedings of the Conference of 1882, subject to any further modification which has been or may be agreed to at any subsequent Conference.

* Regulation 31 of the Indian Conference Regulations of 1893.†

CLAUSE 10.

(a) Each railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding railway shall be responsible:—

- (1) Charges on live-stock of every description.
 - (2) Charges on all articles, either goods, or parcels which according to the rules of the forwarding railway are required to be pre-paid. The rules of the forwarding railway in this respect shall be duly notified to the receiving railway.
 - (3) Charges on Commissariat and Ordnance stores booked under Credit Note.
 - (4) Errors under Re. † either way in freight paid by Credit Note.
 - (5) Undercharges on account of passenger tickets, freight on passengers' luggage and insurance.
 - (6) Charges on all articles booked and carried with the owner.
 - (7) Undercharges on specie, palanquins and carriages booked by passenger train.
- (b) The receiving railway shall not reduce its charges below the charge mentioned in the invoice or through way-bills without the consent of the forwarding railway, except in the case of overcharges the evident result of errors in classification of computation of freight.

CLAUSE 11.

The distances between Jalpaiguri Ghât and stations on the Manager's and Company's railways, respectively, for computing charges shall be supplied by each railway to the other from time to time. But the actual amounts to be charged by each railway shall be furnished by the other railway in the form of station to station rates and not in the form of mileage rates for subsequent computation by stations.

CLAUSE 12.

Telegrams on the joint business of the two railways shall be interchanged free.

CLAUSE 13.

During such time as the accounts of the Company are kept and compiled in the Office of the Examiner of Accounts, Eastern Bengal State Railway, the preparation of division sheets is not necessary; but the division of receipts for carriage of through traffic shall be shown in the books of the Examiner in the same way as the receipts of the metre gauge section are kept separate from those of the broad gauge section and ferry of the Eastern Bengal State Railway; and the division of earnings as prepared by the Examiner shall be accepted by both railways.

In preparing such division each railway shall have its own rates and fares as quoted in accordance with clause 8.

A monthly settlement of accounts based on division so prepared by the Examiner shall take place between the Agents to the Company, and the Eastern Bengal State Railway Cash Office, the Examiner submitting a monthly cash account current to the Agents of the Company. The disposal of the cash collected in the Company's stations shall be settled by the Examiner, Eastern Bengal State Railway, and the Agents of the Company.

CLAUSE 14.

Claims for missing and damaged goods, etc.—Goods claims shall be settled by the railway in custody of which the loss or damage occurred.

CLAUSE 15.

The Managers‡ shall construct and maintain the necessary buildings and conveniences on the south bank of the Karla river at the Jalpaiguri Ghât for the accommodation of the through traffic and of the two railways; and such buildings and conveniences shall be under the absolute control of the Manager. A limited number

‡ Manager.†

of building sites for the quarters required for the native staff of the Company employed at ghât work shall be given, if available, by the Manager free of cost.

CLAUSE 16.

The Manager agrees that the Examiner of Accounts of the Eastern Bengal State Railway shall prepare and audit the capital and revenue accounts of the Company, prepare all such other accounts and statistical returns as may be required by the Government of India, and the Director of the Company, submit approximate and audited returns of traffic and do all other work and prepare such returns as are usual and have the station accounts inspected periodically by an Inspector of Accounts for a monthly charge of ₹ 200; but the Company will pay such separate charges as may from time to time be agreed upon for travelling allowances to Inspectors of Accounts and also the pay and allowances of a Pay Clerk to disburse the revenue expenditure when the employment of such clerk is found necessary.

CLAUSE 17.

Through traffic to or from either railway shall have no preference in any respect over traffic tendered for despatch locally.

(a). The Manager agrees to treat the Company's railway as a branch of the Eastern Bengal State Railway in all correspondence with foreign railways and to incorporate all intimation of changes in rates, fares, conditions, and classification in the Eastern Bengal State Railway Tariff Changes Advices which are from time to time issued from the Traffic Office, Eastern Bengal State Railway, and it shall not be necessary for the Company to send separate Tariff Changes Advices to foreign railways.

The Manager also agrees to incorporate all information regarding rates, fares, conditions and classification in its Goods Tariff pamphlet and the Time Bills of the Company's railway in the Eastern Bengal State Railway Time Tables.

(b) If at any time either party should be unable either from want of vehicle stock, or engine power or from any cause beyond their own control to receive and forward all the traffic tendered are likely to be tendered by the other, it shall be competent to the receiving party to give notice (of not less than fourteen days) to the other party, of the maximum quantity they will be prepared to receive and forward, and of the period during which the restriction will be necessary and during such period the other party shall not be found to receive more than the quantity so specified. In the event of a breach in the line, or other contingency causing a stoppage of traffic notice by telegram may be given.

The Company shall pay to the Manager ₹ 100 per annum for the printing and clerical work done by the Traffic Department, Eastern Bengal State Railway, in connection with the publishing of Company's rates and fares in the Eastern Bengal State Railway tariff pamphlets and the notification to foreign railways of changes and additions.

CLAUSE 18.

(a). The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

(b). The day shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night. Madras time shall be adopted for all purposes of through traffic; Sundays, Christmas Day, and Good Friday shall be treated as ordinary working days.

CLAUSE 19.

This Agreement shall as far as circumstances will permit be extended by each party to any other railway working in connection with it, the two parties to this Agreement being responsible to each other for all through traffic so forwarded.

CLAUSE 20.

All questions which may arise in the carrying out of this Agreement upon which the Traffic Managers of the two railways cannot agree, shall be referred to the managements of the respective railways. In case of any difference of opinion between the parties hereto as to the construction of any part of this Agreement or its application to any particular case

APPENDIX S.

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it shall be open to either party to call for an arbitration which shall be conducted in the ordinary way, and the decision of the arbitrators or the umpire as the case may be shall be binding on the Manager and the Company and this Agreement and any submission made pursuant thereto may be made a rule of any Court of competent jurisdiction so as to be enforced thereby upon the application of either party.

APPENDIX T.

Terms of Agreement between the IRRAWADDY FLOTILLA COMPANY and the BURMA STATE RAILWAY, for through booking to and from Bhamo, with effect from the 1st November 1895.

1. The rates for through booking to be the *sum* of the Flotilla Company and the Burma State Railway rates by river and railway respectively, for both passengers and goods, as detailed in the undermentioned schedules which accompany.

Schedule A.—Rates for passengers and goods by steamer between Katha and Bhamo.

Schedule B.—As contained in the coaching and goods tariffs of the Burma State Railway.

2. The Flotilla Company do agree not to reduce their through rates between Mandalay and Bhamo, or Mandalay and Katha below the through rates agreed on in clause I.

3. The Flotilla Company's present bi-weekly steamer service between Katha and Bhamo to be considered sufficient for the present.

4. The method of through booking and the transaction of business in connection therewith to be carried out in the manner laid down in the accompanying memorandum, Appendix A.

5. When they cannot mutually agree, either side to give a month's notice of any changes it proposes to make in these terms, or in the schedules, when such changes affect through booking and appendix mentioned above, which accompany.

SCHEDULE A.

Passenger fares from Katha to Bhamo and intermediate stations, and *vice versa*—

	1st class.		2nd class.		3rd class.	
	Rs.	a. p.	Rs.	a. p.	Rs.	a. p.
Moda	4	11 0	1	14 0	0	15 0
Shoaykoo yee	8	10 0	3	7 0	1	12 0
Swanaddy }	12	8 0	5	0 0	2	8 0
Kyaungtaung }						
Bhamo	17	3 0	6	14 0	3	7 0

Goods rates from Katha to any of the foregoing stations and *vice versa* :—

	Rs.	a.	p.	
1st class	1	8	3	per 100 viss.
2nd "	1	14	3	"
3rd "	2	0	6	"
4th "	2	2	6	"
5th "	2	4	9	"
Special class	1	0	0	"

Luggage and parcels, at 3rd class goods rate.

APPENDIX A.

* * * * *

1. All goods to be handed over by the Railway to the Flotilla, and *vice versa*, at the shore end of the jetty at Katha.

2. Consignments booked through over the Railway and Flotilla to have the preference over locally booked goods at Katha and Bhamo.

3. The invoices or way-bills must accompany all goods or parcels and be handed over along with the articles they pertain to, and signed for in transshipment book.

4. That invoices contain all charges from forwarding to receiving stations, showing the Railway and Flotilla charges separately.

5. That the Railway and Flotilla supply each other with copies of their tariffs, etc.

6. That the Railway and Flotilla submit to the Accounts branches of each other, regularly and within 21 days, if possible, a weekly division sheet of freight accounting for all consignments.

7. That a monthly account current be made out on the division sheets and monthly settlements made.

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8. That all goods which are required to be prepaid on either of the systems be prepaid in full.

9. That in goods or parcel traffic the destination station be responsible for collecting the correct freight, and as regards over-charges of freight, the system that collects the freight shall retain the over-charge, and be liable for the refund.

In passenger traffic the system issuing the ticket will be responsible for the correctness of the charges, and retain the over charge and make refunds.

10. That consignments will be delivered at destination on the production of receipts.

11. That compensation for loss and damage to goods be paid by the Railway or Flotilla in whose system the goods were at the time of loss or damage except in case of doubt, where responsibility cannot be fixed, when compensation will be paid by the Railway and Flotilla jointly.

12. All coolie hire in connection with the transshipment at Katha to be borne equally ~~by~~ by both systems.

APPENDIX U.

Terms AND CONDITIONS upon which the **MADRAS RAILWAY COMPANY** agree to work the **MADRAS-ENNORE SECTION** of the **BEZWADA-MADRAS RAILWAY**, dated the 28th February 1896.

1. The Company will work the Madras-Ennore Section as a portion of its own line, and will run such trains over the section as the traffic may require, but not less than one train each way each day. The number of trains to be run, and the time-tables, shall from time to time be fixed by the Company and submitted to the Government for approval.

2. The fares charged on the Madras-Ennore Section shall be the same as those from time to time in force on the Madras Railway, and the rates for goods of all classes and descriptions, for the public, for the Government, and for Revenue and Capital purposes, or for other Railways shall, during the continuance of this agreement, be the same as those in force on the Company's lines.

3. All services for the Military Department, the Police Department, or any other Department of the State, except the Post Office, or for high officials, including in such service the conveyance of troops and sailors, Military and Naval establishments, horses and other animals used for Military purposes, guns, Military stores and equipments, conveyance of Police or persons employed in the telegraph service, prisoners and paupers,—shall be performed by the Company on the same terms as those in force on the Madras Railway in the event of war, or other national emergency, the Company will give precedence over the amalgamated undertaking to all traffic of the Government of India.

4. The charges for the carriage of Mails and Bhangi parcels for the Postal Department shall be regulated in accordance with the rules in force on other State Railways in India, it being understood that Post Office servants, when on duty, shall be carried free.

5. The Company will agree to work the Madras-Ennore Section (maintenance and renewals of way, works and stations excepted), for the same percentage of the gross earnings of the State Railway as shall in each half-year be found to represent the percentage of working expenses (exclusive of maintenance and renewal of way, works and stations) on gross earnings of the amalgamated undertaking, and will further make no special charge for the supervision required from the Engineering establishment of the Madras Railway.

6. The Company will, if desired by Government, furnish the Government at the beginning of each half-year, or as soon thereafter as may be possible, with an estimate of the probable gross earnings of the amalgamated undertaking and of the working expenses. But the Government is to accept the figures of the Company's working expenses as set forth in the Company's half-yearly audited and published accounts.

7. The Company will, at the beginning of each half-year, furnish to the Government an estimate of the probable costs of maintenance and renewals of way, works and stations on the Madras-Ennore ~~Station~~, and the Government shall sanction that estimate, if it be approved, and provide the funds necessary. The Company will agree to maintain the line and all the works in an efficient and proper condition, and to the satisfaction of the Inspecting Officer of the Government of India appointed to inspect the line of the amalgamated undertaking, and will, if called upon by that Officer, carry out any works, repairs or improvements chargeable to Revenue, which he shall require to be done, so that the line, stations, buildings, plant and machinery may at all times be maintained in good working condition and repair.

8. Should it appear to the Government, to the Company, or to the Inspecting Officer that any new works, or any additions to stations, buildings, plant or machinery, are necessary, which would constitute a Capital charge, then the Company shall submit an estimate for the carrying out of the same to the Government, for its sanction, and when sanctioned, these works shall be carried out by the Company to the satisfaction of the Government, who will provide the funds for the same.

9. The question of allocation of expenditure between Capital and Revenue shall be settled in accordance with the practice adopted on the Madras Railway and the rules in force on the Guaranteed Railway regarding the charge to Revenue of "New Minor Works" shall apply to the Madras-Ennore Railway.

10. The Company will keep the Madras-Ennore Section equipped with rolling-stock of all descriptions, and the Government, as a consideration to the Company for so doing, shall pay the Company in each half-year a sum equal to 5 per cent. on the gross earnings of the Madras-Ennore Section for that half-year.
11. The Company agrees, as soon after the 30th June and 31st December as possible in each year, to render to the Government the accounts of Capital and Revenue expenditure, made up in the same form as those adopted on other State Railways in India, and the separate books of the Company showing the transactions of the Madras-Ennore Section, together with all vouchers, papers and correspondence, directly belonging thereto shall be subject to audit and inspection by any officer whom the Government of India may appoint for that purpose. The Company will also keep all such accounts relating to the State Railway and all such accounts as between the Company and the Secretary of State as the Secretary of State may from time to time require and will keep the accounts relating to the Capital expenditure and the gross receipts of the State Railway separate and distinct from the accounts relating to the Madras Railway. Such accounts will be kept in such form and under such heads or divisions and for such sections of the State Railway and for such periods and with such details and shall be submitted to the Secretary of State at such times as he may from time to time prescribe.
12. The appointment of the staff employed in working the Madras-Ennore Section shall be made by the Company.
13. The telegraph wires, posts, etc., shall be provided at the expenses of Government and the same terms and conditions for their use shall be adopted as are in force on other State Railways. The charge made by Government for rent, maintenance and inspection of wires, etc., shall be charged to the amalgamated undertaking.
14. The number, pay and constitution of the police force shall form matter of agreement between the Government and the Company. The Company will meet seven-tenths of the agreed cost of Police, which shall be charged to Abstract E—General Charges, of the amalgamated undertaking, and the Government shall itself pay the remaining three-tenths.
15. All losses arising from accidents or from loss or damage to goods carried over the amalgamated undertaking (excepting such loss from damage, the making good or the repairs of which would form a charge against maintenance), shall be borne by the Revenue of the amalgamated undertaking, and charged off from half-year to half-year to Abstract G, that is to say, Special and Miscellaneous expenditure.
16. In the event of any further lands being required for purposes of the Madras-Ennore Section, the Company shall apply to the Government of India for the same, and if satisfied that the acquisition of such land is necessary, the Government of India will, at its own cost, hand over the same to the Company for the purposes of the Madras-Ennore Section. The land so handed over shall remain the property of the Government.
17. The Agent of the Company in India shall, on the requisition of the Director General of Railways, issue such free passes over the Madras-Ennore Section as are in accordance with the rules for the issue of free passes over the Company's lines.
18. This agreement between the Government and the Company shall have effect from the 22nd February 1896, and shall remain in force after that date, subject to its termination by either party by six months' notice in writing.
19. All communications made to the Company shall be sent to the Agent of the Company in Madras, and all communications from the Company to the Government of India shall be submitted to the Consulting Engineer for Railways, Madras.
20. Should any differences arise between the Government and the Company regarding the construction of the forgoing agreement, the matter in dispute shall be referred to two arbitrators in India, one to be chosen by each party, or in case of difference between them to an umpire they may select, and the decision given by such arbitrators or umpire shall be binding upon both parties, and such decision may be made a rule in the High Court of Judicature in Madras.

APPENDIX V.

Revised Para. 13* of Clause 29† of the Working AGREEMENT between the EAST INDIAN and the SIND, PUNJAB AND DELHI RAILWAYS, relating to the GHAZIABAD JUNCTION STATION, which came into force from the 1st September 1879.

The North Western Railway shall provide lamps and all other stores necessary for the equipment of its trains leaving Delhi Station, as well as provide its own Carriage Examiner, greasers, and oil for lubricating purposes.

The North Western Railway shall pay for the quantity of oil used in lighting its own trains, and for the lamping staff in the ratio of the number of its own to the total number of trains using the Delhi joint passenger station. The cost of cleaning vehicles shall be borne by the Railways owning the vehicles cleaned, in a ratio of their numbers, fixed annually by mutual agreement. This shall have effect from 1st January 1893.

* Approved in Government of India letter No. 786 R. T., dated the 31st December 1895.

† Printed as Appendix I. to the Administration Report on Indian Railways for 1881-82.

APPENDIX W.

Modification* of Clause 32 of the REVISED WORKING AGREEMENT† between the EAST INDIAN and the SIND, PUNJAB AND DELHI RAILWAYS, relating to the GHAZIABAD JUNCTION STATION, which came into force from the 1st September 1879.

Clause 32. The following clauses extracted from the Agreement between the East Indian Railway Company and the Sind, Punjab and Delhi Railway Company made 16th September 1868, show the arrangements agreed to in respect of Ghaziabad junction.

17. The East Indian Company shall and will construct and maintain the said buildings and conveniences at the Ghaziabad Station, in accordance with the plans or drawings hereinbefore mentioned, for the accommodation of the traffic of the Sind Company, but such buildings and conveniences shall form part of the said station, and shall be under the absolute control of the East Indian Company.

18 (a). "For joint structures (including earthwork) machinery and plant (including furniture) the charge shall be at the rate of $6\frac{1}{2}$ per cent. per annum, and for ballast, rails, sleepers, rail or sleeper fastenings or fittings, points and crossings, the charge shall be at the rate of 9 per cent. per annum, the charges to cover both interest and maintenance in each case.

"(b). Any expenditure on minor works which may be required for joint use of both railways and upon minor additions and alterations of existing premises, which is chargeable to revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station, shall be debited to the joint station expenses. No interest will be charged but a separate schedule of such works is to be kept.

"(c). These works shall be maintained by the East Indian Railway and that Railway shall, in addition to the actual cost of the works debited as incurred to joint station expenses debit half-yearly to joint station expenses 5 per cent. per annum on the cost of permanent way, points and crossings and ballast and $2\frac{1}{2}$ per cent. per annum on the cost of all other such works on account of such maintenance, provided always that no maintenance shall be charged until each such work is completed."

19. When the said buildings and conveniences so provided as aforesaid shall cease to be required for the purpose of the traffic of the North Western Railway the value thereof, certified as aforesaid, shall be paid to the East Indian Company by the North Western Railway. But no payment except in respect of maintenance referred to in para. 18(c) shall be made by the North Western Railway in respect to works which have been charged to joint station expenses under para. 18(b) of this clause.

* Approved in Government of India letter No. 94 R. T., dated the 4th February 1896.

† Printed as Appendix H to the Administration Report, Part II, for 1881-82.

APPENDIX X.

Revised *clause II of the AGREEMENT,† dated the 11th January 1889, between the SOUTHERN MAHRATTA RAILWAY COMPANY and the GREAT INDIAN PENINSULA RAILWAY COMPANY for the interchange of traffic at, and the use in common by both railways of the GREAT INDIAN PENINSULA RAILWAY COMPANY'S station at POONA.

ii. Claims on interchanged traffic shall be adjusted and dealt with in accordance with the Conference Rules of 1893. All claims for compensation on local traffic shall be charged to the railway concerned.

* Sanctioned in the Government of India letter No. 466 R. T., dated the 21st August 1895.

† Printed as Appendix G. to Part II of the Administration Report on Indian railways for 1888-89.

APPENDIX V.

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