

REPORT

TO

THE SECRETARY OF STATE FOR INDIA IN COUNCIL

ON

RAILWAYS IN INDIA

FOR THE YEAR

1873-74

BY JULAND DANVERS, ESQ.,

GOVERNMENT DIRECTOR OF THE INDIAN RAILWAY COMPANIES.

Presented to both Mouses of Parliament by Command of Per Majestp.



LONDON:

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FOR HER MAJESTY'S STATIONERY OFFICE.

1874.

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REPORT.

To the Most Honourable the Marquis of Salisbury, Secretary of State for India.

MY LORD MARQUIS,

India Office, 28th July 1874.

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

- 2. At the commencement of last year, 5,384 miles of railway were open. A length of 483 miles has been added since that time, 312 miles during the year 1873, and 171 miles in the present year, making a total length of 5,872 miles, upon which traffic is now carried. Of this, 727 miles consist of double lines, and 5,141 of single, 5,725 miles being constructed on the broad or 5' 6" gauge, 28 on a four-feet, and 115 on the narrow or metre gauge. There are now in course of execution 1,033 miles of the metre and 816 of the 5' 6" gauge; and 168 miles of the Great Southern are about to be converted to the metre gauge.
- 3. The principal part of the additional extent opened, viz., 229 miles, belongs to the lines in Oude and Rohilkund. These provinces are now supplied with 523 miles of railway. The system extends from Moradabad on the west to Buxar on the east, and joins the East Indian Railway by means of branches at Allyghur and Cawnpore, where bridges are being constructed over the river Ganges; and at Benarcs and Buxar, where the communication will be effected by ferries. It is in contemplation to continue the present western extremity at Moradabad to some point, probably Saharunpoor, on the existing railway between Delhi and Lahore.
- 4. Of the Rajpootana State Railways, 90 miles have also been completed. The section from Delhi to Rewaree, with a branch to the Furrucknugger Salt Works, in all 58½ miles, was opened for salt traffic in February, and for ordinary traffic in July; and the Agra and Bhurtpore section, 32 miles in length, was opened in August last. The progress on the other portions of this system is satisfactory, its completion being dependent upon the large bridges, of which there are several. The revised estimates for these lines show that the cost will now amount to 1,452,000*l.*, or 5,800*l.* per mile.
- 5. As an instance of cheap and rapid construction, the Dakore branch of the Bombay, Baroda and Central India Railway may be mentioned. The line was commenced in November last, and was opened for passenger traffic on the 8th April. It has cost about 4,000*l*. per mile. It was of course an easy line to construct, but the materials were provided from this country, and the works, which were on the 5' 6" with 60 lb. rails scale, could not have been completed in so short a time without great energy on the part of the chief engineer, Mr. Mathew, and his staff.
- 6. Very satisfactory progress has been made in the Nizam's State Railway, the operations on which have been conducted with considerable energy and skill. The greater part of the line is now ready for the rails, many miles of which have been laid, and it is expected that above 100 miles will be fit to receive an engine by the end of the present year.
- 7. Amongst the important engineering works completed during the year must be noticed the great viaduct over the Kistnah River. Uninterrupted railway communication is thus established between Madras and Bombay. The bridge, which was designed by Mr. George Berkley, and constructed under the superintendence of Mr. Lindsley, consists of 36 openings of 100 feet span in the clear, or 107 feet

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

SHIPMENTS ON ACCOUNT OF THE RAILWAYS IN 1873.

Shipments.

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

Shipping Operations, exclusive of Fuel, during 1873 on Account of the Guaranteed and State Railways.

Raiiway.	Number of Ships employed in 1873.	Number of Tons of Goods shipped in 1878.	Value of Goods shipped in 1878.	Amount paid for Freight and Insurance in 1873.	Average Rate of Freight and Insurance per Ton.
		Tons.	£	£	£ s. d.
East Indian	22	3,879	91,075	6,209	1 12 0
Great Indian Peninsula	26	5,064	99,153	12,037	2 1 1
Madras	43	18,571	89,097	29,883	$\overline{1}$ $\overline{12}$ $\overline{2}$
Bombay, Baroda and Central India	56	4,545	72,793	10.305	2 5 4
Scinde, Punjab and Delhi	23	2,114	35,396	5,242	2 9 7
Great Southern of India	16	17,300	149,300	25,649	1 9 8
Eastern Bengal	16	661	14,587	978	197
Oude and Rohilkund	40	6,035	106,169	5,845	0 19 4
Carnatic	· 4	605	11,479	1,162	1 18 5
State Railways	160	59,896	789,195	112,467*	1 17 .7*
Total -	404	118,610	1,448,254	209,777	

Coal and fuel.

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

Railway	Number from	of Tons m Engla	supplied ad.	Total	original	Cost.	m puid for Preight and Insurance.	Ton	ge Cost when b Euglar	ought	Avera Ton	ge Cost deliver India.	of each ed in
Сошрапу.	Of Coal.	of Coke.	Of Patent Fuel, &c.	Of Coal.	Of Coke.	Of Patent Fuel, &c.	Sam puid fo and Insu	Of Coal.	Of Coke.	Of Patent Fuel, &c.	Of Conf.	Of Coke.	Of Patent Fuel, &c.
Great Indian Pennsula Madras Bombay, Baroda,	51,118 12,313	1,625 365	 53	£ 55,721 11,304	£ 2,092 311	£ 95	# 78,642 18,616	s. d. 21 9 18 4	s. d. 25 9 17 0	s. d. 35 10	ร. ศ. 51 7 50 2	s, d. 55 11 64 5	s. d. 52 10
& Central India Scinde, Punjab,	17,328	_	[110	41,791	-	256	Included in cost.	_	-	_	48 - 3		46 6
and Delhi - Great Southern of	981	60		2,902	308	_	1,955		_	-	<u></u>		
India	1,230			1,630			1,559	26 6	- ·		55 10		_
Totals -	82,920	2,050	163	113,848	2,711	341	100,772	_					_

^{*} Freight only.

SHIPMENTS FROM THE COMMENCEMENT.

	Perio	o d.	_		Number of Ships employed.	Number of Ships lost.	Number of Tons of Goods shipped.	Value of Goods
N 1 1								£
Up to end of	1860	•	•	٠.	2,605	39	2,094,686	10,481,976
In 1861		-	-		407	_	181,621	1,669,443
. , 1862	, 🚅	a 7	•	•	280	1	138,013	1,487,582
,, 1863	• •	-	•	• •	279	1 2	166,840	1,285,464
1864	-		-	-	233		102,318	1,018,164
,, 1865	í -		- .	-	442	2	199,157	1,729,543
" 1866		-		-	581	2 7	312,227	2,527,757
,, 1867	•	_	· -	-	512	5	333,329	3,052,652
, 1868	-	•	_ ·	· 🗕	364	8	188,858	1,849,554
,, 1869	-	•	-	-	. 45 5	1	211,750	1,432,784
,, 1870	·		<u>.</u>	-	461	1 1	263,449	1,688,209
, 1871	. 🕶 17	· •			307	6	168,049	707,765
,, 1872	-	-		- !	318	1	66,534	655,822
,, 1873	•		-	., -	404	2	201,590	1,561,602
	Tet	al		- · 	7,648	70	4,628,421	31,098,317

PROPRIETORS OF RAILWAY SECURITIES IN 1873.

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

Railway proprietors.

· · · · · · · · · · · · · · · ·	Nu	mber of Share	holders on a	31st December	r 1873.		, –	ber of	<u> </u>
	Regis	tered in Engla	nd.	I	n India.			ders.	Total Number of
Railway.	With Stock or Shares to the Amount of 1,000l. and upwards.	With Stock or Shares of less Amount than 1,000L	Total in England.	Europeans.	Natives.	Total in India.	Bond.	Stock.	Proprietors on the 31st])ecem ber 1873.
East Indian	6,949	8,259	15,208	143	159	302	950	898	17,358
Great Indian Peninsula -	5,459	7,556	13,015	149	156	305	542	1,426	15,288
Madras	3,327	4,187	7,214	i — i	<u>-</u>	i —	198	i —	7,412
Bombay, Baroda, and Central India - Scinde, Punjab, and	2,277	3,960	6,137	10	43	53	345	-	6,53 5
Delhi	8,723	4,873	8,601	72	13	85	l —	_	8,686
Great Southern of India	677	954	1,631	_	-		10	110	1,751
Eastern Bengal	648	972	1,620	26	20	46	158	138	1,962
Oude and Rohilkund -	1,008	1,407	2,410	79	30	109	32	14	2,565
Carnatic	245	516	761	r — 1	`	-			761
Total	24,008	32,589	56,597	479	. 421	900	2,235	2,586	62,318

PERSONS EMPLOYED ON THE RAILWAYS.

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

Persons employed on the linesNumber of Stations.

\$ 52 4 82 L 52 4 8 8 4 0 i

00 to 10

12664 25034 25834 2674 1067 # # # J Number of Miles open. 9,415 1,694 80,838 4,517 221,615 6,218 6,918 1,160 1,385 25 to 15 to LatoIT ABSTRACT RETURN of Persons employed on the several open Lines of Railway in India and on the Indus Steam Flotills on the 30th September 1873. 1,250 225 180 422 TOTAL. Natives, 628 116 116 4 855 835 868 80 71 71 72 73 Kast Indians. 221 71 71 4 910 119 995 995 1161 115 288 288 ձ Епгореала. 2,568 418 418 6,093 1,418 6,851 1,8830 830 2,164 36 59 51 3 Locomotive and Carriage and Wagon Departments, including Steamboat. .fatoT 2,168 357 13 5,525 1,186 1,293a 767 2,025 8834 251 39 157 168 168 168 188 258 258 140 232 170 170 652 49 1106 704 36 8 8 8 4,151 868 868 29,828 1,959 1,956 2,056 991 8,164 Engineer's Department. 657 Natives, East Ladisas. 84 1 8 8 5 7 5 8 8 w Ç, 2,134 277 228 8,930 989 1,777 1,256 1,257 1,081 Total. Traffic and Telegraph Departments. 1,821 258 25,446 920 5,362 1,457 1,757 1,127 541 Natives. East Indians. Europeans. General Administration, including Agency, Audit, Account, Paymaster's Stores, Medical, Barrack, Printing, Stationery and Police Establishments. 562 131 144 442 1553 1,553 207 289 289 589 Total 8 National. Esst Judians. Едгореаль. Sombay, Baroda, and Central India GUARANTEED RAILWAYS. STATE RAILWAYS. Calcutta and South-Eastern Nulhace RAILWAYS. Rajpootana, Delhi District Indus Steam Flotilla Great Southern of India Great Indian Peniusula East Indian -Eastern Bengal Oudh and Rohilkund Punjab and Delhi Sindh

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

b.—Those draw their pay from other departments of the State.
c.—This is exclusive of the Khamgaon and Comractee branches, 13 miles opened for coal traffic only.
N.B.—The figures for the Great Indian Peninsula and the Bombay, Baroda, and Central India Railways are exclusive of men temporarily employed on special works.

S NOWERICAL RETURN of CASUALTIES, whether by Death, Resignation and Discharge, or Dismissal, amongst the European and East Indian employes on the Railways open for Traffic in India during to Comber 1878.

		REMARKS.			(a.) Inclusive	Of Pelegraph	of Pelegraph	. Delartment,						•	Excluding Telegeraph.				
		DEZ.	Mean Milkage	338	163	3.9	1,2488	\$	1,304	167	ន	N E	143	300	1	1,030	1,670	2,764	5,464
	øi i	mbies	Total.	_ 88	54		12	13	8	37	-	1 8			÷ .	3	3	13 13 13	
	East Indiana	No.ofCasualties by	Resignation and discinerge. Dismissol.	49 30	2	4	- <u>-</u> -		- F	25 12	<u></u>	=		<u> </u>		3	- 33 - 23	- 12 - 63	31 183
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Total.		-	Zo. employed.	3	101		219	<u> </u>	<u> </u>					2		77.8	477	41.	
Ĕ	g.	ualtír F	Dispuissal. Total.		30 16	- -	12 4	20 20 20 20 20 20 20 20 20 20 20 20 20 2	99 99	16 11		1 8	-=		1 7	17 57	55 256	602 621	231 82
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		5	Xo. employed.	91	51		888	\$2 52	1,331	0 16		1 5				313	1,134	_	
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LOCOMOTIVE AND CAREAGE AND WAGON DEPARTMENTS, INCLEDING STEAM BOAT BSTABLISHMENTS.	East Indians.	0.0(C)	hin normanisch desimase.	71	71	1	\$\$	2	8	*	_	۳	- S	1~		#	81	8	6.164
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INCL. P. P. BAI			No. employed.	_=	2		<i>\$</i>	2	ន	12	<u> </u>	۰. <u>-</u>	*	•	1	<u> </u>	\$	<u> </u>	황
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		WAYS			Southern	,	ın Pen	Burnela		ngu.	and S	Pobil	4 Dell	•	am Fl	TOTAL MADRAS	Total Boundy	Toral Bengal	AL IN RAILW
		RAILWAYS.		誓		Carmelie .	GreatIndianPeninsula	Boustay, Barrela, and	Bast Indian	Eastern Bragal	Calcutta and South- castern Sinte.	Outh and Robits and	Punjab and Delhi	æ	Indus Steam Flotills.	Tor	Tor	Ter	Total Indian Railways.
		-		Mudras	Great	5 5	ಶ ೮	# 5	Basi	Enul	j e		Pan	Sindh	Prof.				

Vo. II.

STATEMENT Showing the Number of Servants employed in the Traffic Department of all Railways open for Traffic in India, and the Casualties amongst them, whether by Death, Resignation and Discharge, or Dismissal, during the Year ending 31st December 1873, distinguishing those engaged in India and in England.

				·				dy.			まず									
			Remarks.		•			Inclusive of Telegraph Department.			Inclusive of Landing and Shipping Deport	beat.		Including Telegraph.	Ditto.	'.			:	•
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DIA.		Europeans.	fo. of	Death. Besignation and	- <u> -</u> -	+	 	* 	<u> </u>	54	-	1	1 1	<u>- </u>	+		-		8	33
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	fion Mamer Pares, and Working te		tion	Total.	6	ł	1	5	œ	鼋	۵	so.) 1	×	l	. 4	*	2	103	178
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-	Biation Marter Assistant Guards, and Working te	Buropeans.	No. of Casualties by	Resignation and discharge.		t	1	7	61	8	4	20	1 1	25	1	*	-	á	8	292
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£GΔC	MAST EDS. GUA BROA G TR	OBD .	200	discharge. Dismissel.		1	<u> </u>		1	!	<u>+</u>	 	<u> </u>		<u> </u>	1	1	<u> </u>	<u> </u>	<u> </u>
A	STATION MASTERS, GUARDS, ASSISTANT GUARDS AND ALL ENDAGED W WORKING TRAING	Europeans.	0 o	Death. Resignation and discinuse.		<u> </u>	<u> </u>	-	<u>-</u>	1	<u> </u>	 	<u> </u>	1 1	 	1	-		!	- -
	STATION MASTRAS, GUARDS, ASSISTANT GUARDS, AND ALL RNGAGED IN WORKING TRAIMS.		1	No. employed.	 		1	<u>-</u>	_ <u>-</u> :_	'	<u> </u>	<u> </u>		<u> </u>			-	·	<u>-</u>	
		<u> </u>	<u> </u>		 	•	.	<u>~</u>		'	•	·-	•	-	<u>'</u>	<u>!</u>	<u> </u>	2		=
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-					Madras	Great Southern of India	Carnstic	Great Indian Peninsula	m Section 1	Bast Indian	Eastern Bengal	leutt	Nulliattoc State	Oudh mad Eoblikund Punish sud Delhi	Bindh	Indus Stoam Flotilla	Tota	Tora	Tot	Tor
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No. III.

STATEMENT Showing the Number of Servants furtoyed in the Locomotive and Carmaga and Wagon Departments of all Railways open for Traffic in India, and the Casualities amongst the Year ending 31st December 1873.

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	-	. •	Remarks.					•		trelusive of Ca	mul Wagon D		Exclusive of Ca						
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	}	East Indians.	25	Resignation and discharge,	00	ī	ı	ន	:3	8	64	1 1	1	01	* - [80	٤	왕	\$
	-	isst.	No.	Death.	Ī	Ī	Ì	¢1	_	ŀ	1	1 1	1	1	1 -1	1	93	I	m .
	ź	7		No. employed.	181	n	1	\$	145	22	163	1 1	10	16	<u>ଶ୍</u> ଷ	3	202	1521	1 T
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ENGAGED IN INDIA			<u> </u>	No. employed.			J.	133		28		1 }	·	. š	~ ,	2	164	_	
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NG/	6.8	ians	P P	discharge.		<u> </u>	<u>.</u>			**		1 1				. _!_	- <u>-</u> -		=
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Ę	OTERES.	Europeans.	يَّ	Resignation and dischargo,	80		Ī	9	FD	92	-1	1 1	- 1	-	ļ i	**	2	* <u>\$</u>	
TY	Ori	Kam	No.	Desth.	-	1	1		_	63	-	.1 1	ı	ī	1 1	_	44	6 2 C	•
BNGAGED IN ENGLAND.				No. em ployed.	ផេ	61	1	61	=	7	20	1 1	6.2	Ę	93	53	28	8 F	
Ä	ی وی	,	- 8	Total	1	1	1	¥	92	6	1	1 !		1	1 1	-	-	<u> </u>	
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ñ	ELB, NLKN ING (hurol	Vo. 0	Death coiteaglessi		÷	<u>.</u>	e,			<u> </u>			<u>:</u> i	1 1	-	60	ei ee	[
	Drivers, Fireney, Pilotaky, and all Woreing on moving Regines.	Ħ		No. employed.		*			<u> </u>		₹.	- -	+	:	. <u></u>	-	8		-
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			RAILWAYS		•	ther	•	lian l	Baro	Ho	Ryang	ond S Stat	I Roll	ud br		, MA		a I	
			-	`	SE.	Great Southern of India	atie	Great Indian Peninsula	Bombay, Berods, and Central India	Bast Indian	Edatori Bongal	Culcuttu and South-castern State Nulhatice State	Ouch and Rohilkund	Punjab and Delhi	Sindlı İudus Steam Plotilla	Total Madbis Railwats	Total Bouray Reilmays	TOTAL INDIAN RAILWAYS	
			-		Madras	Gren	Carnatie	S F	Bott	East	Ellai	See See	Oud	Pun	Sindl.		- E	- <u>-</u>	
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CAPITAL EXPENDITURE.

Expenditure during year 1873.

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

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

Capital raised by companies.

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

Share capi	ital at	5 per cer	nt.		1		80,282,550
	do.	43 ,,		.	4 -	: :	1,349,970
Do.	do.	$4\frac{1}{2}$,,	-	٠ .	ļ <u>-</u>	•	500,000
Debenture	8	5 ,,		- .,	-	. -	2,611,240
Do.	do.	41/2 ,,		•		- 1 - 1 - -	1,707,450
	do.	44 ,,		••	. , -	-	1,302,550
	do.	4 ,	-		•	. •	1,324,100
Debenture	stock	41 ,,	•	-			1,925,000
	do.	4, ,,		,484,	446	: · · · · ·	3,192,428
Money not	t beari	ng intere	st	-		· •	530,527
						" ;	94,725,815

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

How capital has been expended. Statement showing Distribution of Capital expended.

		·		CAPCIAC		
Railway Company.	Works and Bridges.	Permanent Way and Stations,	Freight and Insurance.	Rolling Stock and Engines.	Establish- ments.	Miscel- laneous, Electric Telegraph, Stores, & a.
East Indian	<i>£</i> 9,580,000	£ 7,140,000	£ 3,000,000	£ 3,650,000	£ 8,730,000	£ 3,550,000
Great Indian Peninsula	9,470,000	7,460,000		2,860,900	1,614,000	1,600,000
Madras	3 ,408,000	3,824,000	_	1,092,000	879,000	446,000
Bombay, Baroda, and Central India -	3,205,000	2,093,000		1,108,000	777,000	542,000
Scinde, Punjab, and Delhi -	2,070,000	3,418,000	_ {	1.980,320 Steamers and Barges, 377,868 Workshops, 45,504	1,026,000	789,000
Great Southern of India	574,000	475,000	-	102,000	243,000	207,000
Eastern Bengal	2,13	7,000		390,000	326,000	138,000
Oude and Rohilkund	1,078,500	2,084,000		867,000	457,000	740,000
Carnatic	7,100	32,000		13,700	40,000	33,000

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

[•] This was issued at an average discount of about 81 per cent.

STATEMENT No. 1.

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

		4						1	· •		<u>}</u>				
	Expend	Expenditure Appropriated.	riated.		v ,			Classifica	Classification of Expenditure.	nditure.	1.		:		
State Railway.	England,	India.	Toral.	Preliminary Expenses.	Lwnd.	Construction of Line.	Ballast and Permanent Way.	Stations and Buildings.	Electric Telegraph.	Plant	Rolling Stock.	Main . tenanco.	Establish- ment	Con- tingencies.	Suspense Accounts.
STATE RAILWAYS—EXTRAORDINARY.	. બ	બ	વર	બ	cst	વર	બ	લ્લ	약	es.	લો	42	cit	ब्र	e ¥
Punjah, Northern Indus Valley	243,868	1,057,056	1,300,424	24,321 58,663	12,850	479,457	195,054	38,697	108	108,744	7,363	ı	241,081	8,0,8	188,871
Hooblee and Carwar		52,675	52,675	12,871	9014	2000	14,401	44,013	 	672,22	a)0(12		38,149	1,655	214,0%
Holkar	130.523	129,855	131,941	7,419	9 608	26,069	70,675	3,749	1	213	ĺ		0,030	274	13,569
Neemich American		52,577	52,577	20,333	0004	145,450	98,300	30,922		800	\$87.0T	!	28,636	1,347	1.287
Delhi do. do.	152,351	894,407	483.984	16,803	5,016	27,042	74,271	23,975	1	2,463	8,319	1	70,050	3,127	315,763
Western Rajpootana (Survey)	1	12,940	12,940	714	i i	700'*0 	294,462	3/,128	1	1.987	26,482		9.143	571	54,733
Calcutes and South south	30,000	1 5	30,000		ı	•30,000	1	1	1	1	 I	1	1	.	. 1
Northern Bengal	208,383	463,814	782,197	6,769	108,507	104,597	155,789	87,464	8,693	8,380	133,519	ı	86,774	18,766	17,939
Schildia (late Gwalior) Survey	1	068'9	0,880	772		i	11			776			4,546	069	1,976
	1	8,441	8,441	1,074	ı	ı	1	1	ı	469	i	 I	6,610	150	19
Moradabad, Dechund, and Rostes					,	ř			:	i	:	•			
(Survey)	1	2,852	2,852	53	1	ı	1.	ı	1.	*	i		2,616	150	1
NATIVE STATES.									٠.		·•·	`		,	
Khamgaum Branch	15,000	734,625	749,625	1,057	i e	278,700	204,082	10,273	10	27,251	296	1	77,892	3,704	146,070
Wysore Branch	13,316	30,418	43,734	112	245	9,418	25,259	4,344	110	308	15.2	11	8,500	123	H
Ē		<u></u>	2,1				*****			126	,	'	466'6	249	i
Trao.T.	1,029,004	4,369,548	5,898,552	165,605	149,780	1,416,694	992,236	261,128	4,086	184,894	194,666	1,	882,373	56,411	1,000,729
						•		_	-	•	-	_			

* This amount was paid to the Oude and Rohlward Rahlway Company for purchase of the Line.
Note.—The total expenditure in England on State Rahlways to 31st December 1873 amounted to 1,589,688l. The above figures represent only that portion of such expenditure as had been appropriated in India to the serveral undertakings to the date of the last advices received.

T W. Keith, Accountant,

India Office, 8th April 1874,

STATEMENT No. 2.

Showing the Amount of Capital estimated to be required for each Undertaking as now sanctioned, the Amount authorised to be raised, the Amount raised, and the Amount
withdrawn, to 81st March 1874.

	`.	γιατ	Amount authorised to be raised on 31st M	ised to be n	aised on 31	st March 1874.	874.	Au	Amount raised in Bugland to 31st March 1874.	in Englan	d to 31st M	arch 1874.		Amount raised in	aiged in		Total
	Estimated		Debez	Debentures.					Deben	Debentures.	Debenture Stock.	e Stock.	→ 1	last Advices.	vices.	Total Amount	Amount withdrawn to
Railway.	Cost of Lines.	Share Capital.	Con- vertible into Shares.	Incon- vertible,	Debenture Stock.	vapitat not bearing Interest.	Total.	Share Capital.	Con- vertible into Shares.	Incon- vertible.	Stock repre-	Cash received.	Capital not bearing Interest.	Share Capital	Capital not bearing Interest.	raised to 81st March 1874.	31st March 1874 (partly estimated).
Bast Indian—Main Line	e 97,750,000	£ £ £ 27,750,000 22,728,360		£ £	1,500,000	160,165	27,610,165	£ 22,350,830	271,640	271,640 2,950,900 1,500,000	1,500,000		£ 158,827	326,825	1,338	27,558,480 27,769,500	8 27,769,500
Jubbalpore Line -	3,250,000	2,762,750	437,250		l	\$0,034	3,230,034	2,752,100	487,250	1	!	. 1	30,034	7,665	ı	3,227,049	8,151,605
Great Indian Peninsula -	24,000,000	24,000,000 20,000,000		1,304,250 8,065,300		229,602	24,599,152	19,064,125	1	1,804,250	,804,250 2,701,450 2,475,559	2,475,559	228,860	405,047	742	28,478,588	29,366,354
Madrae	. 10,250,000 10,178,700	10,178,700	123,700	200,000	ı	9,898	10,812,298	9,531,470	123,700	200,000	1	1	8886	l	ı	10,165,068	10,070,298
Bombay, Baroda, and Central	8,000,000	7,262,700	444,700	1	1	84,839	7,742,232	7,288,756	444,700	ı	I	1	94,832	21,672	!	7,739,960	7,837,291
Scinde, Punjah, and Delhi	10,500,000	11,418,900	1	1	ı	3,387	11,422,287	10,989,782	1	1:	l		3,320	86,258	45	11,079,422	10,286,990
Great Southern of India	3,000,000	2,390,100	29,800	ļ	425,000	86,000	2,880,900	2,377,187	29,800	1	425,000	425,000	36,000	1,22,1	l,	2,864,208	1,837,542
Eastern Bengul	000'008'8	8,255,520	1	224,800	308,296	2,288	2,880,904	2,238,996	1	224,800	362 868	362,280	2,288	16,486	- !	2,844,850	3,071,546
Oude and Rohilkund	8,000,000	8,956,100	48,900	615,800	384,700	2,121	5,002,121	8,538,173	43,900	615,800	384,700	354,589	2,121	417,890	1	4,971,973	4,856,034
Carnatic -	900,008	900,000	j	ì	1	22,200	822,200	769,042	1	ı	. 1	ï	22,200	1	, I	791,242	170,579
Total -		96,750,000 83,753,130 1,850,990 5,594,850 5,773,296	1,850,990	5,594,350	5,773,296	580,527 9	17,002,293	97,002,283 80,819,961 1,350,990 5,594,350 5,409,442 5,117,428	1,350,990	5,594,350	3,409,446	5,117,428	528,380 [,282,559	1,282,559	2,147	2,147 94,725,815 92,417,739	92,417,739
				-					***************************************								

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

T. W. Keith, Accouptant.

India Office, 8th April 1874.

STATEMENT No. 3.

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

standing to the Credit to the of the Companies									,					
	1st Apr	In England, between ril 1873 and 31st Marr	In England, between 1st April 1873 and 31st March 1874.	1874.	In India, between 1st April 1873 and the	between 178 and the	In England, between 1st April 1873 and 31st March 1874.	1, between 1873 and ch 1874.	al .	In India.		Total received during the	Total withdrawn daring the	
op rpe				Capital	have been received		On account	E	Date to which		Estimated Withdrawals	Year ended	Year ended 31st March	
31st March 31st March 1873.	Share. Capital.	Dehca- ture.	Deben- ture Stock.	not bearing Interest,	Share Capital.	Capital not bearing Interest.	Strablish- meut Charges, I	Discharge of Debentures.	Accounts have been received.	Amount	between Dates specified and 31st March 1874.	1874.	1874.	
*101,489	2,078	*42 1	21	ex 1	का	es i	118,716	es	28th February 1874	12,098	91	2,073	111,624	
	- 1	1	i		I		1	- 1		1161	1		1161	
	1	226, 100	-		1	1	208,853	\$26,100	31st January 1874	35,815	15,000	226,100	505,268	
1	2,088	 	1	139	1		95,799	1	. \$	436,355	1	2,227	59,443	
	11,893	l	• 1	1	. 1	1	122,557	,	â	58,392	00049	11,893	186,949	
Ì		· (l	ì	249	69	80,218	1	31st December 1873	137	1	316	50,181	
1	1	ı	· 1			.	197,165	1	31st January 1874	86,421	20,000	1	803,586	
109,886	i	ı	1.		ı		18,698		28th February 1874	93,162	5,000	١.	116,860	
278,034	1,499	615,300	354,589	·	1,000	i	168,122	. !	31st Japuary 1874	850,293	60,000	972,388	578,415	
!	1	!	· 1	1	l	I	52,500	ļ	4	12,944	8,000		70,844	
489,359	17,558	841,400	354,589	130	1,249	29	1,028,028	226,100		617,881	111,000	1,214,907	1,988,009	
	275,283	109,686	2,088 - 2,088 - 11,893 109,886 278,034 1,499 489,359 17,558	225,100 2,088 11,893 109,886 278,034 1,499 615,300 489,359 17,553 841,400	226, roo	2,038	2,038	2.038	2,038	2,038 226,100 908,833 826,100 11,893 11,893 122,557 122,557 109,886 1,499 615,300 354,589 1,000 168,122 489,359 17,558 841,400 354,589 180 1,249 67 1,028,028	2,088 — 11,893 — 189 — 95,799 — 31st January 1874 — 11,893 — 18,557 — 31st January 1874 — 109,886 — 31st January 1874 — 1,000 — 168,122 — 31st January 1874 — 1,000 — 168,122 — 31st January 1874 — 1,000 — 168,122 — 31st January 1874 — 1,000 — 1,00	7.09,886 — 226,700 — 139 — 249 67 60,216 — 31st January 1874 55,815 11,893 — 1,499 615,300 354,589 — 150	2,088	2,038

• These Balances are subject to adjustment in respect of Rolling Stock supplied by the Main line for the Jubbulpore line.
† Transfers of expenditure to Revenue Account, Sale proves, Refinds, &u. exceed by these Sums the amount withdrawn in India on Capital Account during the year.

T. W. Krith, Accountant.

India Office, 8th April 1874.

16

STATE of DEBENTURE LOANS on the 31st March 1874.

	•		Amount.	· ·	Rate	Date at which Lonn
	Railway.	Convertible.	Inconvertible.	Total.	Interest	
		£	£			e, carrier to the
	East Indian	_ ` • '	10,000		44	19th March 1875.
	,,	487,250	l. — i		5	23d March 1575.
	,,	_	196,150		44	10th August 1875.
	,,		1,024,000	, i	45	9th August 1876.
	»	271,640	96,400	1 . ;	5 44	oth August 1876.
٠ ا	· ·	· =	183,450		41	TOTH AUgust 10//,
	n		1,000,000		- 41	22d August 1877.
	,,	· —	440,000	4	- 4	19th March 1878.
		708,890	2,950,000	3,658,890		
					1 .	
	Great Indian Peninsula		-1,035,450	•	- 5	31st Dec. 1876.
	22 P1	–	268,800			30th June 1878.
	•		1,804,250	1,304,250		
	Madres	123,700	500,000		4 <u>4</u> 5	let January 1876. 1st January 1877.
	,	128,700	500,000	623,700		: . **
	Bombay, Baroda, and Central India	923,700	_	· · · · · · · · · · · · · · · · · · ·	5	lst January 1875.
	32 T3 53	221,000		• •	5	1st July 1876.
	İ	444,700		444,700	} .	
	1			,,,,,,	1 . 1	
			1	**	[]	
	Great Southern of India	29,800	, -	29,800	5	1st July 1874.
	ļ			- ' ' ' . ·		
	Eastern Bengal		179,400	. •	5	Int November 1874.
	,		45,400	5 °	5	1st November 1876.
				,		
		· :	224,800	224,800		
	•			100	1	
	Onde and Rohilkund -	43,700	l _ i		5	15th April 1875.
	n 1,	100	. – 1	1	5	26th July 1876.
	,, ,,	100	<u> </u>	_	5	: 18th February 1879.
	n n	_ <u></u>	615,800		4	4th June 1880.
		48,900	615,300	659,200		
	1 • .				n	
	į į		1	6,945,340	1 1	

India Office; 8th April 1874.

T. W. Keith, Accountant.

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

Year.	England.	India.	Total.
	£	£	<i>\$</i>
1849-50	69,211	6,682	75.893
1850-51	61.164	38,099	99,263
1851-52	154,212	197,111	351.323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	. 3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
* 1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2, 222,679	3,414,187.	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,969,814	2,512,084	4,481.893
1869-70	2,298,680	2,414,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	345,750	477,245
1873-74	1,028,028	728,881*	1,756,909*
, .	38,799,898	54,231,812	93,031,710
Deduct amount with-			
drawn by the Cal-			
eastern Railway			·
Company; this Rail-	` •	· ·	l .
way having subse-			<u> </u>
quently become the property of the State	267,362	346,609	613,971
	38,532,536	53,885,203	92,417,739

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

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

India Office, 8th April 1874.

T. W. KEITH. Accountant

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

ACCIDENTS.

21. The total number of accidents to passenger trains officially reported during the year was 258, cf which 13 were caused by collisions, 20 by trains getting off the proper line, 26 by fires, 165 by cattle trespassing, and 34 by other and minor causes. The number of persons injured was 438. Of these, 96 were passengers, 236 railway servants, and the rest trespassers. There were 166 deaths, 13 passengers, 74 railway servants, and 79 trespassers. In the previous year the number killed was 211, of whom 9 were passengers and 154 servants. Last year three passengers lost their lives through accidents beyond their control, and 54 were injured in the same way. In like manner two railway servants were killed and 28 injured, 72 having been killed and 134 injured by causes which they might have avoided.

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

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

TABLE No. 1.

ABSTRACT of the NUMBER and NATURE of the Accidents and of the Injuries to Life and Lime which have occurred on all Railways open for Traffic

		Killed and Lajured,	4471 4471 600 600 600 600 600 600 600 600 600 60	438 435
	Total Persons of all Classes.	.logunjul		272
	Jog T	Killed.	25.8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	166 211
	ancous.	.bsuriul		40 119
	Niscellancous.	Killed.	4.2.4 1	14 19
Others.	Whilst tres- passing (inchr- ding Suicide).	,besujul	20	8 2
47O	Whilst tres- passing (including Suicide	,bəllizi	### ### ### ##########################	7.88
	Whilst crossing at Level Crossings,	.bəru [n]		
		Killed.		€: 64
or of	From their own Misconduct or want of Caution.	.borajaI	8882723732 11 1 1 1 8411 8414	134
mpaniee	From th Misson want of	प्रशाज्य		72 96
Servants of Companies or of Contractors.	From Causes boyond their own Coutrol.	.bənışıı	21 14	98 35
Berry		Killed.		12
	Prom their own Misconduct or want of Caution.	inj <i>ured.</i>	82	813
gors.	Prom th Miscon Want of	Killed.	6 , 1111, 1111, 1111, 111, 111, 111, 111	10 8
Passongors.	From Causes beyond their own Control.	heruinī	### 1 1 1 1 1 1 1 1 1	37
	From beyon	Killed.		∞
, , ,		Total	200 200 200 200 200 200 200 200 200 200	621 1,153
Traine,		V. Other Causes.	2001 48 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	897 7398
idents to		Bainmisk VI seisted revo	115 121 121 130 130 130 130 144 145 145 146 147 147 147 147 147 147 147 147 147 147	283 296
n of Aec	Main Hoads.	. 2014 TII.	112 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.01 105
Classification of Accidents to Trains, &c.	×	II. Getting off proper Line.	2833 2833 201 101 11 1 1 1 1 1 1 1 1 1	103 300
5		I. Collisions.	25. 8 8 8 8 1 1 1 1 1 8 8 1 1 1 1 1 1 8	76 154
		,	1872 1873 1873 1873 1873 1873 1873 1873 1873	[1873 [1873
	i ii		likhund likinud South Delhi rn of mineula da, and	
	Railways.			
	.		Eastern Bengal Oudh and Bobiikhund Punjab and Bobiikhund Soinde Calcutta and Southeastern. Nulhatee District. Rajpootana, Delhi District. Rajpootana, Agra District. Agra Carratic Great Ludian Peninsula Bombay, Baroda, and Central India.	
	· rundo e	Seolik næsk	1,504 1,508 1,508 1,508 1,508 1,508 1,45 1,05 1,05 1,05 1,08 1,09 1,09 1,206 1	5,8752
	Presidency.		Bengal Madras	India .{

N.B.—The open milenge of the Great Indian Peniusula Railway for the year 1873 is inclusive of the number of miles open on the Khanegaon and Oomruote Branches, and of the Bombay, Baroda, and Central India Railway of the number of miles open on the Dubboe Branch. The Eajpootana Railway, Delhi District, was opened for public traffic on the 1st July 1873, and the Agra district on the 20th October 1873.

				8	Bengal, North-Western Provinces,	YORTH	WESTEL	PROT	TINCES,	01	udie, and Punsab,	(FAB) do.	اي				<u>. </u>		MADBAS	9						ř	Total.
	East Indian.	ian. Hee	Bactern Bengul, Bobilkhund.	Enl. Bot	udh and hilkbur	A Band	Punjab and Delid.	. Scinde.	de.	Calcutta and south-Bastern.		Nulhatee		Rajpootana. D. District.		Rajpootana. A. District.	Madi	į	Groat St	Smithera India	교 등	Pen	t Indian		Bombay, Barada,		
1	,bolliA	-bemial	.beili.z	Killed,	.borned.	Killed,	.berajaI	Killed	benutal	Killed.	bornini	Lilled.	Lettin	Killed. Injured.	Killed		Killed.	Lujared.	Killed	.berujaI	Eilled.	Lilled		Killed.	.bəmia1	Eilled.	Injured
Parent Gree.		-		-		<u> </u>	·		-																		
From tauge beyond their own commun.	:	5		•	2 :		::	::	::	::	::	::	::	::	• · · ·	-:	::	::	::	::	::	- :	2*	::	•:	~ :	\$10
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Total	: :	-	1.0	83 0.0 83 0.0	26 0 55 62 0 25	1	::	::	::	::	::	::	::	::	: : 	: : 	::	::	::	::	::	9.0	90.0	::	80.0 88.8	0.13 6.108	75° 0.04
Per million of passenger miles From their own misconduct or in-	•	<u> </u>	¦	: 		 -	60		 	:	:	:	• :	:	<u> :</u>	:	<u> </u> :	-	:	 	<u>:</u> :	:	\$1	- 63	61	٤ ا	8
Per million of passenerrs	88	-	6.0	-{	<u> </u>	950	128	\$ P	::	::) : :	::	::	::	: : : :	::	::	8:5 0 0	::	::	::	:: ::	80.0	\$3.0 0.0	9.0	\$60 \$60	220
Ē	١	<u> </u>	-¦	 	-	Ť	~÷	-	 	<u> </u>	:	:	<u> </u> :	<u> </u> :	<u> :</u> :	<u> </u> :	Ŀ	-	:	:	<u>-</u> :	- :	=	~	11	22	Æ
Total iron all cruics SHEVANTS OF CONTARINS ON OF CONTRACTORS.		1	<u> </u>	1	 			:	60		<u> </u>	:	:	<u> </u>		<u> </u>	•	:		:	<u>:</u> :	-				94	83
From causes beyond their own control From their own muccorduct or in-	- <u>•</u>	- 2	: ** 			: \$	~	;	ı =	: :		:	: :		-		-	94	:	-	-:	<u></u>	2	•	=	27	亞
Potal from all causes	: #	-	-	-	0	1	2	:	20	:	-	<u> </u> :		-		:	-	92		-		=	\$	9	ž	7	2
OTUPR PERSONS. Crossing at level crossings Tryspassers, including suicide	*2·	1:5+	:41-		Cire :	:4~	;** ;	. :::	:::		:::	.;;	:::		:::	:::	. :==	• pur e	':::	· ;=:	11:	## ## ## ## ## ## ## ## ## ## ## ## ##				~	~ g =
	\$	1	<u> </u>	╬	60	8	-	:	:	63	:	:	'	:		:	-	-	:	-	:	<u>م</u>	*	9	80	2	23
Ŋ.	E	119	15	82	31	- SE	ន	7-1	80	48	-	;	:	-		:	=			24		5	2	2	3	8	27.2
Mean length of railway spen during the year (toilen) Number of passencers carried Train mileage (grouds and passengers)	1,504 8,050,5X2 8,121,050	******	187 1,683,569 646,781		7.74 1,810,105 1,510,505		556 1,988,254 1,017,061	· ·	105 09:182 167,(10)	£2 ^{∞6} }	852,828 83,080,828	20:02	E E E	188.200 188.200		24.0 20.9 30.4 20.4 20.4		8743,743 13743,743	-	1484.812 815,101	16 10.036 15,036		3,873,714 8,843,714 8,040,744		8,176,446 R61,000		82,361,573 32,361,573 15,141,918

80

Killed & Injured. 2 : 17 55 45 잃 **3** 8 83 3 8 18,145,205 \$2,201 Total. ; ' S **~** : 8 noinful <u>ه</u> ه 2 윘 38 ള Killed. :: :: 91 99 Ż ۲× 28 Table No. II. A. CLASSIFIED ABSTRACT of Accidents to Servants of Companies of Contractors on all Railways open for Traffic in India during the Year 1873. Romlwy, Euroda, & Central India Railway. Inlused 1 :::: es :: **2** : : 69 # 861.000 7,211 5. \$. :: 69 BOMBAY. **R**iffeq" :: :: Great Indian F Peninsula Railway. :00 :: Injured. :: :: ; : <u>---</u> 10 00 **\$**2 3 \$ 8,666.744 23,611 : :: : . oı ⊣ :: : -:: : Killed. 2 2 Great Southern Carnette G of India Railway. way. ; :: ; : .born[nI :: :: :: : :: : : :: 15,086 80 Killed: : .:: :: :: :: : :: : : : :: : : Lujurog, : :: :: :: :: : : : :: \$16,191 1,694 MADRAS. Lilled, : :: : : :: ::: : :: : : : : :: -: **-**; րուորուգ[,] : :: :: : :: : ': : ; = 41 :: 3,908,661 9,415 : :: :: : :: : : :: : ~ 0 Killed. :: ∞ : : : betuin I :: :: :: :: :: : : :: : ; 10,88<u>8</u> 187 : : : :: :: .balli2 : ; :: :: : : : : : :: Raippotana Railway, D. District. : **,** Jajured :: :: :: :: : : : : : : : r : : 32.874 446 :: :: : :: :: : : **-:** -٠: : : :: : Rilled Nulhatge Railwey. i: :: : ; :: : : poinful :: : :: : : :: : 184 :: Killed. ٠: : :: :: <u>:</u>:: :: : : : : : :: Calcutta and South-Eastern Raiway. 1: Logueq :: ,:: : : : :: : : · :: : : : **-**: 88.684 536 : K(I)6q. : :: :: :: : : :: :: : : :: : Scinde Railway. :: : ∹ :: Logue (et l 4 : :: . . ; : :: : 157,600 . : :: .:: : :::: : : : :: : : Killed. :: Punjah and Delhi Bailway. eq .--:= : : = e) - 2 1,017,983 6,918 bemini ::: : 00 :: 84 : : ri 90 2 Killed. ţ :: *;* : :: : 44 祭 Couch and Robilkhund Eailway. 41 ∢; :: :: : . Lujured : : :: 341,562 4,384 **.** :: : • ∞ : eo : Killed. : : :: :: : . Eastern Bengul Railway. **:** : : :: :: :: : : : ~~ .beauful 4 545,881 : : :: :: : -:: : : :-4 Killed, :: :: East Indian Railway. **~** : : :: **=** : P4 93 • 20 **5** 5 2 4,121.653 21,615 Injured. 28 22 2 ន ₩ ;-Killed. :-:: • : : 25 15 1.—Prox Carebs develop there owy Correct of a Servente comployed on trains in motion—
1. Colliston:
2. Trains running into sidings or off their proper line, through points being writing of milk of Trains or engine getting of milk 4. Accidents from dedects in rolling on lines—
I lun over or crushed between luffers white coupling or uncoupling or wagens
2. Run over or struck white shunting thating strains
3. Run over or struck white incontinuation of the line that the line that the line of the line buffers white coupling or un-coupling serringes and wagons.

2. Run over white shunting vanues.

3. Run over or struck while per-forming their duties. Servants employed in stations or on hine.

1. Run over or erushed between businers white coupling or un-(4.) Sevents employed on trains in particular in particular in Cultisons . 1. Cultisons 1. Collisions
2. Attempting to get upon, or off, or falling from engines or carriages in medion
3. Miscellancous (b.) Berrants employed in stations or Train mileago Number of servants employed CLASSIFICATION. Grand Total Total Total Total stock 5. Miscellancous હે

TABLE No. III.

Showing the Total Number of Accidents to Persons of all kinds, and to Taains, &c., on all Railwars open for Thappic in Bach Presidency of India, during the Year 1873.

	_		-			· E		•	Passengers.	ngere.		Servante.	nte.		Trespassors, &c.	178, 4c.		Total.	
Presidencies.	Hean Length of Railway	Total Number of	Train Miles per Mile	Passenger Mileage.	Passenger Mileage per mile	Number of Accidents to Trains,	Total Number of Passengers carried.	Average Number of Pussengura per Mile	TP-	red.	Beyond their own Coutrol.	their . utrol.	Within their own Control.	their strol.		"lpe-ir	· pe	reg.	bns be berui
	oben.					all kinds.		opened.	K m	uļuI	Killed.	Injured.	Killed.	Injured.	ett: M	uţaI	ZE!D	nfaI	M:N
(1873	8,842	8,293,424	2,917	696,297,426 244,916	244,916	. 888	11,642,812	4,095	o	\$4	. ભ	18	4		87	15	117	174	168
Bengal { 1878		1,677,771	3,046	620,680,358	246,302	895	10,480,816	4,159	٠	7.00	2	21	\$	9	69	t c	132	127	256
f 1873	1,030	2,323,938	2,256	172,298,967 167,281	167,281	SS .	4,210,602	4,088	1	-	;	, 1	i	æ	*	6N	1.5	90	ě
Madras	<u>, , , , , , , , , , , , , , , , , , , </u>	1,997,776	1,961	161,957,279 158,937	158,937	64	3,610,896	3,544	H	eo .	L	Ø	•	kg .	10	69	15	24	\$1 \$6
f 1878	1,703	4,527,843	2,659	388,118,839 227,908	808,722	149	6,509,159	3,822	•	88	1	2	61	1 ,	=	2	*	8	126
Bombay 1878		4,850,443	2,958	358,925,365 215,808	215,808	194	6,299,764	3,841	~	18	a	16	7	82	03	8	64	80	Ĭ
[1873	5,5753	15,145,205	2,716	1,256,714,733 225,879	225,879	621	22,362,573	4,011	5	- 85 - 85	a a	89	22	184	2	2,	166	. 272	\$28
India - { 1872	5,1792	14,525,990	2,805	1,136,568,002 219,456	219,456	1,153	20,391,476	3,937	.	80	2	. 85	96	118	3	2	1158	224	435
-				مسعسيهمسنديه	-						+			,					

REVENUE.

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

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

25. The revenue for each of the last five years and the amounts paid for Annual reguaranteed interest in each year have been as follows:-

venne since 1869.

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

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

27. When it is borne in mind that during this time the open mileage has been

increased by about 1,000 miles these results are disappointing.

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

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

The exports in the same years were

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

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

30. The East Indian Railway, for example, will very likely receive a considerable amount of traffic from the Oude and Rohilkund Railway. The Great Indian Peninsula will be fed by the Indore line, and the Bombay, Baroda, and Central India by the branches to Patree and Dakore, lately constructed at a moderate cost. 31. An enlightened system of management is, however, also required to promote success. A reference to the statements regarding the traffic and working in a

improvement.

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

following part of this report will show on what lines there is most room for

FIATEMENT showing the REVENUE from the Indian Railways in 1872 and 1873, as given in the Accounts passed by Government.

		Roceipta.	Ą		:	Expenditure.		Per-centage of		
Italiway.	Passeugere.	Goods,	Miscellaueous.	Total.	Maintenance.	Working, &c.	• Total.	Gross Receipts.	Net Receipts.	
GDARANTERD.	48 8. d.	93	, s, s, s, s, s, s, s, s, s, s, s, s, s,	79 %	**************************************	eg eg	**	'n	£ 1. d.	
1	749,042 18 8	1,735,554 17 11	84,516 9 4	2,579,114 5 11	200,090 6 4	769,835 9 0		. 38	1,609,698 10 7	
CASA and T arounded for	7.97,85.3 60.044 TO S	4,579,8835 80,778 B	435,905 81,311 18, 7	2,437,043 178,085 18 0	197,891 21,724 R 10	806,937 79 601 15 7	1,004,82%	**************************************	4,438,483	
ELSF and modingens a	4	2		80,644	•	2				
Great Indian Peninsula - 1873	498,276 19 7	1,203,412 12 6	26,329 15 3	1,728,019 7 4	195,930 13 10	911,505,119	-	70	620,582 14 8	
	-	1,177,909	20,573	4,716,737	194,146	90%,78%	4,10%,934		•	
Madra - 1873	201,245 L 248,463	-		368,852	2	2:	n 0/2/200	C 04	277.947 277.947	_
Bombay, Baroda, and Central									A de la constantina della constantina della cons	
•	208,898 16 9	288,534 0 11	14,965 6 8	512,398 4 4	84,984 7 3	218,518 18 10		. 69	208,895 8 8	
	4	;	14,793	547,854	,		_		٠	
Scinde, Punjab, and Delhi 1873	01 8 064861	270,059 18 5	18,458 1	487,303 13 13	S S #01'29	2	834,689 - 8	50 Y	152,673 + 11	
With Missill massin and of	200 x 70 13 13 15	65 dist 15 9	01 38 10	1 61 41117	20 484 W	007,230	004,940	200	4 7.51 8 8	
	7	į	<u>}</u>	•	kina	· •			, 	
Great Southern of India . 1878	49,763 10 11	49,078 0 8	8,176 15 4	102,013 6 11	10,857 11 2	40,351 16	50,709 7	202	\$ 61,303 19 8	
	40,134	32,893		7,000		386,18	44,781	35		_
Carnatic - 1878	8,432 8 10	20 00	26.0	4,088 17 10	746 4 10	7	10 2,326 16	99.0	1,707 1 2	
	1		;		878	3	6,245	67	,	
Kastern Bongal . 1875	7 7 888,701	450 406	7 OF / 7	01-020-10 01-020-10 01-020-10	11 1 111/82	132,247 11	N 1 160,358 19	10	4 51 508/891 4 51 508/891	
Onde put Robilkind - 1879	68.249 8 11	47.192 20 88	1.948 13 11	112.890 0 6	18.836	16	2 81 945 17	184	20,444 9.15	·
٠.		•		9/2,24	ı		206,86		f ·	
			-					-		_
Totals for Characharea (Saliways	0 189,688 1 8	4.384.817 17 5	959.819 9 G	6.720.963 8 9	781.872 18 1	2 75A 725	A 528 169 1	, gr	2 182 101 6 6	
1572	ŧ.	ì			•	٠.		33		
				ĩ		·· .				. :
STATE.							- :		٠,	
Calcutta and South-eastern 1878	5,416 1 11	8,671 15 3	1,119 10 3	10,207 7 3	3,270 9 9	7,198 4	4 10,468 14	108	[LAMB. 261 6 10]	
	7	٠,	679	4	6/0'8	5,551	٠ ٠٠.	٠.		
Nalhattee 1873	6,683 17 8	S 200'S		8,445 5 10	1,099 & 5	25.57.53	5,072	25	81 727	
1 April to 31 December 1872	200	8000	***	****	Enn .	22018	nar's	6	S	
Berg.				-		• :				•
Comrawntles - 1879	8 009	1.590 9.10	12 16 60	2.911 7 11	01 41 007	8,076 8	5 2548 6	× = = = = = = = = = = = = = = = = = = =	TTOBS 281 18 41	~=
•	;		•	٠.	Not returned			•	52.6	
Kamgaun - 1973	181 14 1	1,470 17 6	6 41 01	1,663 9 4	7 0 7f2	e¢.	10 1,475 4		188 5 9	
18/3	058	619	*0	. 85.4.4	Not returned	316	910	57	0.00	
*Totals for all the Railways 1873	2,194,515 3 4	4.394,161 9 8	254.114 12 11	6.742.790 18 6	786,453 9 5	2,771.268 4	8 . 3,557,721 13	550	3.185.069 4 10	- -
00.00	2,065,948			6,361,614		2,733,916	8,452,394	68	•	

GUARANTEED INTEREST .- INDIAN RAILWAYS.

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

The flavor Company	Interest adva					Inter	est advan	ced (durio	g 1873.			'Inta'	,	
Railway Company.	31st Decembe		72.	Engls	ınd.		In	dia.		Tota	ai.			•	
	£	s.	d.	£	s.	d.	£	8.	d.	£	s,	d.	£	g,	 d.
East Indian, Main Line	15,820,402	9	7	1,330,528	1	3	11,624	3	2	1,842,152	4	5	17,162,554	14	0
Jubbulpore Line	1,404,320	17	0	159,240	. 2	11	615	19	10	159,856	۰2	9	1,564,176	19	9
Great Indian Peninsula	10,145,676	15	. 8	1,134,687	16	5	12,046	9	3	1,146,734	5	.8	11,292,411	1	4
Madras	5,378,908	0	1	500,108	16	9	` -	_		500,103	16	9	5,879,011	16	10
Bombay, Baroda, and Central India -	3,537,764	. 0	8	384,363	4	6	269	10	7	384,632	15	1	3,922,396	15	9
Scinde, Puniab, & Delhi	4,162,132	16	4	550,920	8	1	2,869	3	7	553,789	11	8	4,715,922	8	0
Great Southern of India	746,979	2	2	138,660	8	0	-	-		138,660	8	0	885,639	10	2
Eastern Bengal	1,197,209	17	O	138,794	17	0	1,078	5	6	139,868	2	6	1,337,077	19	6
Oude and Rohilkund -	544,349	14	5	203,425	1	3	5,836	19	0	209,262	0	3	753,611	14	8
Carnatic	81,215	12	3	38,452	1	7		_	٠,	38,452	ì	7	119,667	13	10
Total £	43,018,959	5	2	4,579,175	17	. 9	34,335	10	11	4,613,511	8	8	47,632,470	13	10

India Office, 8th April 1874.

T. W. KEITH, Accountant.

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

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

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

India Office, 8th April 1874.

T. W. Keire, Accountant.

TRAFFIC AND WORKING.

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

Passenger traffic. Goods traffic.

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

Expenses.

35. The cost of doing this work amounted to 3,491,1581., being 25.31. per train, and 4.46s. per train mile.

36. The gross receipts, exclusive of the Indus Flotilla, amounted to 6,671,6761.

being 48.341. per train, and 7.82s. per train mile.

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

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

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

NUMBERS.

Year.		1st Class.	20d Class.	3rd and 4th Class.	Total.
1869		137,762	626,355	15,247,516	16,011,63 3
1873	-	142,086*	544,302 •	20,254,483*	22,243,220†
•			RECEIPTS.		
1869	-	£ 92 ,6 00	£ 133,773	£ 1,263,481	£ 1,496,117
1873	-	90,998#	100,675*	1,614,597*	2,194,607†

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

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

42. This cannot be regarded as satisfactory progress, especially when the

increased mileage is borne in mind.

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

Exclusive of the Oude and Robilkund passengers not returned.

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

management than another. I would draw particular attention to the discrepancies and disparities in these items of expenditure on the different lines. which are similar in character, and which need not necessarily show such diversity; and I would remark generally that the careful and vigilant attention of all those concerned in the management of the railways is urgently required to improve receipts and to diminish expenditure. In some circumstances the incentive of self-interest may be advantageously employed to produce good results. As an example of what care, stimulated by the hope of reward, will Expenditure effect, it may be mentioned that during the last three years, when bonuses on a on different regulated scale have been given to firemen and drivers on the East Indian Railway for economy in the use of fuel, the average consumption of fuel per engine mile fell from 613 lbs. to 463 lbs., showing a saving of 15 lbs. per mile. whole amount saved during this period was, according to the report of the locomotive superintendent, 133,922 tons, which at 10s. per ton would represent 66,9611. The amount paid to the drivers and firemen was about 7801.

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

work in connection with the movement of grain began.

work in connection with the movement of grain began.

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

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

Rohilcund Railway brought large numbers to the river.

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

Rates and fares on State lines. The greatest enemy to comfort is the dust, which is to a certain extent subdued by the tatties used for cooling the sides of the carriages.

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

TABLE A.—NET EARNINGS of the Indian Railways during 1873.

Railway.	Amount.	Per Train Mile.	Per-centage of gross Receipts.	
			(\$\frac{1}{2}\)	
GUARANTERD.	£			ľ
East Indian, Main Line	1,609,688	5.6	62	ļ
, Jubbulpore Line -	76,650	8 4	43	
Great Indian Peninsula	620,582	3.3	36	
Madras	271,697	2.7	43	
Bombay, Baroda, and Central India -	208,895	4.3	f 41	
Scinde, Punjaub, and Delhi	152,673	2-2	31	
" Indus Steam Flotilla -	4,551		6	
Great Southern of India	51,304	3.2	50	
Eastern Bengal	153,907	5.4	49	
Oude and Rohilkund	30,444		27	
Carnatie	1,707	2.8	42	
				ŀ
STATE.				
Calcutta and South-eastern	[Loss 261]	-	1 - <u>-</u> 1 - 1	
Nulhuttee	3,373	2.5	40	
		100 3		. .
BERAR.				
Comrawuttee	[Loss 332	<u> </u>		
Kamgaun	188	2.3	7.5.11	,
			100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 de 100 d 100 de 100	

TABLE B .- FARES and RATES in use on the Indian RAILWAYS.

· ··		, 1	Passengers	. ,				Go	ods.	•	
		Fare for	travelling	One Mile.			Rate for c	onveying	One Ton (One Mile.	.,
Railway.	First Class.	Second Ciass.	Intermediate Class.	Third Class.	Fourth or Coolie Class.	Of First or Lowest Class.	Of Second Class.	Of Third Class.	Of Fourth Class.	Of Fifth or Highest Class.	Special,
	Fir	ž	T T	Ę.		ō	ŏ	ð	ŏ	ō	S.
		. :			•						
GUABANTEED.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.	pies.
East Indian -	18	9	41	8	- .	9	14	18	23	27	Various.
Great Indian Peninsula -	18	. 9	-	4	21	10	14	24	84	48 {	Lower than 10
Madras {	15	5	.—	8	2]	12	14	18	24	36	. 8
by Night	15	8	–	4	<u> </u>						
Bombay, Baroda, and Central India	15	7.	- {	4 mail } 3 ord. }	_	10	14	20	28	40	8
Scinde, Punjaub, and Delhi:					-]		
Punjaub section	18	9	41	3	_] 10	14	18	28	27}	Various
Scinde section	9	· 5½	_	3 3	_			Ì	'	41 3	
Great Southern of India -	12	5	_	2	_	12	14	18	24	36	10 to 5
Eastern Bengal	12	6	_	41	3	9	14	18	28	56	9
Oude and Rohilkund -]	9			Lower Class	2]	9	19.62	18.16	22.7	27.25	6
Reserved -	36	-	·	Reserved	8 }					,	}
Carnatic	12	6		4	_	12	14	18	24	36	10
State.		•	, '			, '		 			
Calcutta and South-eastern -	_ s	_ 9}	_	{	Lower }		No e	l classified r	u ates for go	oods.	ŗ
•	\ \	Upper		i l	Tower)	11	17	23	35	60	8
Nulhuttee	271	14	. 7	- 4	· -	11	1,1	40			
Berau.		·	<u>.</u>		-						
Oomrawuttee -	18	9		4	21	10	. 14	24	34	48	-
Kamgaun	18	9		4	2 <u>}</u>	10	14	24	34	48 {	Less than

1,549 1872. Carnatic. 2,706 1,014 1878. Table C .-- Statement showing the Coantities in Tods of the principal Articles of Merchandies, &c., carried on the Indian Railways in 1872 and 1873. 1672. Oude and Rohilkund. 1878. 1872. 1,738 7,797 124,049 1873. 26,404 1872. Great Southern of India. 82,819 10,534 1878. Scinde, Punjanb, and Delhi, including Flotilia. 1872. Tons. 1878. 8,490 188,596 Bombay, Baroda, and Central India. 1872. 1878. 12,119 1872. Madras. 1878. 24,785 2,499 12,285 12,147 6,219 46,813 7,954 8,804 5,091 18,110 20,761 20,494 24,508 6,547 8,183 8,838 1873. Great Indian. Peninsula. 46,579. 1679. 64,926 310,798 03,870 46,520 97,770 With piece goods. 1879. East Indian. 418,090 Green Fruit and Vegetables Artioles. Metal and Hardware Jagree and Sugar Military Stores Piece Good Dry Frait Firewood Ton

STATEMENTS relating to the Gross Receipts and Expenses, the Net Revenue, Train Mileage, and Guaranteed Interest for the Year ended 31st December 1873.

TABLE No. 1 .- STATEMENT of TRAFFIC on the Indian

•							00 85	• •		P	assenger T	radic.	<u> </u>	
	Actual and	yernige Yanniber	of Miles Number durin	open on of Miles g 1873.	of Open	Line	of Sidings	(exclusi	os of Ho	Number ders of S	of Passens eason and	ers Periodic	al Tickets).	of Sea. Tickets.
Railway,	Dou	ble.	Sin	gle.	To	in)	f.Milos embor 18	lare.	Clars.	cdiato	Class.	or Coalie	all the	Holders eriodical
	Actual.	Атегадо.	Actual.	Average.	Actual.	Ачетарв.	Number of Miles of 31st December 1878.	By First Class.	By Second	By Intermediate Class.	By Third (By Pourth o	Total by Classes.	Number of Holders son and Periodical
Guaranteed.	•													
East Indian, Main Line -	410}	420}	869 ≩	889}	1,280	1,280	2781	88,187	93,169	891,998	5,285,588	-	5,806,942	8,003
East Indian, Jubbul- pore Line	_	-	2234	223}	223}	2954	21}	3,745	7,227	3,5 2 5	- 827,217		241,714	_
Great Indian Penin-	326)	326}	95%	958	1,2761	1,278}	185	24,004	112,555	_	1,081,039	2,104,978	3,323,561	620
Madras	-	-	858	851	858	851	62	10,641	75,007		2,154,709	503,232	2,743,589	212
Bombay, Baroda, and Central India	25	25	356 2	3803	4111	4081	67	17,681	157,998	_	2,972,910	-	8,148,700	3,199
Scinde, Punjab, and Delhi	44	43	659	6 572	6681	662‡	110	12,990	26,562	16,153	1,985,541	-	2,051,246	-
Great Southern of India	-	-	169	168	168	168	18)	1,902	9,848	_	1,389,981	_	1,401,316	8
Eastern Bengal Oude and Robilkund	-	-	1581	157}	158k	157)	\$ 91	29,837	50,948	-	827,788	1,223,018		2,543
Camustic	-	-	183	181	18‡	181	12	470	5,725	-	95,891	-	1,810,675	-
State.		·											,	
Calcutta and South-		_	28	28	28	28	8}	 -{	4,085 Upper	}	- 1	848,788 Lower	352,823	_
Nulhuttee	-	-	273	27}	271	27}	13	870	1,947	8,529	71,695	-	77,264	-
Rajpootana			:		90							-		
Berar.											•			
Comrawuttee		_	. 5 1	6	5 <u>1</u>	5}	• 3	508	1,871	-	40,923	=	48,869	-
Totals for Railways	7641	- Prost	73	71	72	71		157	426		7,358	886	8,827	
Indus Steam Flotilla	1048	7641	4,3644 575 n	4,847 <u>}</u> l niles of r	5,129 iver.	5,1112	810	141,832 254	544,193}	415,198		4 ,180,892	22,243, 2 20)	14,584
Totals for Railways						·		142,086		A1 5 100	7,823		8,276 21,251,496)	

RAILWAYS during the Year ended 31st December 1873.

_				*	Go	oda Traff	le.							Number	of Train		
: :	, j	Number	r of Tons of	Minerala		Numb	or of To	ıs of Gen		rchandis	e.	a Spo-			snd.	ring.	ie
	Number of Live Stock	Number of Tons of Coal and Coke.	Number of Tons of	Total Number of Tons of Minerals.	Of First or Lowest Class.	Or Second Class.	Of Third Class.	Of Tunits Class.	Of Fith or Bighest Class.	Special and Sundry.	Total of all Chasses.	Passencer (including Spo- tial and Troop) Trains.	Goods Trains.	Mineral Trains.	Mired Passenger a Goods Trains.	Total Number of Trains.	Number per open Mile.
-	*.4							*									
	.:						٠.			:]							
	2,077	428,998	5,623	429,521	715,581	183,587	44,007	38,461	2,487	128,640	1,051,999	5,875	16,045	{With Goods	} 10,943	38,888	80
	-S	98	46	144	95,725	14,371	6,256	1,655	180	4,263	122,459	763	645	7	780	2,145	10
	262,754	1,524		1,524	376,831	1,442,773	80,936	28,575	71,573	103,480	692,409	4,531	80,197	· _	1,818	86,538	-21
	8,106	-	_	_	135,707	45,054	21,710	9,611	5,116	187,868	405,063	182	7,237	-	10,768	18,185	9 1
	169,167	2,067	193,198	195,965	70,545	41,651	41,138	1,141	1,581	72,585	228,541	9,158	6,778	1,524	2,970	20,425	60
	481	_	314	314	104,260	51,64 4	21,491	14,604	° 1924£	161,695	855,986	524	3,242	_	2,290	6,065	9
	2,818	-	<u></u>	-	62,078	3,000	1,616	847	521:	21,391	88,963	_	_		8,165	3,155	18
1	2,086	11,289	27,993	39,281	26,120	35,128	3,279	1,285	393	56,839	222,524	4,995	1,369	_	1,309	6,908	44
4															,		
	14	-	→	-	1,908	190	40	85	97	3,015	5,825	78	-	-	716	704	42
											i						
								ï									
	89	555 3,22 <u>0</u>		555 8,222	2,592	1,070	1,048	384	18	39,916 3,346	35,018 8,885	-1,06 0	-] - ,	851	1,012	66 32
-				-,	4	-,			1		,]				-
	•						i i		. :								
			.		0,989	18,730	601	. 60	263		28,644		13	_	1,080,1	1,090	20
	_			_	8,068	18,476	541	232	\$6	·	17,847		68		898	451	57
	448,867	442,653	227,178	669,826	. ,						3,266,062	26,396	65,579	1,531	43,900	187,406	: — <u>-</u>
			<u> </u>	_	· 	·					30,041		·-				
	٠. ,		*. *. · ·						•			ļ				İ	

TABLE No. 2.—STATEMENT Of TRAFFIC OR the INDIAN RAILWAYS

•				i umbe	r of Er	gines an	d Vehic	les used	la conv	eying Tr	anc.	• '			Number in s	of Miles hunting
				Passe	nger C	arriages	, ,	. !	, ,	Aven	nge Num one of	ber of Ve h Train.	lifeies	pocial	Arno-	•
Rail way.	Bngines.	Piret Class.	Recond Class.	Composito.	Intermediate Chas.	Third Class.	Pourth Class.	Total Number.	Goods Trucks, &c.	Carringes in each Pale senger Train.	Trucks in each Goods Train.	In each	Mixed gor and Troin.	By Presencer (including Spocial and Aroop) Trains.	By Goods (including Construc- tion Materials for other Easi, ways) Trains,	By Mineral Trains.
			- Car	•			 									
Guaranteed. East Indian, Main Line	460	80	. 186	19	47	340		572	5,487	16	29	14	9	1,208,861}	2,826,184	200,74 0 2
Jubbulpare Line	42	. 8	14	•	4	80	-	60	1,907	- 15	23	6	19	100,080)	110,712 <u>1</u>	1671
ireat Indian Peningula	330	131	201	_		363	103	787	7,155	. 14	98	10	29	1,235,198). 1,900,709	
ladras .	50£	20	54	35	1	304	sı i	351	8,11g	16	21	7	16	15,152	581,426 .	-,
Jombay, Baroda, and Central ludia	59	13	\$ 0	11	• —	114	_	158	2,578	. 8	- 41	*10	17	521,81 6	815,235 }	
scinde, Punjaub, and Ďslhi -	156	64	60	-	8	287	/ 	860	2,841	Not stated	. Not	Not stated	Not } stated}	101,822	G80,907	
Froat Southern of India	21	_	2	7	_	s _j		43	845			7	. 10			
Eastera Bengal	45	201	15]	•	-	34	. 65	178	. 76 t	16	33	7	28	215,285 <u>}</u>	167,135	,
Onde and Robilland				•		i i				•						
Carnatio	•	5	. 6	4	-			88	40	19		a		1,482		
	•	-			,	•		· ·						,	-	
STATE.	- 8	_\$	_ 6	اميـين	_	5		} 26	254	14			20	17,208		•
•			Upper				Lower	,						4,7,2.00		•
Vulhuttee -		2		1	į	•	_	7	19		,	5	6		٠,	
Berau.	•										-					•
Journ wuttee			•			•					15 . 15	8	8		568	
Totals		<u></u>							<u> </u>			-	<u> </u>	3,880,506		200.917

ing the Year ended 31st December 1873—continued.

1		oriale		5	, 100 g			- 1 V -		Goo	ds Traffic.					
Ву М	ized	ering Material urposes.	Train Miles.	frain Miles	Luggaço, Parvels, Car- Horses, Dogs, &c. con- in Passinger Trains.				Genera	i. Marchan	ilse.		. •	d Gene-	Per-cen Up and Tra	tuge of Llown
-	or and Frains. (G.)	By Trains convering M for Revenue Purposca	Total Number of	Number of Tr open Mile.	Exocus Luggedor ringes, Horses, veyed in Passe	Minerals.	First or Low-	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Special and Swidery.	Total of sil	Potal Mineral and C ral Marchandise.	Up.	Down
8761	719,578)	1 <i>0</i> 2 naa	5,837 <i>,</i> 571	4,361	34,080,327	82,831,87 0	155,847,170	er ade toa	13,524,445	15,413,860	1,204,358	103,368,155	Ger vaa Par	1		
-	•	-								• •					44	56
395 l	81,305	8,119 <u>2</u>	451,802	2,019	8,586,586	805,619	12,00ō,077	2,492,648	1,678,654	285,489	67,826	2,178,319	18,500,980	18,898,572	\$1	49
405	299,344		8,606,744	2,968	Notated	Notstated	96,312,046	37,084,992	8,834,893	6,290,510	8,174,326	931,520	152,463,117		57	. 44
412	707,886		9,614,878	2,348	788,758 		20,908,152	7,251,394	3,679,650	2,010,858	902,324	38,651,682	72,804,976	72,8 04 .9 70	80	5
151	184,564}	60,591}	959,857	2,375	lugeage lugeage	}1,862,700	11,470,834	8,482,378	9,714,994	200,130	626,257	9,275 780	30,520,423	41,802,128	. 55	4
118		200,430	1,378,928	2,032	847,972	~~ 68. 4.89 · · ·	12,205,925	8,195,200	3,281,905	1,924,146	509,439	20,986,345	51,957,958	52,021,499	87	(
5954	157,595	-8,835	384,078	1,928	£2,601		8,712,804	246,768	110,163	27,591	48,342	1,446,719	5,693,181	5,591,181	58	١,
680	82,680 F	, , ,	545,S\$9	3,440	28,983	4.062.500	2,530,647	4,623,632	280,287	157,671	24,799	20.033,177	27,600,10	31,952,60	3 21	
				,				,						•] "	
		•	381,46 5			14.7 14.7		 			•					
558	6,040		15,080	794	27		35,219	3,592	989	605	1,843	04,360	108,636	195,68	59	
			**										,			١.
171	16,805		88,684	1,382		15,949		•	3. 3.		•	980,437	980,487	095,871	A1	
938	14,340		26,305	965	i de de de de de de de de de de de de de	83,011	68,754	28,078	28,699	10,180	- 1,820	- 88,593	210,021	302,633	83	,
									y #.	1 324					60	
		- 1				ή υ χ										
884 484	2,633 1,668		6,690 3 ton	1,200 405			41,934	112,380	8,606	360	1,590		159,870	159,878	Carmaca	
	7/00Q		3,720	#U0		: ; .	24,40B	107,808	4,328	1,856	258		139,770	188,778	{ Not stated	No.

This portion is far too impoundate for widition

Table No. 3.—Gross Receipts of the Indian Railways

			Receipt	s from Pass	ongers.			Seed.				1	Trein	
Railway.	Pirst Class.	Second Class.	Intermediate Class.	Third Class,	Fourth or Coolle Class.	Holders of Season or Periodical Tickots.	Total Receipts from Passengers.	Total Receipts from Excess Luggage, Parcels, Carriages, Horses, Dogs, &c., consequed in Passenger frams.	Receipts for Mail Berylos.	Receipts from Special Prains	Receipts from Troop Trains.	Total Bestpie from Proper Traffic—(P.)	Passengar Receipts per Tr Hile.	Receipts from Lave Stock.
Guirabteed leet Indian, Main Lius	£ 35,356	£ 30,469	. £ 20,926	£ 565,2 A	8	£ 3,279	£ 684,806	& 50,401	e- 3,578	4,188	R 16,574	£ 740,043	#. 8*9	£ 779
, Jubinipore Line	5,254	4,038	1,465	41,286	-	-	#2,546	6,870	1,684	453	5,490	66,946	2.8	. 6
Frest Indian Peninsula	27,399	26,658	· -	117,101	192,445	B4 0	867,136	51,679	8,578	1,480	75,454	408,277	6.7	6,761
Madras	, 1 1, 66 0	11,963	-	161,566	18,461	877	264,267	19,041		1,096	6,985	291,540	0.8	2,037
Bombay, Baroda, and Central India	5,100	10,720	_	170,960	_	2,565	189,855	18,847	165	1,985	4,057	308,869	e.8	9,344
scinde, Punjab, and Deihi •	9,004	9,881	2,772	155,357		- .	176,764	17,843	18 i	ا بالمؤاد الم	4,489	198,790	10-2	61
Great Southern of India	617	1,000	· _ •	45,378	-	. , 48	47,081	1,064	8		762	49,763	8.8	
Kastern Bengal -	3,490	2,600	-	19,148	67,081	1,513	94,136	18,365	, 1	20	-	107,898	7-2	29
)ude and Robilkund		•		•			, , , , , , , , , , , , , , , , , , ,	***	,		: 44	63,240		•
Correctio	44	306	-	2,979	-	-	8,829	. 40	-	64 64	1	3,485	7.8	`. 1
Siate.		Ì				:		,	man and ching	H			i	
Faloutis and South-eastern •	- {	175 Upper	} -	{	4,940 Lower	} -	6,324	277	1	16	-	5, 41 6	4*8	9
Nulkuttee -	430	328	483	3,995	_	+	5,074	480	90	40	•	6,684	9°5	:
Burau.					:			and the second						
Comrawuites	26	30		454	_		493	61	-		40	800	3.	-
Kemesun	10	14	-	115	9		148	. 88			-	- 181	2.4	
Totals for Railways	89,480	190,424	34,597	1,583,606	202,975	8,717	1,800,794	188,810	8,103	10,807	113,802	2,188,929		19,065
Indus Steem Folilla • •	1,518	251	_	8,489	_	-	5,198	487	-		- 1	5,685		208
Totals for Railways } and Plotilla -}	90,998	100,675	34,587	1,287,035	292,975	8,717	1,814,992	184,097	8,155	10,307	113 802	2,194,607		19,273

ing Year ended 81st December 1873.

ing			Sist De		ods Traff				· .	•		Pur d	2	3	Train	#+ +	
eipte	from M	Linerals.		ipts from	General Stoc	l Mercha k and M	ndise (& inerala).	relusive of	'Livo	Goods	Train	Ausguger (G.)	Recuipts	Delipta (M	ž.	Passen zrecue-(n Mile.
	From Other Minerals.	Total Receipts from Minerals.	From First or Lowest Classe.	From Second Class.	From Third Class.	From Fourth Chass.	From Piffh or Highest Class.	From Special and Sun- dry.	Total,	Total Receipts from Traffic—(G.)	Goods Receipta per	Total Excepts from Passenger Goods Traffic—(P.) + (G.)	Passenger and Goods Train Mile.	Total Miscellaneous Receipts-(M.)	Miscellaneous Receipts	Total Beceipts from Passengerra, Goods, and Miscellaneous—(F.)+	Total Receipts per Train Mile,
	2,1					3			4.	-		,					
e. 19	£ 1,903	. £ 189,323	e 712,411	£ 340,678	129,988	.g 127,071	£ 12,093	£ 921,874	~ € 1,544,075	£	8.8 .e.	£ 2,434,598	8.9		s. 3	£ 2,579,114	ø. 9·1
65	83	- 98	52.708	18,320	10,103	2,986	879	4,580	89,107	89,779	8.	156,784	0.9	21,812	.9	178,086	7-9
106		1,006	480,634	400,982	126,397	106,949	75,785	4,899	1,196,646	1,203,413	10.0	1,701,690	9-2	96,820	.1	1,728,019	9-4
		-	105,818	47,374	29,908	21,739	14,910	157,507	3 77,256	37 9, 29 3	5.6	610,342	6-	2 0, 45 1	و.	630,973	6.3
10	6,783	7,648	66,175	60,253	93,588	8,090	8,628	40,492	271,228	288,218	12*	497,112	11	15,285	.3	512,398	11.4
.	210	210	54,200	60,710	30,753	28,138	4,983	95,056	269,789	270,060	6.8	468,850	3.8	.18,458	-8	487,308	8.5
	_	-	21,197	1,623	998	285	815	24,192	49,035	40,073	2-3	98,836	6.3	3,178	-2	102,014	6-4
18	8,167	# 12,08 5	10,964	30,904	3,677	1,108	668	98,801	142,017	154,181	12.8	261,524	9.2	58,34 S	1.0	314,867	11.8
										47,192		110,441		1,940		112,890	
.	_	_	169	84	11	11	40	287	522	523	1'7	3,956	5.3	.78	-3	4,034	5.8
:			٠	•													
64		84	_	_		_	_	8,599	3,599	3,072	4-5	9,058	4.7	[1,119	.2	10,207	6.8
85	•••	695	454	387	442	254	21	614	1,922	2,607	9.6	8,291	6.8	154	'1	8,445	6.4
	-			-			1 1			,							
.	_	_	245	1,012	48	5	39	244	1,598	1,598	71.7	2,198	6.6	18	-0	2,211	8.4
	_		133	1,023	57	83	7	219	1,471	1,471	18-1	1,652	8.8	11	.0	1,063	8.5
67	16,946	211,013		968,206	495,484	287,010	118,247	647,463	3,947,858	4,228,575		6,415,498		250,178		6,671,676	
			15. j	.N:					65,292	03,490		71,116	<u>. </u>		Ъ,	71,115	
									4,012,490	4,292,005		6,486,613		256,178		6,742,791	

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

TABLE No. 4. EXPENDITURE OF REVENUE ACCOUNT

	Maint of	enance a Way and	nd Re	nowal	Cost of Locomoti Wages ur	produ ive Pos i d M at	øiug ver by oriols.	newals	rs and of Car Wagg	riun cs	Conchi ch	ng and sadise	Mer	Collection	and De	livory
Bailway.	Gr	7058.	a de la companya de l	ent. of	Gross.	Train.	ent. of	Gross.	Train.	Per cent. of Gross Re- ceipta	Gross.	Į,	Per cent. of Gross Re-	Gross.	Train	Per cent, of Gross Be-
•	Ordi- pary.	Special.	Per T	Gross Gross eelyts.	4	Mile.	Per cent Gross ceipts.	,	Per I	ងក្ នួ		Per Kille,	P. C. S.		Per T	Gro Gro
•		-			•		1								+	
GUARANTEED.	£	e	đ.	-# ¹	£	a	4 1 1	£.	đ.		Æ	d.	2.5		d.	
sest Indien, Main Lina -	200,090	-	8-4	8	287,259	39.1	-11	91,580	8-8	•	231,828	2 0-8	8		3.2	
. Jubbulpore Line	21,784	_	11.6	12	82,619	17-4	18	11,396	6	6	21,080	13.7	12			
	AT - A.	g~ P9A	15.9	1	374,142	24.4	22	93,570	š 6·1	8	160,850	10.2		85,895	2.8	
Freat Indian Peninsula -	215,963	27,530	15.0	14	319,145	222 12	·	90,070			100,000			89,023		3
findras	101,762	29,594	15.6	រា	112,163	13.3	18	19,654	5.8	8	51,730	6.1	8			١.
Sombay, Baroda, and Central	£4,065	80,010	51.3	16	66,047	51.2	17	23,578	5-0	•	45,474	11.8	9	12,738	1.8	8
India.	67,102		1116	14	121,508	21-1	25	30,563	3.2	6	57.466	10.	18	2171	-18	,
cinde, Punjab, and Dolhi	04,102		** 0		######################################	21.1		00,000			01,500			will	`	
Freat Southern of India •	10,338	_	7.6	10	22, 108	16-6	23	4,178	3.7	٠	7,140	5-8	7		,	,
Chatern Bengal •	29,711		12·8	10	31,165	18:7	11	12,141	£-8	4	34,690	15.5	12	208	•1	
oude and Rohilkund	18.836				·			•		,		*!		1. 1	;	• •
Mide and Rohmannu -	18,830				'	·	-							7 · 1] · .
larnatio	394	352	11.8	18	718	11'8	18	115	1.8	8	270	4.4	7			
		•									:					
STATE,			20.2		3,213	10.8	31	1,311	8-1	18	1,328	8-2	18] .
hiloutta and South-eastern	8,271	_	20 Z	32	3,213	10 0	91	TAULE	51							
Vulhutice	1,099	_	10.	18	1,739	15.8	20	365	8-8	- 4	1,041	9.2	12	148	1.8	. 2
-									:							
REPAR.					1,026	37.3	46	124	4.2	6	810	29.4	37			
Ognarawutiee	467	_			1,030	37 8		. ,	7				-	٤,		
Kamgaua	244	_			720	47*	47	65	4.1	. 4	874	24.1	22	,		<u> </u>
Totals for Railways -	724,133	88,395	•		1,074,728			288,420			614,696			51,234		
Indus Steam Flotilla -	21,484		1 .	<u>' </u>	1	ļ	<u> </u>	<u>}.</u>	1 <u>.</u>		1 .	<u> </u>			1	<u>. </u>
STANDED STANDS	,															
Totals for Bailways } and Flotills . •)	745,619	1.								.) .						

during Year ended 31st December 1873.

	Rates	and Tax	•	Compens &c., Du	sation for I mage and l	Personal Loss of (Legal and	d Parlia Expenses	moutary	Miscellar Expenditu in th	nocus Wo ire, not i e foregui	orking neluded ng.	Total Work	ing Expe	nditure
1	Gross.	Per Train	Per cont. of Gross Re- ceipts.	Gr Porsonal,	Goods.	Por Train	Per cent. of Gross Re- ceipts.	Gross.	Per Train Mile,	Per cent. of Gross Re- ceipts.	Gross.	Per Train	Per cent. of Gress Re- cents.	Gross.	Per Train	Per cent, of (irres Re-
		d.		8	e	đ.		£	d		£	d.		e	₽.	S. nouselle
	7,710	.2		738	1,690	:1 ;		1,088	.0		147,648	2.3	6	909,425	3.4	3%
	100	.0	 •	. . .	67	*0		3			13,464	7-2	8	101,886	4 °5	67
	2,684	1	14	689	1,241	•1		556	-0		94,032	6.5	ō	1,006,601	5'4	68
	761	•0	*	491	271	•0		148	.0		62,699	5.	7	859,277	3.2	57
	705	1		261	230	1		873	•2		48,524	18-3	8	803,808	6.3	59
						-4			•0			9,1		-		
	79	-6			2,533	•		443	-0		52,768		11	834,680	4.8	80
İ	2 19	1			9			-	-	-	5,402	4-7	a	50,709	8-1	50
	657	• 3		5	2,101	*9	1	687	*3	•	50,502			140,059		61
d	• • •					٠.				•				810,13		78
	8	•0				-	-	9	-0		409	7.4	11	2,327	3.	54
				-			,				•	- Annua Carrent				ř
	151	.0	1	ļ 	16	1		_	-		1,178	7-3	11	10,468	5-4	100
	5	.0	-		_	-	_		_	-	080	0.5	8	5,072	3-8	60
											116	4.8	5	2,513		111
.	. "				,						- 63	4-		1,473		8
	· · · · · ·	-						<u> </u>			- 03	ļ- - -	<u> </u>	<u> </u>	<u> </u>	
					, ,		1	alphone series					,	8,401,158		Annual Control
,	•	٠.		•	• •	٠			. ,	٠.	45,079			96,583	-	
									•					8,557,721		

Number of Locomotives and Vehicles owned by the Guaranteed Railway Companies.

	L	comotiv	es.		nger inges.		rucks and gons.	Total
Railway Company.	Former Number.	Added in 1878.	Total Number, 31stl)ec. 1873.	Former Number.	Added in 1873.	Former Number.	Added in 1878.	Number of Vehicles on 31st December 1873.
East Indian	535	[less 10]	525	923	:1,	6,841	[less 50]	7,718
Great Indian Peninsula -	329	1	330	1,282	14	6,569	77	7,942
Madras	126	-	126	345	23	3,272	[less 5]	3,685
Bombay, Baroda and Central India	72	13.	85	217	18	2,851	[less 7]	8,079
Scinde, Punjab and Delhi -	132	3	135	444	_	1,841	100	2,385
Great Southern of India	21	-	2]	43		847		. 390
Eastern Bengal	43	-	43	157	1	725	_	883
Oude and Rohilkund	60	-	60	194	1	421	135	756
Carnatio	4	2	6	33	_	43	-	76
Totals	1,322	9	1,331	3,638	. 58	22,913	250	26,859

SUMMARY.

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

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

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

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

53. The net revenue derived from the railways amounted to 3,185,000%, being upwards of 315,000l. in excess of the previous year. The gross receipts were 6,742,000l. compared with 6,351,000l., and the expenses 3,557,000l. compared with 3,482,3941. The guaranteed interest advanced by the Government was 1,428,4421. in excess of the revenue.

54. The passenger traffic increased from 20,332,823 in 1872 to 22,243,220, and produced 2,194,515l. instead of 2,085,942l. The goods amounted to 3,266,062 and the minerals to 669,826 tons, and the receipts were 4,294,160l. compared with 3,964,6141. The miscellaneous traffic was 254,1141. as against 301,0611.

55. The expenses of maintenance amounted to 786,453l. and of working to 2,771,268l., being at the rate of 53 per cent. of the gross receipts as compared with 55 per cent. in the previous year. On the East Indian the rate was 38. On the Scinde, Punjab, and Delhi it was 69. The number of trains run was 137,406 compared with 155,594 of the previous year. The train mileage was 15,650,597 compared with 14,543,862. The train mileage receipts averaged 8.52s.; the expenses 4.46s.

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

and probably remunerative.

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

APPENDIX BY MR. A. M. RENDEL.

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

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

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

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

PASSENGER TRAFFIG.

		Bast I	ndian.			Indian	. Mad	ieeo	Bombay	. Baroda
·	Main	Line. , ,	Jubbulp	ore Line.	Peni	naula.		I. Talk	and Cent	ral India.
	Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1878,	Second half of 1873.	Second half of 1878.	Second half of . 1872.	Second half of 1873.
Miles open (1.) Average receipts from each	No. 1,281 s. d. 6 34	No. 1,881 z. d. 6 91	No. 223‡ s. d. 5 8è	No. 2232 e. d. 5 81	No. 1,208 a. d. 6 4	No. 1,2781 s. d. 5 11	No. 833 s. d. 5 2	No. 861 s. d. 5 14	No. 889 s.	No. 411 t e. d. 9 111
passenger train per mile. (2.) Average sum received for carrying a passenger (taking all classes togother) one mile.	.d. -871	d. 378	d.	d. •396	d. 48 No.	d: 4067 No.	d. 348 No.	d. •345	.38	.38
(3.) Average number in any passenger train at any one time.	No. 203	No. 218	No. 171 s. d.	No. 174	177 2. d.	197	180	No. 179	No. 288	No. 314
(4.) Average dost of running a train one mile.	3 4 đ.	3 Of	3 104 d.	4 St	5 3 <u>1</u>	5 11 d.	8 10 <u>1</u> d.	8 4	7 74 d.	6 L1 d.
(5.) Average cost of carrying a passenger one mile. (6.) Average profit on each pas-	'197 d '174	·1687 d. ·2043	*278 d. *128	ر. مح 1	*36 d. *07	*86 d. *0467	*19 d. *158	-224 d. -121	*828 d. *057	*264 d. *116
senger per mile. (7.) Average number of passenger trains running over each mile of line in each direction per diem (supposing all trains to run over the whole line in	No. 2:33 •	No. 2-38	No. 1°51	No. 1·87	No. 1·73	No. 1'57	No. 1.38	No. 1'4	No. 1 39	No. 1.4
operation). (8.) Average number of passengers passing over each mile of line, both directions taken together, per diem.	No. 943	No. 1,015	No. 518	No. 476	No. 612	No. 621	No. 497	No. 501	No. 785	No. 98

GOODS TRAFFIC.

		Bast I	ndian.		Great	Indian	Mad	.	Bombay	Remie
	Main	Line.	Jubbulp	ore Line.	Peni	naula.	. 2180	ras.	and Cent	ral India
•	Second half of 1872.	Second half of 1878.	Second half of 1872.	Second half of 1873.	Second half of 1872.	Second half of 1878.	Second half of 1872.	Second half of 1878,	Second half of 1872.	Second half of 1878.
Miles open	No. 1,281	No. 1,281	No. 2232	No. 223‡	No. 1,266	No. 1,2781	No. 832	No. 851	No. 889	No.
(1.) Average receipts from each goods train per mile.	a. d. 10 1½ d.	s. d. 9 81 d.	8 10 d.	8 11 d.	2. d. 0 01 d.	e. d. 9 9	2. d. 6 8 d.	#. d. 6 04 #.	4. d. 9 0 d.	8. d 11 11 d.
(2) Average sum received for carrying one ton of goods (taking all classes together) one mile.	1-15	•96	1.19	1'144	1-75	1.613	1 28	1.258	1.62	1.583
(3.) Average load in tons in any goods train at any one time.	Tons. 1031	Tons. 121.8	Tons.	Tons. 93-5	Tonz.	Tors. 72^6	Tons.	Tons. 59	Tons. 70	Tona 87
(4.) Average cost of running a train one mile.	4. d. 3 4 d.	8. d. 8. 0°	8. d. 3 10)	4 St	5 84	s. d. 5 11	2 10)	8. d.	7 71	611
(5.) Average cost of carrying a ton of goods one mile.	-38	-303 -203	-674 d.	d. - 551 d	1.02 d	d. 978	d. '58 d.	d. 878	1 31	954
(6.) Average profit on each ton per mile.	777 No.	*658 No.	'516 No.	593 No.	78 No.	*684 No.	No.	đ. 655	.81	d. 679
(7.) Average number of goods trains running over each mile of the in each direc- tion per diem (supposing all trains to run over the whole line in operation).	2.93	8.13	1.09	1.014	1'84	1°77	1'67	No. 1 74	No. 1 08	No. 1.08
(S.) Aversee number of tons passing over each mile of line both directions taken together, per diem.	Tons.	Tons. 900	Tons. 150	Tons.	Tons. 228	Tons. 258	Tons. 199	Tons. 204	Tons 144è	Tons 180